



Sustainability Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Agenda

Tuesday, December 14, 2021

5:30 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Sustainability Commission** of the City of De Pere will be held on **December 14, 2021** at **5:30 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET, DE PERE.**

The public may attend the meeting either in person in the Council Chambers or electronically/telephonically. Electronic or telephonic access to the meeting is provided below:

Computer/smart phone accessing <https://www.gotomeet.me/DePere>

OR

You can also dial in using your phone.
United States (Toll Free): [1 866 899 4679](tel:18668994679)
United States: [+1 \(312\) 757-3117](tel:+13127573117)
Access Code: 154-883-285

This meeting may also be rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at <http://deperewi.igmp2.com/>.

- I. Call to Order
 - 1. Roll Call
- II. Public Comment Period
- III. Action Items
 - 1. Approve Sustainability Commission September 14, 2021 Meeting Minutes
 - 2. Consideration and possible action regarding Renewable Energy Work Plan*
 - 3. Discuss No Mow May for 2022
 - 4. Discuss Commissioner Gasch's request for Idle Ban Ordinance
 - 5. Discuss Green Tier Legacy Community Program
 - 6. Discuss 2022 Farmer's Market
- IV. Future Agenda Items
- V. Adjournment

Any person wishing to attend this meeting who, because of disability, requires special accommodations should contact the Clerk's office at 339-4050 by Noon, the previous day so that arrangements can be made.

***Items with an asterisk require City Council approval.**

Agenda Sent To:

Alderspersons

City Administrator

Mayor

Department Heads

TV, Newspapers & Radio Stations

Kress Family Library

De Pere Chamber of Commerce



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 14, 2021

DEPARTMENT: Sustainability Commission

FROM: Betty Sellenheim

SUBJECT: Approve Sustainability Commission September 14, 2021 Meeting Minutes

ATTACHMENTS:

- 2021 0914 Sustainability Draft Minutes (PDF)



Sustainability Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Draft Minutes

Tuesday, September 14, 2021

5:30 PM

GoToMeeting

I. Call to Order

The meeting was called to order at 5:30 PM by Scott Thoresen.

Attendee Name	Title	Status	Arrived
Bill VanBeek	Commissioner	Remote	
Paul Linzmeyer	Commissioner	Remote	
Larry Garrison	Commissioner	Absent	
Renee Gasch	Commissioner	Excused	
Randall Lawton	Commissioner	Remote	
John Quigley	Aldersperson	Remote	
Rebecca McKean	Commissioner	Remote	
Eric Rakers	City Engineer	Remote	

Others present:

Scott Thoresen, Public Works Director (Remote)

Betty Sellenheim, Recording Secretary (Remote)

II. Public Comment Period

None

III. Action Items

1. Consider Election of Chairperson

Aldersperson Quigley nominated Commissioner Lawton. Commissioner Lawton declined the nomination. Commissioner Rakers nominated Commissioner McKean. Commissioner McKean accepted the nomination. Seconded by Aldersperson Quigley
The nomination passed with a 6-0 vote.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Eric Rakers, City Engineer
SECONDER:	John Quigley, Aldersperson
AYES:	VanBeek, Linzmeyer, Lawton, Quigley, McKean, Rakers
ABSENT:	Larry Garrison
EXCUSED:	Renee Gasch

2. Consider Election of Vice Chairperson

Commissioner Rakers nominated Aldersperson Quigley as vice chairperson. Aldersperson Quigley accepted. Seconded by Commissioner Linzmeyer. The nomination passed with a 6-0 vote.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Eric Rakers, City Engineer
SECONDER:	Paul Linzmeyer, Commissioner
AYES:	VanBeek, Linzmeyer, Lawton, Quigley, McKean, Rakers
ABSENT:	Larry Garrison
EXCUSED:	Renee Gasch

3. Approval of the August 10, 2021 Sustainability Commission Meeting Minutes
Commissioner Linzmeyer moved to approve the August 10, 2021 Sustainability Commission Meeting Minutes, seconded by Alderperson Quigley.

Commission Members introduced themselves, their backgrounds, and interest in sustainability.

Upon vote, the motion passed with a 5-0-1 vote with Commissioner VanBeek abstaining.

RESULT:	ADOPTED [5 TO 0]
MOVER:	Paul Linzmeyer, Commissioner
SECONDER:	John Quigley, Alderperson
AYES:	Linzmeyer, Lawton, Quigley, McKean, Rakers
ABSTAIN:	Bill VanBeek
ABSENT:	Larry Garrison
EXCUSED:	Renee Gasch

4. Discuss Commissioner Gasch's request for Idle Ban Ordinance
Commissioner Linzmeyer moved to table Commissioner Gasch's request for idle ban ordinance, seconded by Commissioner VanBeek. Upon vote, the motion passed with a 6-0 vote

RESULT:	TABLED
Next: 12/14/2021 5:30 PM	

5. Consider and Possible Acton Regarding Renewable Energy Work Plan*
- Scott Thoresen, Public Works Director, overviewed the work plan and explained the updates and progress made since it was first introduced in 2020. Mr. Thoresen explained the clean energy resolution that was forwarded and passed at Common Council in August and offered to send it to members for reference.
- Commissioner Van Beek expressed concerns about the goals missing the dates in order to enforce and measure progress. Mr. Thoresen explained the differences between the two resolutions presented to the Commission and internal sustainability team for review.
- Alderperson Quigley expressed that one reason the resolution was forwarded without the dates was due to a lack of energy use baseline and stated the discussion in August included adding more tangible goals in the work plan. Commissioner Linzmeyer expressed similar concerns about the goals and interest in getting the baseline established. Commissioner Linzmeyer suggested modeling a work plan and goals after another community and collaborating with Green Bay Sustainability. Commissioner McKean agreed with Alderperson Quigley's recap of the past meeting and contributed additional information regarding the baseline. Commissioner Linzmeyer suggested reaching out to the local colleges and universities for assistance with establishing the baseline. Mr.

Thoresen explained differences between a baseline for city operations and a baseline for the entire community and reiterated the community-focused purpose of the commission. Commissioner Lawton expressed the importance of the Commission, Council, and Staff collaborating. Commissioner Linzmeyer expressed a need to create an impact city-wide and establish a baseline for the community and acknowledged the city as part of the green-tier legacy program through the Wisconsin DNR. Mr. Thoresen added further information regarding the green-tier legacy program and offered to send spreadsheet to new members to review. Commissioner Linzmeyer explained LEED for Cities and Communities and resources available. Commissioner Lawton shared that a great deal of time was invested by the Commission members to establish the green-tier baseline and proposed projects to prioritize. Commissioner McKean explained that the past work done by Commission members would be publicly available through the minutes and meeting packets accessible through the City website and welcomed comments prior to the next scheduled meeting regarding the draft work plan included in the meeting agenda, especially regarding community involvement. Commissioner McKean explained projects Commissioner Gasch has executed including YouTube tutorials and the Sustainability Booth at the Farmer's Market. Mr. Thoresen explained how to access the green-tier baseline spreadsheet but offered to send the most recent copy to members for review. Mr. Thoresen suggested that edits or comments on the work plan be sent to him over the next month to be included for an update at the December meeting. Alderperson Quigley expressed interest in establishing the baseline and work plan for City operations and ultimately the Commission would be charged with relaying the outcomes to the community and businesses for buy-in, input, and establishing their own green initiatives. Mr. Thoresen agreed and stated that the Commission could look at using the green-tier baseline for establishing the sustainable practices established and noting the annual improvements. Mr. Thoresen stated he would send out the green-tier spreadsheet to all members for review and asked for comments to be provided to him on that and the work plan. Commissioner McKean explained what the Commission had moved to establishing a baseline for city operations rather than community-wide. Commissioner McKean expressed interest in moving forward with staff's suggestion for the Commission members to review the work plan and green-tier spreadsheet and return comments to Scott. Mr. Thoresen explained he would compile the comments and send them out prior to the December meeting and include the green-tier information for discussion on the December agenda.

Commissioner Linzmeyer moved to refer the Renewable Energy Work Plan back to staff for Commissioners to provide comments and bring back to December meeting, seconded by Commissioner Van Beek. The motion passed with a 6-0 vote.

RESULT:	REFERRED BACK TO STAFF [UNANIMOUS]
	Next: 12/14/2021 5:30 PM
MOVER:	Paul Linzmeyer, Commissioner
SECONDER:	John Quigley, Alderperson
AYES:	VanBeek, Linzmeyer, Lawton, Quigley, McKean, Rakers
ABSENT:	Larry Garrison
EXCUSED:	Renee Gasch

IV. Future Agenda Items

Commissioner McKean mentioned Commissioner Gasch's request for idle ban ordinance and solar group buy and presentation.

Scott Thoresen, Public Works Director, stated he would bring back those two items, the work plan, green-tier program discussion, and no mow May review for 2022.

Commissioner Lawton requested the Farmer's Market Booth be reviewed.

V. Adjournment

Commissioner Linzmeyer moved to adjourn the meeting at 6:42 PM, seconded by Commissioner Lawton. The motion passed with a 6-0 vote.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 14, 2021

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action regarding Renewable Energy Work Plan*

At the last Sustainability Commission meeting, discussion was had regarding the Commissioners needing to review the draft of the clean energy renewable work plan and forward comments to staff to include in a final draft. No additional comments were received. Attached is the final draft of the renewable energy work plan for consideration. In addition, attached is the City of Green Bay's draft work plan along with the work plan the Commission had previously discussed.

ATTACHMENTS:

- City of De Pere Sustainability Commission Final Renewable Energy Work Plan 12-6-2021 (PDF)
- Commissioner McKean's Work Plan Notes (PDF)
- City of Green Bay Renewable-Energy-Work-Plan-PDF (PDF)

City of De Pere Sustainability Commission's Work Plan

- Conduct a baseline assessment of the City of De Pere's greenhouse gas emissions utilizing resources such as the Greenhouse Gas Protocol (Global Protocol for Community-Scale Greenhouse Gas Emission Inventories), City of De Pere staff, WPS staff, and local expertise from faculty and students at St. Norbert College.
- Use baseline assessment as a guideline for the City of De Pere to work towards eventually achieving carbon neutrality and for tracking changes in the City's greenhouse gas emissions annually.
- Conduct research and compile a white paper report that outlines various considerations towards transitioning to carbon neutrality that includes, but is not limited to:
 - Specific information on the baseline assessment of greenhouse gas emissions for the City of De Pere;
 - Scientific evidence for community benefits of reducing greenhouse emissions;
 - Definition of carbon neutrality and possible goals for reaching carbon neutrality;
 - Overview of types of renewable energy possible in the City of De Pere;
 - Discuss energy conservation;
 - Economic and tax rate considerations: the cost of the initial transition vs. the cost of doing nothing, the long-term economic benefits to renewable energy;
 - Policy recommendations to meet the scientific needs with consideration to the economic realities.
- Following the report's presentation and discussion at the City Council, the Sustainability Commission may submit a resolution with stated recommendations with consideration to feedback from the Council that outlines our target dates and goals for a transition to carbon neutrality.
- Solicit feedback from the community on specific possible actions towards transitioning to carbon neutrality before passing a final resolution. This can include, but is not limited to:
 - Commission members reaching out to community organizations, individuals, and other key stakeholders;
 - Receiving feedback from partner organizations' sustainability listening sessions by providing them a list of possible recommendations for them to include in any programming;

- Enlisting the help and advice of expert organizations (ex. RENEW Wisconsin);
 - Developing and sending out a survey to a random sample of city residents and also making the survey available online for residents of the City about possible solutions;
 - Advertise report to the City Council and subsequent resolution and encourage public dialogue and civic engagement prior to any policy votes.
- Following the potential passage of a resolution outlining goals towards the transition to carbon neutrality, the Sustainability Commission may work with city staff and any key stakeholders to develop a Renewable Energy Action Plan that will outline exactly how the municipality and community will make that transition toward any stated goals. This plan may be developed in consultation with third-party consultants, and the commission may identify grant opportunities to fund such a plan (including but not limited to the annual grants from the Wisconsin Public Service Commission). The Sustainability Commission will facilitate community input in this plan.
 - Prior to and following any resolution that states specific goals, the Sustainability Commission may work to identify and recommend any other policy suggestions or programmatic opportunities to encourage the use of renewable energy in the city.
 - The Sustainability Commission may engage and collaborate with other local and tribal governments in the region, the State of Wisconsin (DNR Green Tier Legacy Community Program), and the federal government (Environmental Protection Agency), higher education (e.g., St. Norbert College), business and industry to encourage progress towards these goals.
 - The Sustainability Commission may constantly be identifying funding opportunities from grants, public-private partnerships, possible city budget requests, or any other opportunities that become available.
 - Work with City staff to determine current levels of renewable energy versus other energy sources and identify any existing efforts to transition, cost estimates, and barriers to transition.
 - Utilize the Green Tier Sustainability scoresheet (and the City's 2019 baseline) as a guideline for choosing projects that Commissioners agree would advance the sustainability goals of the City, while also improving the City's score each year.

McKean Notes on City of De Pere Sustainability Commission Work Plan

From GB Sustainability Work Plan (modified sections in red, order altered):

- Conduct a baseline assessment of the City of De Pere's greenhouse gas emissions utilizing resources such as the Greenhouse Gas Protocol (Global Protocol for Community-Scale Greenhouse Gas Emission Inventories), City of De Pere staff, WPS staff, and local expertise from faculty and students at St. Norbert College.
- Use baseline assessment as a guideline for setting goals for the City of De Pere to work towards eventually achieving carbon neutrality and for tracking changes in the City's greenhouse gas emissions annually.
- Following completion of the baseline assessment, conduct research and compile a white paper report that outlines various considerations towards transitioning to carbon neutrality that includes, but is not limited to:
 - Specific information on the baseline assessment of greenhouse gas emissions for the City of De Pere;
 - Scientific evidence for community benefits of reducing greenhouse emissions;
 - Definition of carbon neutrality and possible goals for reaching carbon neutrality;
 - Overview of types of renewable energy possible in the City of De Pere;
 - Discuss energy conservation;
 - Economic considerations: the cost of the initial transition vs. the cost of doing nothing, the long-term economic benefits to renewable energy;
 - Policy recommendations to meet the scientific needs with consideration to the economic realities.
- Following the report's presentation and discussion at the City Council, the Sustainability Commission may submit a resolution with stated recommendations with consideration to feedback from the Council that outlines our target dates and goals for a transition to carbon neutrality.
- Solicit feedback from the community on specific possible actions towards transitioning to renewable energy before passing a final resolution. This can include, but is not limited to:
 - Commission members reaching out to community organizations, individuals, and other key stakeholders;
 - Receiving feedback from partner organizations' sustainability listening sessions by providing them a list of possible recommendations for them to include in any programming;
 - Enlisting the help and advice of expert organizations (ex. RENEW Wisconsin);
 - Developing and sending out a survey to a random sample of city residents and also making the survey available online for residents of the City about possible solutions;
 - Advertise report to the City Council and subsequent resolution and encourage public dialogue and civic engagement prior to any policy votes.
- Following the potential passage of a resolution outlining goals towards the transition to carbon neutrality, the Sustainability Commission may work with city staff and any key stakeholders to develop a Renewable Energy Action Plan that will outline exactly how the municipality and community will make that transition toward any stated goals. This plan may be developed in consultation with third-party consultants, and the commission may identify grant opportunities to fund such a plan (including but not

McKean Notes on City of De Pere Sustainability Commission Work Plan

limited to the annual grants from the Wisconsin Public Service Commission). The Sustainability Commission will facilitate community input in this plan.

- Prior to and following any resolution that states specific goals, the Sustainability Commission may work to identify and recommend any other policy suggestions or programmatic opportunities to encourage the use of renewable energy in the city.
- The Sustainability Commission may engage and collaborate with other local and tribal governments in the region, the State of Wisconsin (DNR Green Tier Legacy Community Program), and the federal government (Environmental Protection Agency), higher education (e.g., **St. Norbert College**), business and industry to encourage progress towards these goals.
- The Sustainability Commission may constantly be identifying funding opportunities from grants, public-private partnerships, possible city budget requests, or any other opportunities that become available.

Addition:

- **Use the Green Tier Sustainability Strategies scoresheet (and the City's 2019 baseline) as a guideline for choosing projects that Commissioners agree would advance the sustainability goals of the City, while also improving the City's score each year.**

**City of Green Bay Sustainability Commission
Renewable Energy Work Plan**

In order to meet our stated goal of transitioning to 100% renewable energy, the Sustainability Commission for the City of Green Bay may take the following steps:

- I. Conduct research and compile a white paper report that outlines various considerations towards transitioning to renewable energy that includes, but is not limited to:
 - a. Scientific evidence for reducing greenhouse gas emissions;
 - b. Overview of types of renewable energy;
 - c. Define different areas, both at the municipal and community level, that require various forms of energy;
 - d. Define carbon neutrality;
 - e. Discuss energy conservation;
 - f. Economic considerations: the cost of the initial transition vs. the cost of doing nothing, the long-term economic benefits to renewable energy;
 - g. Policy recommendations to meet the scientific needs with consideration to the economic realities.

This report may be presented to the full Sustainability Commission in April, and upon approval sent to Common Council for presentation.
- II. Following the report's presentation and discussion at Common Council, the Sustainability Commission may submit a resolution with stated recommendations with consideration to the feedback from council that outlines our target dates and goals for a transition to renewable energy at the municipal and/or community level.
- III. Enlist the help of UW-Green Bay faculty and students to conduct a study to determine a baseline for greenhouse gas emissions to be used as a reference for any possible carbon reduction goals. This should be started right away, but does not need to be finished prior to the passage of a resolution outlining goals.
- IV. Work with city staff to determine current levels of renewable energy versus other energy sources and identify any existing efforts to transition, cost estimates, and barriers to transition.
- V. Work with WPS to determine current energy sources at the community level, and identify future plans towards transitioning to renewable energy that already exist.
- VI. Solicit feedback from the community on specific possible actions towards transitioning to renewable energy before passing a final resolution. This can include, but is not limited to:
 - a. Commission members reaching out to community organizations, individuals, and other key stakeholders;
 - b. Receiving feedback from partner organizations' sustainability listening sessions by providing them a list of possible recommendations for them to include in any programming;

**City of Green Bay Sustainability Commission
Renewable Energy Work Plan**

- c. Enlisting the help and advice of expert organizations (ex. RENEW Wisconsin);
 - d. Developing and sending out a survey to a random sample of city residents and also making the survey available online for residents of the City about possible solutions;
 - e. Advertise the findings of the white paper and subsequent resolution and encourage public dialogue and civic engagement prior to any policy votes.
- VII. Following the potential passage of a resolution outlining goals towards the transition to renewable energy, the Sustainability Commission may work with city staff and any key stakeholders to develop a Renewable Energy Action Plan that will outline exactly how the municipality and community will make that transition toward any stated goals. This plan may be developed in consultation with third-party consultants, and the commission may identify grant opportunities to fund such plan (including but not limited to the annual grants from the Wisconsin Public Service Commission). The Sustainability Commission will facilitate further community input in this plan.
- VIII. Ensure the inclusion of energy policy, among other sustainability issues, in the city's next comprehensive plan.
- IX. Prior to and following any resolution that states specific goals, the Sustainability Commission may work to identify and recommend any other policy suggestions or programmatic opportunities to encourage the use of renewable energy in the city.
- X. The Sustainability Commission may engage and collaborate with other local and tribal governments in the region, the State of Wisconsin (DNR Green Tier Legacy Community Program), and the federal government (Environmental Protection Agency), higher education (e.g., Northeast Wisconsin Technical College), business and industry to encourage progress towards these goal
- XI. The Sustainability Commission may constantly be identifying funding opportunities from grants, public-private partnerships, possible city budget requests, or any other opportunities that become available.



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 14, 2021

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss No Mow May for 2022

The intent of this memo is to have discussion with the Commission on whether the City should pursue another "No Mow May" for 2022.

In 2021, the City Council approved a resolution for "No Mow May" allowing property owners not having to mow their properties if they chose to participate. Those that participated were to sign up with the City and receive a "No Mow May" sign to install in their yard. The City had approximately 140 property owners requesting the sign because they wanted to participate. There was a lot of positive feedback regarding the program as well as negative feedback. So moving forward we need to discuss what worked well and where we need improvements if we choose to do this in 2022.

Our internal City sustainability team met to discuss "No Mow May" and felt we should be looking at allowing permanent areas of properties to grow prairie grass etc. including City properties and not mow them. We should be promoting native vegetation as part of the process to help the "pollinators". In addition, the team felt we need to better educate the community so those that want to participate in "No Mow May" can not only be made aware of what is going on but can sign up to get a sign to install in their yards to participate.

In addition, I met with the City of Green Bay's Resiliency Coordinator Melissa Schmitz to discuss "No Mow May". Green Bay is interested in partnering with De Pere for educational purposes because they are looking at doing this as well. As part of our discussion, I found out that Green Bay's municipal ordinance encourages property owners to grow natural landscaping and native plantings for promoting soil and water conservation as well as a healthy pollinator community. This could be useful if the City pursues allowing property owners to plant native vegetation and not have to mow as mentioned above.



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 14, 2021

DEPARTMENT: Sustainability Commission

FROM: Scott Thoresen

SUBJECT: Discuss Commissioner Gasch's request for Idle Ban Ordinance

<https://www.epa.gov/schools/idle-free-schools-toolkit-healthy-school-environment>

ATTACHMENTS:

- Vehicle IdlingReport - Oshkosh (PDF)

Shelby Brockman, Logan Brooks,
Taylor Hewitt, Jennifer Welles

City of Oshkosh Vehicle Idling Ordinance Proposal



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Shelby Brockman, Logan Brooks,
Taylor Hewitt, Jennifer Welles

City of Oshkosh Vehicle Idling Ordinance Proposal

14 December 2017

Executive Summary

The city of Oshkosh can benefit from the implementation of a vehicle idling policy, this policy would limit the amount of time that combustion engines can run while the vehicles are stationary. There are three main goals that this policy will help the city of Oshkosh achieve. The first goal is to spend less on fuel annually by simply turning vehicles off during times when idling is unnecessary. This will reduce the amount of fuel consumed, meaning that less money will be spent on fuel itself. The second goal is to improve the air quality in our community by reducing the amount of particulate matter in the air caused by vehicle exhaust. Emissions from vehicles are a direct link to illnesses such as asthma, delayed lung growth, and even lung cancer. The final goal of this ordinance is to reduce greenhouse gas (GHG) emissions, and overall reduce Oshkosh's carbon footprint. Emissions are not only harmful to human health, but to the environment as well. This ordinance provides Oshkosh with the opportunity to be a leader in the Fox Valley, and lay the groundwork for other cities to follow suit. Implementing this policy will

allow our community to save money on fuel, reduce CO₂ emissions, protect public health, and improve air quality all while progressing toward the cities sustainability goals.

Background

The problem with vehicle idling is that it increases the amount of CO₂ emissions in the air. This is a health concern for not only children and elderly/medically fragile individuals, but also the health of the environment. Another issue with vehicle idling is the unnecessary costs vehicle owners pay in the way of fuel expenses. By creating a vehicle idling ordinance in the city of Oshkosh we hope to address the problem of excessive CO₂ emissions and pollutants contaminating the air that community members breathe. If the issue is not addressed, Oshkosh will continue to add Greenhouse Gas (GHG) emissions into the air which would continue to make the city an unhealthy place to live. By proposing the vehicle idling ordinance we hope to help the city reach its sustainability goals set in the Sustainability Plan and make Oshkosh a better place to live. Currently, the city of Oshkosh has not proposed anything similar to the vehicle idling ordinance laid out in this proposal.

The city of Oshkosh has the opportunity to be leaders in air quality issues related to idling, by recognizing the many health risks associated with poor air quality. An article from the Environmental Magazine entitled "Flashing Lights- Danger: Polluting School Bus Ahead" explains that because of their developing anatomy, children are more sensitive to diesel emissions than adults, and exposure to particulate matter from diesel fuel has been linked to asthma, delayed lung growth, and cancer (2006). Some cities have acknowledged idling as an issue without implementing an ordinance. These campaigns

focus solely on educating the public about health risks associated with idling in an effort to reduce it. For example, Milwaukee Public Schools hosted an anti-idling campaign in 2010, and now have strict regulations against idling near their public schools, and general idling while students are in the bus. Research shows a correlation between children who are regularly around vehicle emissions have significantly decreased level of health. The city of Oshkosh needs to acknowledge the health implications that come from idling. Oshkosh is morally obligated to protect the children, elderly, and medically impaired individuals living within the city who are most susceptible to vehicle idling emissions.

Recommended Ordinance

This ordinance aims to make Oshkosh a more healthy and sustainable community, while also recognizing the transportation challenges that the city faces. Vehicle idling for things such as extreme weather, emergency vehicles, utility vehicles, etc. are all taken into consideration under the recommended ordinance. By implementing this ordinance it would be a step in the right direction for protecting air quality of our city, especially in areas where children and elderly residents are present. We are recommending a two phase implementation of this ordinance. Phase one would focus on the regulation of idling for municipal vehicles only. Municipal vehicles that require engine idling to operate various equipment are under exemptions 5 and 7 below. After the municipality is comfortable with phase one of the ordinance, phase two will commence. Phase two extends idling regulations to privately-owned vehicles. Under both phases of the vehicle idling ordinance, city-owned and privately-owned vehicles would be prohibited from

idling more than five minutes within a sixty minute period, except under the following circumstances¹:

1. The motor vehicle idles to operate defrosters, heaters, air conditioners, or other equipment while the temperature is either below 20 degrees Fahrenheit or above 90 degrees Fahrenheit;
2. The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency, including for the purpose of providing shelter;
3. The motor vehicle idles while forced to remain motionless because of traffic, a traffic control device or signal, or at the direction of a law enforcement official;
4. A police, fire, ambulance, public safety, or other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency situation or training mode and not for the convenience of the vehicle operator;
5. The motor vehicle is owned by an electric utility and is operated for electricity generation of hydraulic pressure to power equipment necessary in the restoration, repair, modification, or installation of electric utility service;
6. An armored motor vehicle idles when a person remains inside the vehicle to guard the contents, or while the vehicle is being loaded or unloaded;
7. When idling of the motor vehicle is necessary to operate auxiliary equipment to accomplish the intended use of vehicle (such as operating refrigeration unit, lift, crane, pump, drill hoist, or concrete mixer), provided that this exemption does not

¹ Exemptions modeled after vehicle idling ordinances from the City of Madison, WI and the City of Evanston, IL. (appendix A)

apply when the vehicle is idling solely for cabin comfort or to operate equipment that is nonessential to the intended use of the vehicle;

8. A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection;
9. The engine idles when necessary for maintenance, servicing, or diagnostic purposes.

Recommended Enforcement

It would be most beneficial to assign the responsibility of enforcing the ordinance to parking enforcement officials. This would be an additional duty included in their job, and therefore no additional costs or labor would be required. Parking enforcement officials would have the authority to cite anyone who was not in accordance with the idling ordinance. However, it is recommended that the first corrective action taken against an individual be directed toward a letter that is sent to the address registered to the idling vehicle (appendices B and C). The city of Madison, WI has used this strategy since implementing their ordinance in September of 2017, and this has worked really well to spread the word about why the ordinance exists. After significant awareness of the ordinance is achieved, the Oshkosh Police Department would advance to monetary citations. These citations would be approximately \$50-\$150 based on the severity of idling and type of vehicle. These fines are based off the benchmarking cities, found on pages 13-16 of this document. Subsequent violations would result in increasing fines. It is

encouraged that larger vehicles and diesel vehicles receive a more costly fine, as their impact of idling is more significant than a standard passenger motor vehicle. It is also recommended that a citizens-report method be encouraged, where citizens are able to call a designated number to report an ongoing idling situation. This promotes overall community well-being, and holds the citizens of Oshkosh accountable.

Stakeholders

The following identified stakeholders in the city of Oshkosh may be affected by this ordinance or might have an effect on the implementation of this ordinance. The passing and successful implementation of this ordinance will be determined by these stakeholders and it is important to identify and communicate with as many of them as possible prior to the passing of the ordinance. Listening to all of these perspectives and concerns allows us to propose the most well-rounded ordinance and increase the chance that it will be implemented by the city. There are different degrees of stakeholders in a city depending on various factors such as economics, social status, and environmental concerns. We have attempted to communicate with as many of these different perspectives as possible and any concerns or ideas can be expressed and addressed in our ordinance. We have categorized these different stakeholders according to their relationship with the proposed ordinance.

Primary Stakeholders

GO Transit

Jim Collins is the transportation director for Go Transit and is a primary stakeholder for the vehicle idling ordinance. Jim Collins asserted that the Go Transit busses would need to be exempt from the vehicle idling ordinance, however, they would

support the ordinance. Jim Collins gave the following reasons as to why he thinks that Go Transit should be exempt from the ordinance:

1. It is extremely hard on diesel engines to continually start and stop, and the transit buses are continually moving all day/every day. Continuing to stop and start reduces the engine life and increases maintenance issues and costs. These issues would lead to reduced service reliability which is unacceptable.
2. One of priorities in public transit is passenger comfort – heating and cooling is accomplished while the engine is on.
3. Diesel technology continues to advance. Each generation of buses burns much cleaner than the previous. The technology is pretty far advanced so that environmental impacts are minimized.
4. The buses don't really idle anywhere for more than 5 minutes. When they are idling, it is generally while transferring passengers.
5. Go Transit busses are also parked inside so they don't need to idle in the morning in order to warm up the busses for passenger comfort, which has also reduced emissions associated with idling.
6. Go Transit has ordered 7 new clean diesel buses which alone will help reduce emissions as the diesel technology is so far advanced beyond the current busses in operation. They are replacing seven 2003 buses with 2017 busses next spring.

Public Works Department

James Rabe, director of the public works department in Oshkosh, is a primary stakeholder for this policy. Most of the city owned vehicles that would not be exempt from this ordinance run through his department and it is important that the city work with

him when creating the vehicle idling policy. In speaking with James Rabe, he included a list of all the reasons that city vehicles need to idle (appendix D). Most of these reasons he gave for the vehicles idling were for running equipment that is attached to the vehicles. Exemption number 7 from our recommended ordinance remedies this problem. Because James Rabe plays a crucial role in the future of the vehicle idling ordinance, the city should work with him and take his opinions into consideration when creating a policy.

Oshkosh Police Department

The Oshkosh Police Department is a primary stakeholder for the vehicle idling ordinance because they would be in charge of enforcing the ordinance. Unfortunately, nobody at the department was available for commenting on the ordinance at this time. However, it is crucial that if the city decides to move forward with the vehicle idling ordinance that they are consulted and their opinions taken into account.

Secondary Stakeholders

Oshkosh Fire Department

The Oshkosh Fire Department is a secondary stakeholder for the vehicle idling ordinance because they would be indirectly affected by this ordinance. We talked to Brian Bending, who is the Battalion Chief and Fire Marshal for the City of Oshkosh Fire Department. He expressed that the Oshkosh Fire Department would support our proposed vehicle idling ordinance but emergency vehicle would need to be exempt when on an emergency call. Firefighters are well respected member of the Oshkosh community, and having their support would be beneficial to the passing of the proposed ordinance.

Oshkosh Area School District

Susan Schnorr is the Executive Director of Business Services with the Oshkosh Area School District. She handles the contract between Kobussen Ltd and the OASD. She was not in favor of the idling ordinance due to Kobussen's already implemented anti-idling strategies. Kobussen Ltd. has a companywide rule that prohibits school buses from idling for more than ten minutes. She also stated that buses near the school are routed in a way that prevents excessive idling. Susan Schnorr also showed concern for small children and other students with medical needs that would require a controlled climate. The ability of the OASD and Kobussen Ltd. to revise their contract to comply with the ordinance is a crucial factor to the success of its implementation.

Allison Garner, President of the Board of Education of the Oshkosh Area School District, was in favor of the ordinance. She also suspected that many board members and students would also support anti-idling efforts. Allison Garner stated that it would also be a beneficial learning experience for the students to learn about air quality issues, and has the possibility of inspiring projects for STEM (science, technology, engineering, and mathematics) and APLS (advanced project-based learning for students) based schools.

Taxi Services

The Oshkosh City Cab Co. was not in support of nor in opposition to the vehicle idling ordinance. Their only concern with the ordinance was their ability to keep their cabs at a comfortable temperature for their clients because they are often elderly. This problem can be bridged with the ordinance exception to vehicles transporting individuals with handicaps that require climate regulation.

Oshkosh Resident and Retired Teacher

Tina Haffeman is a secondary stakeholder. Being a former school teacher, she was in favor of this policy as soon as I mentioned that it harms students who are waiting for buses before and after class. She mentioned how she can visibly see the layer of engine exhaust surrounding the buses in the winter and acknowledges that this cannot be healthy for the students. Her solution was a public education campaign to address the issues this can present on school grounds. She also mentioned that she works first hand with homeless citizens in Oshkosh that use their vehicles as temporary shelters, and that allowing them to run keeps the temperatures bearable. This alluded to the exemptions that must be acknowledged, as this is not a one size fits all policy.

Business Owner- Lakeside Plastics, Jeff Seibold

This is a family owned manufacturer of traffic safety products. Chances are, every safety cone you see in the state of Wisconsin, came from this business. Jeff said that he currently employs roughly 160 people. Jeff had a smooth and efficiently operating business that consistently does well. Initially, The idea of implementing a policy change that could affect his business made him skeptical. He explained to me that of the six semis logistically involved with his business, Lakeside Plastics owns, and financially supports one of them. Once he was aware that adhering this idling policy could save him money on fuel and engine degradation. The financial gains acquired his attention and general acceptance of the policy.

Business Owner- Skor Properties and Gartman Mechanical, Scott Olejnik

Both businesses operate out of Oshkosh and employ roughly 26 people, depending on seasonal employment. Gartman Mechanical has a 20-vehicle fleet. Again

he was weary of his business being affected by the policy but also understands that idling is not easy on vehicles. Inevitably, when consider the financial implications, approved of the policy

Supervisor of (UWO) Grounds and Automotive Facilities, Lisa Mick

Lisa is responsible for supervising 20-25 employees, given seasonal jobs. Her job utilizes roughly 15 vehicles, many which are large trucks. She goes as far as telling her own student workers to turn the vehicle off in the winter. The same idea was voiced during the warm months in regards to air conditioning and cooling the vehicle. This sets a standard on campus. The campus itself, is highly influential to the city and other campuses. Ultimately, Lisa Mick plays a highly influential role on the campus and this idling policy can complement that influence.

Experts Madison Police

Captain Richard Bach is in charge of Traffic and specialized services for the Madison Police Department, where they have already implemented vehicle idling ordinance. Captain Bach informed us that their vehicle idling ordinance started out as an educational campaign to reach out to the community. This involved educating people about some of the common misconceptions that people associate with idling and inform people about reasons to reduce idling. Idling factsheets were distributed to households by mail and talked about the dangers to children's health, the ability to reduce fuel consumption, and saving money. This was encouraging to hear because our campaign will be centered around children's health and saving people money. He also informed us

that this isn't a black and white enforcement policy and officers are encouraged to use their discretion when giving out a ticket. This ticket is then distributed in the mail along with an information sheet on the ordinance and why it is important. A person's first offense is a warning so they can be made aware or reminded of the ordinance. The Madison Police department ability to be transparent with the public has resulted in the successful implementation of their vehicle idling ordinance. Captain Richard Bach would be a great resource for Oshkosh to use if the city decides to move forward with the proposed vehicle idling ordinance.

City Manager

Mark Rohloff is the City Manager here in Oshkosh and provided some valuable insight on how an ordinance typically gets adopted by the common council. Ordinances are typically adopted by the Common Council through one of four general ways: (1) A proposal by one or more Council Members; (2) a recommendation from a board or commissions (in this case perhaps from the Sustainability Advisory Board; (3) a proposal, suggestion, or petition by the public asking Council to adopt an ordinance; or (4) a recommendation of staff.

When an ordinance is suggested that covers a new area (such as a vehicle idling ordinance), the Council typically directs staff to analyze where else this is being done, how it works, experiences of other communities with a similar ordinance, and the impact of such an ordinance, including resources (budget and/or staff) necessary to enforce such an ordinance. The Council may also want to know if there are any options which closely resemble such an ordinance and/or offer an alternative way to achieve the desired objective. Following that analysis, the Council may then direct the City Manager

to have the City Attorney prepare a draft ordinance, after which the Council would take action on a proposed ordinance. A new ordinance is subject to a public hearing, and is required to be read at two consecutive Council meetings before it is adopted by Council. Mark Rohloff insight was extremely helpful to help understand what information is necessary to obtain before the creation of a proposed ordinance.

Benchmarking

Madison

Madison Wisconsin just recently implemented their vehicle idling ordinance in September 2017. Alder Ledell Zellers was the main force behind this ordinance passing. She went to many town and city government meetings with the intentions of educating government officials and the general public about the health risks and fuel costs that idling vehicles caused. When speaking with Ledell Zellers on the phone she said that education was key in getting the ordinance passed. She said that most people do not even think about the health problems that idling cars has on young children but once they are educated on the issue they are willing to comply with the idling ordinance in order to keep children safer and healthier. Ledell Zellers also said that the education on costs associated with idling cars helped to motivate people to comply with the idling ordinance and said that there are a lot of misconceptions and myths around engine life and quality and turning your vehicle on and off. Ledell Zellers share the vehicle idling fact sheets that madison used in the education process for this ordinance (appendix B). Ledell Zellers said that there were originally a lot of critics to the ordinance (such as the bus

company and utility workers) but by sitting down with them and coming to compromises and by examining their vehicle use they determined that they could, in fact, follow the ordinances regulations. She stressed heavily that educating people was key to passing the ordinance and that once misconceptions were corrected that almost everyone got behind the ordinance.

Captain Richard Bach, the Police Traffic & Specialized Services director for the Madison police department, was also available for commenting on the vehicle idling ordinance in Madison. Richard Bach said that Ledell was the key force behind the ordinance passing and that her presence at the city council meetings made an important impact in getting the ordinance passed. Richard Bach also said that education was key in getting the community to comply with the ordinance. As for enforcing the ordinance Richard Bach said that each officer can use their own judgement on whether or not to give a citation just as they can with any other laws. The officers do not directly approach a violator, instead they send them a letter in the mail explaining the Vehicle Idling ordinance. Their first offence is a warning and after that citations are given. You can find the sample letter that they send to violators attached at the end of this document (appendix B).

Salt lake city

Salt Lake City Utah passed their first vehicle idling ordinance in 2008 making idling a vehicle for more than 5 minutes illegal. Then in 2011 they expanded on their original ordinance and cut the idling time restriction down to 3 minutes. One of the major concerns that came up during the ordinances proposal was if it would be enforceable among city owned vehicles. They had two options: 1. To install equipment that would

track speeds, vehicle uses, and idling or 2. To create incentives for employees who were able to reduce their total fuel use. They favored the second option because it did not involve the city having to spend additional money. Another concern that was brought up was by businesses with drive- thrus, although normally cars are not in drive-thrus for that long the city will have signs that these businesses can display in their windows to remind drivers of the ordinance.

Appleton

The Green Tier Legacies Community has Appleton listed as one of the communities that has created a vehicle idling ordinance for their city municipal vehicles. However, when I contacted the Appleton public works department they said "I am not aware of any City Ordinance regarding vehicle idling. The Public Works Department does have a section in our Work Rules that states: *'Vehicles shall not be left running, unless necessary to operate essential vehicle accessories, such as warning flashers, generators, etc.'* Our vehicles have GPS units that give us an email notification if a vehicle is idling longer than a specified amount of time. Employees are disciplined if not following any of our Work Rules." (Paula Vandehey, P.E. Director of Public Works City of Appleton). There were a lot of people who I talked to when trying to find the right person to talk to who were very confused when I brought up their Vehicle Idling Ordinance who seemed to have no idea what I was talking about. This was very disheartening considering all of these people were city employees. The goal for Oshkosh is to be better than this by making sure everyone is educated on the implications of vehicle idling.

Eau Claire

The City of Eau Claire also has a vehicle idling policy in place for their city municipal vehicles. This policy can be found at the end of this document (appendix E) Eau Claire is another city that is very similar in size to Oshkosh, making it easy for Oshkosh to adapt the same policy. Eau Claire's policy is a much simpler than the one from Evanston Illinois but still covers all the essential details.

Costs

As previously discussed in benchmarking, other cities have enforced similar policies without developing a new enforcement budget or designating an enforcement group. This is due to the fact that both the workforce and budget already exist. The most efficient way to enforce this policy would be to utilize the parking patrol officers. They are already on duty enforcing lawful parking practices. This idling policy would simply act as another duty prescribed to them and would not require any additional funding. Once the policy is implemented.

Cost of Idling per Vehicle

It has been determined that saving more is going to be a result of spending less, and this policy does just that. Research indicates that the average driver idles their car for 16 minutes per day (Carrico et al. 2009), but not all idling is deemed "unnecessary". Statistically, 4.2 minutes are spent warming the vehicle up and 3.7 minutes are spent waiting to pick someone up (Figure 1.7) . The remaining eight minutes are spent in traffic, or stop lights. During this time for obvious safety reasons it is entirely acceptable to maintain an idling state. The remaining eight minutes are where this policy can be implemented and can amass immense city wide savings. As of 2015, the Census Bureau

observed that there are 26,152 households in Oshkosh and that the average household owns two vehicles (Figure 1.3). From this we can figure there are roughly 52,304 cars in Oshkosh. The census bureau also reveals that 83% (Figure 1.4), or 43,412 drivers in Oshkosh on a daily basis drive alone. If each of those vehicles were to idle for the previous prescribed 8 minutes of idling, that would amount to 5,788 hours of idling time! The average compact sedan consumes .17 gallons per hour while driving, as compared to a large sedan, which consumes .39 gallons per hour of idling (Figure 1.1). To err on the side of caution and eliminate any risk of bias data, we are going to assume every vehicle in Oshkosh is very fuel efficient and uses only .2 gallons per hour of idling. At this rate that is still 1,157 gallons of fuel that virtually served no purpose. If the price of fuel were to remain at the current constant rate of \$2.49, annually that would amass \$1,073,260 that Oshkosh residents did not need to spend. Not to mention each of these vehicles emits an average of 1.4 grams of carbon per second while idling (Frey et al. 2003). That means these vehicles are omitting 391,232 pounds of carbon dioxide into the atmosphere annually, which can also be assumed as a health cost.

Now obviously the fleet size of the municipal vehicles in Oshkosh is much smaller than 43,000. Regardless Oshkosh licensed 185 vehicles this year. The majority of which were comprised of large utility vans and trucks, including waste management vehicles, snow plows, transit buses and excluded all emergency/ first responder vehicles. The idling rates of these types of vehicles are generally very intense (See idling rate chart). Medium- heavy trucks are going to consume .9 gallons per hour and transit buses are going to consume over a gallon per hour of idling (Figure 1.1). We are going to assume that the average vehicle in the fleet consumes .9 gallons per hour. Also, we will maintain

that each vehicle only idles for 8 minutes daily, although given the purpose and use of these vehicles, it is likely much higher. If gas were to again, remain at the constant of \$2.49 throughout the year, and we only accounted for the 5 day work week, the city could still save \$14,411 annually. Other cities that have already been successful implementing a vehicle idling ordinance have used economics and cost-savings as a motivator. Ordinances that limit idling have already been implemented in cities all over the world, and Oshkosh could be at the forefront of this movement. The amount of bridges and railroad crossings in the city make Oshkosh the perfect place to implement this ordinance and start saving it's citizens money. This proves the recommended ordinance can save more by spending less.

Barriers

There are some barriers that exist specific to Oshkosh that we have identified that require further consideration. The first barrier is acknowledging various myths surrounding idling. A common misconception is that engines, specifically diesel engines, need to idle in the morning to warm up the engine. This used to be true because diesel fuel would gel-up in freezing weather. However, new winter blends of diesel fuels have been created that actually make idling harder on the engine. Another barrier that must be considered is the amount of bridges and trains in Oshkosh. Drawbridges often stop traffic in the summer when large boats need to pass under them, and trains stop traffic many times a day all over our community. Both result in vehicles idling for extended periods of time. These areas would be excellent locations for signs that remind citizens of the vehicle idling ordinance. The ability to enforce such an ordinance would likely be the

biggest issue, as it might be difficult to enforce this uniformly as warnings and citations are given at the officer's discretion. However, this is the same barrier that officers face when enforcing speed limits. There are also some concerns that may arise with regards to emergency vehicles that must idle along with concerns about extreme temperatures. However, both of these concerns are addressed in the exemptions section of the recommended ordinance.

Another barrier that will arise with this ordinance is convincing the general public that reducing idling is important. To address this, it will be important to know the specific audience and the values that they hold. The vehicle idling ordinance can be presented in two different ways by appealing to the head or the heart. By appealing to the heart, it will be important to focus on the health related conditions that can affect children and the elderly. The second way this ordinance can be presented is by focusing on the economic factors. This means emphasizing the fuel savings and maintenance savings that can will occur through the reduction of vehicle idling.

When Salt Lake City proposed their vehicle idling ordinance, one of the major barriers that they faced were concerns from the fast food and banking industries with regards to drive-thrus. This problem was combated by collaborating with the business owners, and coming up with solutions. In Salt Lake City, they placed signs in drive-thru windows that helped remind residents of the vehicle idling policy.

Significance for Sustainability

The transportation sector accounts for a large portion of energy use and is easily the least efficient sector. With world population on the rise, more vehicles are hitting the roads every year and total miles traveled has risen as well. Vehicles are among the

leading contributors to air pollutant and greenhouse gas (GHG) emissions, which impact human health and contribute to global climate change. Most of the energy to move a car is lost as waste heat, which is one of the reasons the transportation sector is so inefficient. Idling proves problematic because the vehicle is burning fuel and releasing GHG emissions while providing no motion services to the passenger. Thus, reducing idling time in Oshkosh is an opportunity to promote a healthier atmosphere in the city by reducing emissions and also help to save people money by reducing fuel consumption. Other cities that have already been successful implementing a vehicle idling ordinance have already begun to see improved air quality as well as reduced fuel consumption, which is saving it citizens money.

Cities like Oshkosh have the opportunity to become leaders in reducing greenhouse gas emissions and improve the transportation sector. The city of Oshkosh is on the right path to becoming one of these leaders with the formation of their sustainability plan. Oshkosh's Sustainability plan states that "The best sustainability ideas should simply become the way things are done in Oshkosh" (2012). The city has done a number of things to become more sustainable since the creation of their sustainability plan. So one of the thing that was really important to us was to make a connection between this ordinance and the objectives identified in Oshkosh's Sustainability Plan. How could this proposed ordinance reinforce the overall goal of the sustainability plan which is to improve the quality of life in Oshkosh? There are too objectives that this ordinance really build on and those are the objectives for atmosphere and government.

The city's objective for atmosphere is to "Provide a safe and healthy atmosphere for people, nature and the planet" (2012). When people leave their cars running in the

driveway or outside of the store, they are polluting the air they breathe, while they aren't even driving. According to a study conducted by the Environmental Defense Fund in New York City alone, idling trucks and cars produce 130,000 tons of CO₂ alone ("Attention drivers!", 2009). New York City obviously has a much bigger population and more cars but there is a lot for Oshkosh to take away from this. Any reduction in the amount of time that people can idle for in the city of Oshkosh will reduce the amount of CO₂ and other pollutants released into the air and promote a healthier atmosphere in our city. This would also reinforce Oshkosh's objective for a safe and healthy community, which is to "Promote healthy living, civic engagement, cultural and ethnic diversity; provide safety and protect citizens from disease" (2012). Idling emits greenhouse gases and other pollutants into the atmosphere. This can especially be a problem around schools where parents and buses idle while they pick up and drop off children, who are especially vulnerable to these pollutants. These pollutants have been linked to serious human illnesses including asthma, heart disease, chronic bronchitis, and cancer (Zhang et al. 2013). Reducing the amount of idling time in Oshkosh is a great way to mitigate these illness and protect citizens from disease by reducing the amount of pollutants entering the atmosphere.

Conclusion

If the City of Oshkosh can come up with an effective way to reduce greenhouse gas emissions and improve transportation, these ideas will likely spread to other cities. Oshkosh has the opportunity to become a leader in pursuing small scale actions that drive sustainability and, in aggregate, can have global results. Once these ideas spread to other cities, they can benefit the country as a whole by reducing GHG emissions

(Bloomberg 2016). Oshkosh is following, and in some ways leading, the national patterns to become more sustainable by encouraging individual and local actions but at the same time implementing policies that encourage industries and communities to act as well. An ordinance that limits vehicle idling time in Oshkosh will reinforce the city's pursuit of sustainability. This proposed vehicle idling ordinance is an opportunity for Oshkosh to reduce idling time, which will promote a healthier atmosphere in the city by reducing GHG emissions and also help save people money by reducing fuel consumption. In order to achieve sustainability on a global scale, we need people to improve cities, and in effect states, countries and that can change the world. Implementing this policy will allow our community to save money on fuel, reduce CO₂ emissions, protect public health, and improve air quality, with no expense to the city. The best sustainability ideas should simply become the way things are done in Oshkosh. The time to take action is now, and Oshkosh has the ability to become a leader in combating climate change.

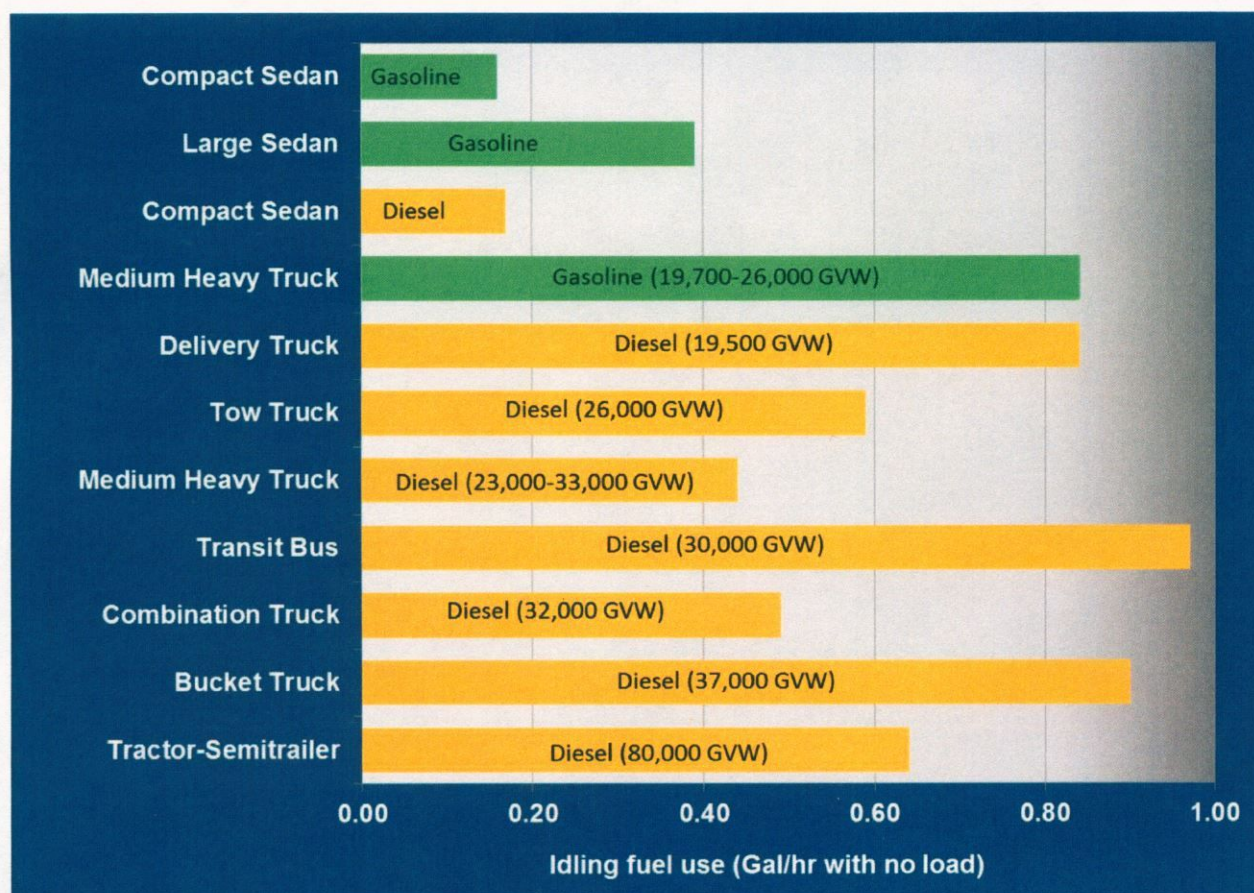


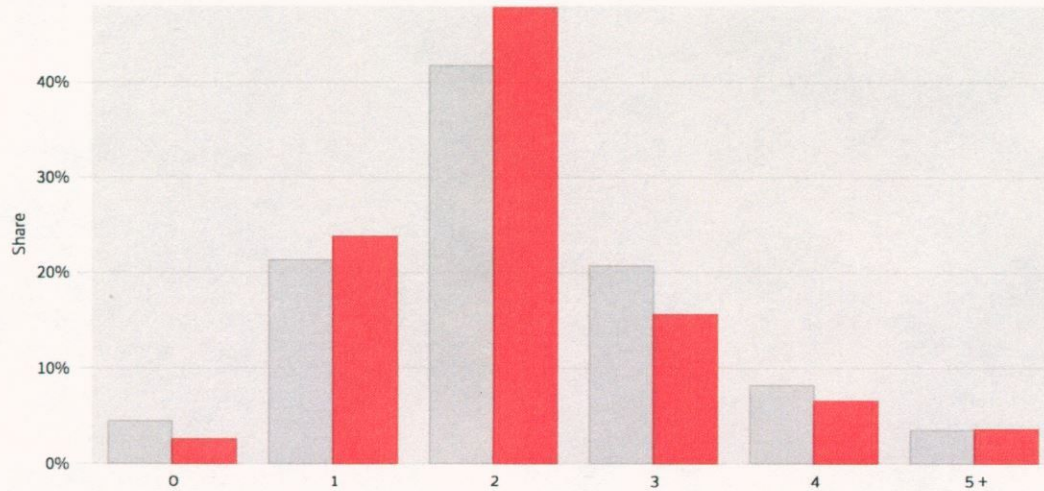
Figure 1.1: Office of Energy Efficiency & Renewable Energy

	min/day	CO ₂ emissions		Fuel consumption	
		Annual per person emissions (pounds/kg)	Annual US emissions (MMt)	Annual per person consumption (gallons/l)	Annual US consumption in billions (gallons/l)
Warming	4.2	283.9/128.8	24.5	14.6/55.3	2.8/10.6
Waiting	3.7	250.1/113.4	21.6	12.8/48.5	2.4/9.1
Traffic	8.2	554.3/251.4	47.8	28.4/107.5	5.4/20.4
Total	16.1	1088.3/493.6	93.9	55.8/211.2	10.6/40.1

Figure 1.2: Carrico et al. 2009

Car Ownership in Oshkosh, WI

Please note that the buckets used in this visualization were not evenly distributed by ACS when publishing the data.



Dataset: ACS 5-year Estimate
Source: Census Bureau

DATAUSA:

Figure 1.3: *US Census Bureau*

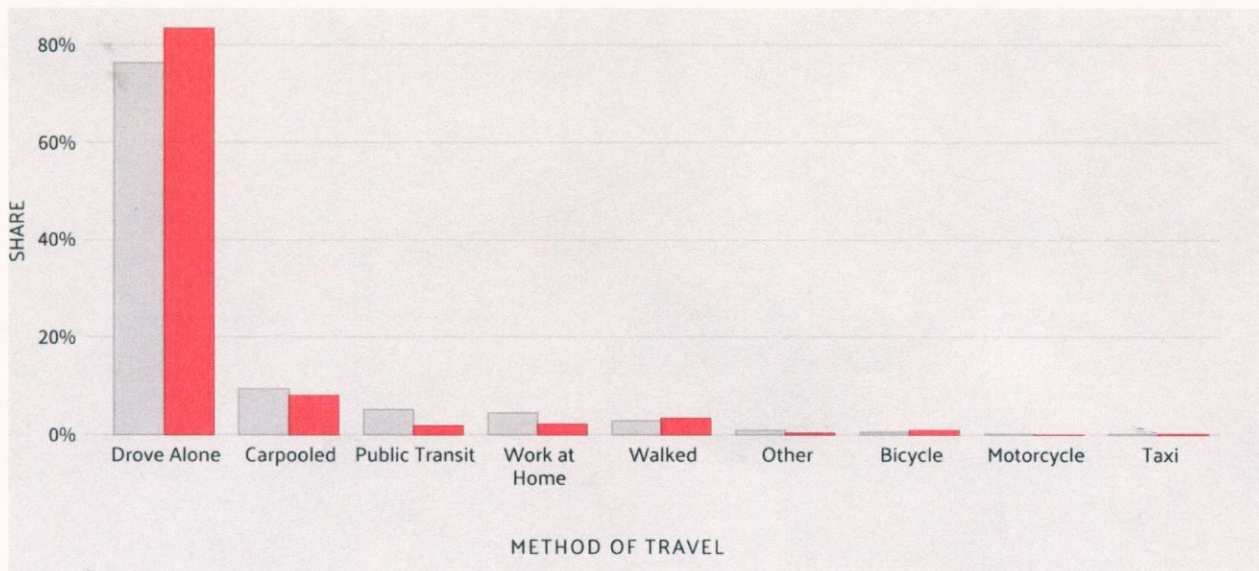


Figure 1.4: *US Census Bureau*

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Important Contact Information

Adler Ledell Zellers

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Captain Richard Bach

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6/27/2006
6/21/2006
6/20/2006

75-O-06**AN ORDINANCE****Amending Title 10, Chapter 4, "Stopping, Standing Or Parking"
of the Evanston City Code, 1979, to Add a New Section
Regulating the Standing or Parking of Idling Motor Vehicles.**

WHEREAS, pursuant to Chapter 11, Section 208 of the Illinois Vehicle Code, the City of Evanston as a home rule unit may enact local Police regulations regulating the standing and parking of vehicles.

WHEREAS, the standing and parking of idling motor vehicles releases particles which can cause lung damage and aggravate existing lung diseases such as asthma; and

WHEREAS, children and the elderly are particularly susceptible to the negative health effects of motor vehicle pollution; and

WHEREAS, the standing and parking of idling motor vehicles for extended periods of time is generally unnecessary, contributes to noise pollution and wastes fuel;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF EVANSTON, COOK COUNTY, ILLINOIS:**

SECTION 1: That the Evanston City Code, 1979, as amended, be and hereby is further amended by adding to Title 10, Chapter 4, a new section, Section 18-1, which reads as follows:

10-4-18-1: REGULATION OF STANDING OR PARKED IDLING MOTOR VEHICLES:

No standing or parked motor vehicle with a gross vehicle weight rating of eight thousand pounds (8,000 lbs.) or greater shall be allowed to idle for more than a total of five (5) minutes within a sixty (60) minute period except under the following circumstances:

1. the motor vehicle is an official City of Evanston vehicle being utilized for official City of Evanston business;
2. the motor vehicle idles while forced to remain motionless because of traffic, an official traffic control device or signal, or at the direction of a law enforcement official;
3. the motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency;
4. a police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator;
5. the motor vehicle is owned by an electric utility and is operated for electricity generation or hydraulic pressure to power equipment necessary in the restoration, repair, modification or installation of electric utility service;
6. when the motor vehicle idles due to mechanical difficulties over which the operator has no control;
7. a bus idles a maximum of fifteen (15) minutes in any sixty (60) minute period to maintain passenger comfort while non-driver passengers are on board;
8. an armored motor vehicle idles when a person remains inside the vehicle to guard the contents, or while the vehicle is being loaded or unloaded;
9. when idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions;

10. a motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection;

11. the primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.

SECTION 2: That the Evanston City Code, 1979, as amended, be and hereby is further amended by adding to Title 10, Chapter 4, a new section, Section 18-2, which reads as follows:

10-4-18-2: PENALTY: Any person who violates the provisions of Section 10-4-18-1 of this title shall be guilty of an offense punishable by a fine of one- hundred and fifty dollars (\$150.00).

SECTION 3: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

Introduced: _____, 2006

Approved:

Adopted: _____, 2006

_____, 2006

Lorraine H. Morton, Mayor

Attest:

Approved as to form:

Mary P. Morris, City Clerk

Corporation Counsel

Madison Police Department

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November 9, 2017

Community Member
1234 E Main St.
Madison, WI 53704

Dear Community Member,

On September 5, 2017, the Common Council adopted a new City Ordinance 12.1291 "Motor Vehicle Idling":

No person shall cause or permit the engine of any motor vehicle to operate in idle for longer than five (5) consecutive minutes while stopping, standing, or parking on any highway. Except for the following reasons:

(a) Idling as needed when the ambient temperature is below twenty degrees Fahrenheit or above ninety degrees Fahrenheit.

(b) Idling as needed to operate defrosters, heaters, air conditioners, or other equipment, to prevent a health or safety emergency, including for the purpose of providing shelter.

(c) Idling as needed for testing, servicing, repairing, or diagnostic purposes.

(d) Idling as needed to operate auxiliary equipment for which the motor vehicle was designed, other than transporting goods, including, but not limited to, operating a transportation refrigeration unit, lift, crane, pump, drill, hoist, or ready mixed concrete mixer.

(e) Idling as needed for traffic conditions for which the driver has no control, including, but not limited to, traffic congestion, an official traffic control device or signal, a railroad crossing while a train is passing or the crossbars are down, traffic controls in a construction zone, or at the direction of a law enforcement official.

You are receiving this warning letter because your vehicle was observed in violation of this ordinance on [date and time] at [location]. Please be aware that future violations may result in the issuance of a citation with a fine amount of \$100 for the 1st offense and up to \$600 for subsequent offenses.

Please contact our office at 266-4622 with any questions.

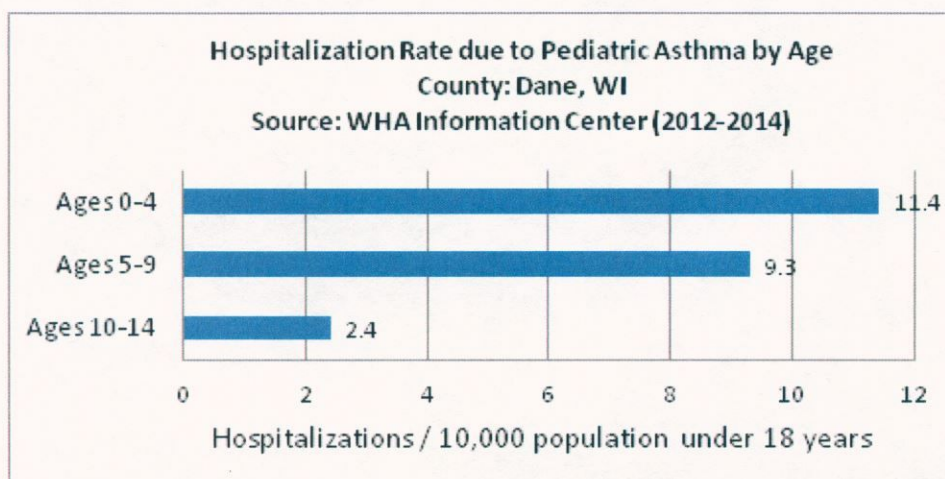
Madison Police Department
Traffic and Specialized Services

Protect Children's Health, Save Money on Gas and Avoid a Ticket By Turning Off Your Engine

The City of Madison is working to protect health through a new idling regulation. Drivers will no longer be able to idle their vehicles for more than five consecutive minutes anywhere in the City of Madison. Evidence shows that idling vehicles increases air pollution¹ and can cause serious health effects especially for children. Health impacts of idling include cancer,² heart disease, lung disease, and asthma.³

Asthma has become an increasing health challenge in our community with rates of adult and childhood asthma climbing over the past 50 years. According to

the University of Wisconsin Children's Hospital "Asthma is a disease of the air passages in the lungs. Various 'triggers' can lead to symptoms including coughing, wheezing, shortness of breath and tightness in the chest."⁴



Dane County Hospitalization Rate due to Pediatric Asthma by Age Healthy

"About one out of 10 Dane County adults and children has asthma."⁵ Children receiving free and reduced lunch and children of color are more at risk of asthma. "The Madison Metropolitan School District reports that approximately 33% of the enrolled children with an asthma diagnosis are African American, 35% are White, and 14% are Hispanic students."⁶ Students with free and reduced lunch are more than four times as likely to have asthma as their peers.⁷ Also, hospitalizations for pediatric asthma in some Madison neighborhoods occur at twice the average rate in Wisconsin.⁸ Efforts to reduce idling should reduce the impact of air pollution on children with asthma.

The American Lung Association recommends three simple steps to reduce the health impacts of idling:

- "Turn off your engine" – No matter where you are – picking up your child from school or an item from the store – turn off your engine when you are stopped for more than 10 seconds.
- Reduce warm-up idling – Begin driving to warm up your car. Excessive idling will harm your engine.

¹ According to the Environmental Defense Fund, idling cars "can release as much pollution as a moving car". Attention drivers! Turn off your idling engines Reducing vehicle idling will cut pollution and save you money. <https://www.edf.org/climate/reports/idling>

² Teletrac. The Real Effects of Engine Idle Time. Why Businesses are Investing in GPS Software to Combat Idle Time. <http://www.teletrac.com/teletrac.com/assets/the-real-effects-of-engine-idle-time-time03.pdf>

³ Burgess, Peffers, Silverman. Idling Gets You Nowhere. The Health, Environmental and Economic Impacts of Engine Idling in New York City. Environmental Defense Fund. February 2009. https://www.edf.org/sites/default/files/9236_Idling_Nowhere_2009.pdf

⁴ UW Health American Family Children's Hospital. Facts About Asthma. <http://www.uwhealthkids.org/kids-health-and-safety/facts-about-asthma/35415>

⁵ Ibid.

⁶ Madison and Dane County Environmental Health Report Card Series – 2014. Air Quality. Public Health Madison and Dane County. 2014. <http://www.publichealthmdc.com/publications/documents/2014RptCardAir.pdf>

⁷ Ibid.

⁸ Dane County Hospitalization Rate due to Pediatric Asthma by Age Source: Community Dashboard. Healthy Dane.org <http://healthydane.org/?hcn=CommunityDashboard>

Appendix C

- **Spread the word** – Tell your family, friends and neighbors about the benefits of reduced idling. Encourage them to help protect our children's health, save money and protect the environment by turning off their vehicles.”⁹

Save Money while Standing Still

- ✓ Shift to neutral while standing still. Idling at a traffic light or waiting for a train to pass is a “fuel-economy killer.”¹⁰
- ✓ Shut off the engine while stopped. Hybrid vehicles use this technology, automatically shutting off the gas engine in most stopped situations. “The engineers ... know the fuel-saving value of shutting off an engine.”¹¹

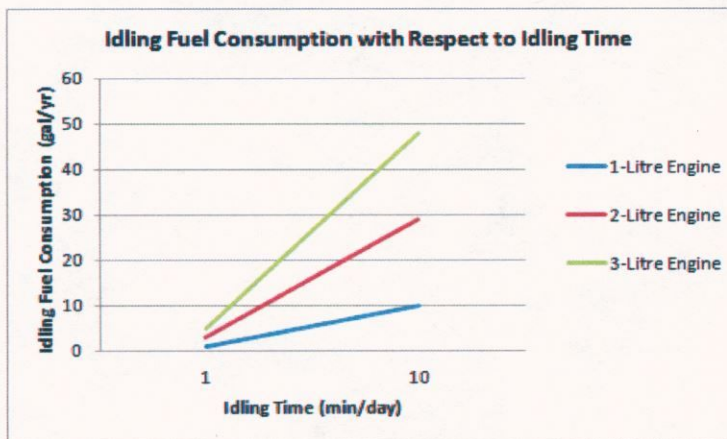
**New Strategies for Cold Weather**

Wisconsin drivers know that winter temperatures can spell trouble. However, the common practice of idling a car to warm it up may harm modern engines.¹² According to Popular Mechanics, idling in winter “does not

prolong the life of your engine; in fact, it decreases it by stripping oil away from the engine’s cylinders and pistons.”¹³ Idling increases wear and tear on diesel engines too.¹⁴

In extremely cold conditions, Popular Mechanics recommends drivers:

- ✓ Take it nice and easy for the first part of your drive, allowing your engine to warm up over the first 5-15 minutes of the drive.
- ✓ Dress warm, brave the cold and get the car moving.



- ✓ Remember the engine will warm up faster being driven.
- ✓ Save fuel and wear and tear on your engine by skipping the wintertime idle.¹⁵

The Department of Energy's Argonne National Laboratory found that a 5 minute warm up increased fuel consumption by 7-14%.

City of Madison New Idling Restrictions

Idling in your vehicle for more than 5 consecutive minutes on public roadways is now subject to a fine of \$100 for the first offense. In addition, idling for more than 5 consecutive minutes on private roadways is subject to a fine of \$187.

Help us keep the air clean and protect kids' health by turning off your vehicle.

engine/

¹⁴ Check your owners manual for recommended warm-up for modern diesel engines. Most manufacturers recommend no more than a three minute warm-up. Diesel Idling Facts and Myths. Indiana.gov <http://www.in.gov/idem/prevention/2372.htm>

¹⁵ Jay Bennet. Warming Up Your Car in the Cold Just Harms the Engine. The long-held notion that you should let your car idle in the cold is only true for carbureted engines. Popular Mechanics January 22, 2016. <http://www.popularmechanics.com/cars/a19086/warming-up-your-car-in-the-cold-just-harms-engine/>

Anti-Idling drawbacks for municipal equipment.

1. Selective catalytic reduction or SCR (an exhaust after-treatment system on 2010 and newer heavy duty trucks and equipment) is not effective at reducing diesel engine emissions when exhaust temperatures drop below 482 degrees Fahrenheit. Due to the duty cycle of municipal equipment, Keeping the engines running and exhaust temp up actually helps reduce emissions.
2. Due to the duty cycle of municipal equipment, battery charging systems on these vehicles need run time to recharge starting batteries and maintain the electrical system, especially with the large amounts of systems and accessories the vehicles are equipped with. The starting systems on these types of equipment would also suffer from additional wear and tear from both increased starting and starting when battery charges are depleted.
3. Some of the salt spreader control systems take a few moments to boot up. Shutting the vehicle down would mean extra time to complete snow and ice control.
4. Not maintaining engine temperatures when snow is falling effects the windshield defroster ability to keep the window clear of fogging and snow. Having a negative effect on visibility.
5. The hydraulic systems on municipal equipment run within a defined range of temperatures. These systems use the vehicle cooling system to heat and cool the hydraulics as needed. Not keeping the equipment running can cause the systems to run either to hot or to cold, affecting vehicle performance and longevity.
6. Water system on both the street sweeping and sewer jetting trucks need to run in recirculate mode when not use when temperature drop below 32 degrees to avoid freezing up. Severe pump and system damage can occur if this is not done.

DT



City of Eau Claire Anti-Idle Policy

The Anti-Idle Policy seeks to reduce use of fuel, wear on parts, and exhaust emissions. Idling is defined as: an engine running while its vehicle is at rest or not in use. Benefits of this policy include cleaner air and less fleet-related expenditures. The Anti-Idle guidelines are listed below:

- This policy applies within and outside City limits.
- It covers all City vehicles owned or leased and equipment utilizing an internal combustion engine (referred to herein as motorized). Rental or personal vehicles are included when used for and during work purposes.
- Motorized vehicles or motorized equipment shall not be permitted to idle within 100 feet of a building's fresh air intake.
- Motor vehicles or motorized equipment shall not be permitted to idle unnecessarily, or stand unattended without first stopping the engine, locking the ignition and removing the key, except in the following cases:
 - o Start up or cool down periods of turbo charged diesel engines shall not exceed 3 minutes warm-up and 5 minutes cool down.
 - o Vehicle idle time may not exceed 10 minutes in any 60-minute time frame in weather conditions of less than 32 degrees for the purpose of engine heating.

Exemptions to the Anti-idle Policy guidelines include.

- Emergency or Law Enforcement operations, but Standard Operating Guidelines shall be followed,
- Operations requiring Power Take-Off or work functions involving Vehicle-Powered Auxiliary Equipment,
- Traffic conditions,
- Mechanical difficulties,
- Ensuring the safety or health of operators or passengers,
- Service or Repair.

Adopted/Approved:

Mike Huggins, City Manager

08.17.2011

Date



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 14, 2021

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss Green Tier Legacy Community Program

ATTACHMENTS:

- Discuss Green Tier Legacy Community Program 12-6-2021 (DOC)
- DNR - Green Tier Legacy Communities (PDF)
- GTLC Write Up_ (PDF)
- Resolution #19-68 Approving Participation in the Green Tier Legacy Community Program (PDF)
- City of De Pere Sustainability Strategies Scoresheet - Baseline (PDF)

City of De Pere

Public Works Department

Memo

To: Members of the Sustainability Commission
From: Scott J. Thoresen, Director of Public Works
Date: December 6, 2021
Subject: Discuss Green Tier Legacy Community Program

At our last Commission meeting, new members of the Commission inquired about the Green Tier Legacy Community program. It is the intent of this memo to provide background info on the program.

In 2019, the Wisconsin Department of Natural Resources (DNR) made a presentation to the Commission on the Green Tier Legacy Community program. (See attachments) This program is a voluntary program to assist communities throughout the state to work towards sustainable goals. Participation in this program provides the opportunity for municipal and county staff to share resources in addressing sustainability issues and opportunities. In order for the City to join this program a resolution had to be adopted. The Commission recommended to the City Council a resolution to participate in the Green Tier Legacy Community program. (See attached resolution). The City Council approved the resolution on June 18, 2019.

In addition, the City needed to establish a baseline for the Sustainability Strategies Scoresheet. The baseline was established and reviewed by the Commission on March 10 of 2020. This baseline was forwarded to the DNR. (See attached baseline)

At the December 8, 2020 Commission meeting the Commission recommended working on the following projects for the upcoming year:

- Calculate annual government fleet use of motor fuels, in gallons of petroleum and biofuels, beginning with the fifth year before entering the program. (See page 4 of 8)
- Inventory all paved surfaces (e.g., by GIS mapping), and develop a plan for reduction (See page 5 of 8)
- League of American Bicyclists certification. (Bronze 5, Silver 7, Platinum 10) (See page 1 of 8)
- Certification as Bird City Wisconsin Community (See page 3 of 8)

The intent to working on projects from the Sustainability Strategies Scoresheet is to improve our baseline score from year to year.

Scott Thoresen

From: Scott Thoresen
Sent: Monday, February 4, 2019 9:27 AM
To: Scott Thoresen
Subject: Green Tier Legacy Communities
Attachments: GTLC Write Up_.pdf; PACE WI Overview 09212016.pdf; LCAH.PDF; Resolution Template.pdf

From: Wegener, Weston R - DNR [mailto:]
Sent: Friday, July 27, 2018 9:22 AM
To: Larry Delo; Casey Nelson; Ryan Jennings; Scott Crevier; Jonathon Hansen
Subject: Green Tier Legacy Communities

Good Morning,

I'd like to introduce myself and the Green Tier Legacy Communities. My name is Weston Wegener, I work in the Green Tier program with the Wisconsin DNR. Throughout my time in college I worked seasonally for DePere as a mechanic. You may have met me if you've had your oil changed or general maintenance performed while I was there in the summers or over winter break. I enjoyed working with the great people at the City and I hope to continue our relationship! In my own experience, I know DePere is already engaging in sustainable initiatives because they make sense in cost savings, environmental impact, and safety improvements. Your CNG fleet, green roof, and lighting improvements are just a few of many examples showing DePere's commitment to providing for future generations. I would love to begin a dialogue about what Legacy Communities participation looks like for the City of DePere, and how we can help in your journey towards sustainability.

What is Legacy Communities? It is a free and voluntary program that exists to help communities to move faster and go further with their sustainability goals. Legacy Communities encourages the sharing of best management practices that work in Wisconsin. Participation provides an avenue for municipal and county staff to share resources and technical assistance across the state, address sustainability issues and opportunities, and provide for friendly competition to achieve superior environmental performance amongst neighbors. Participation also positions communities favorably for additional points on certain grants.

You already know some of our members! Appleton is one of our longest standing and most active Legacy Community members. They would be a great resource for you and I'm sure they would be more than happy to share what Legacy Community membership has meant to them. We have also reached out to Green Bay – who are planning on establishing a Sustainability Council this month. I think that both communities would prove to be invaluable resources to each other and the rest of the Legacy Community network.

So, what will you need to do to join the Legacy Communities? There are a few requirements that must be met by the municipality. Prospective members are required to:

- Adopt a resolution stating intent to join Legacy Communities.
- Conduct a 'Sustainability Scoresheet' baseline assessment.

Once you are a Legacy Community:

- Engage in your usual sustainability efforts!
- Participate in Members Meetings hosted by Legacy Communities across Wisconsin.
- Submit an annual report that highlights your efforts and documents your progress.

I have attached a write up with more information on Legacy Communities, our Sustainability Scoresheet, a sample resolution, and the annual report template. Two websites for Legacy Communities provide great resources and can be found [here](#) and [here](#). We also host a free monthly Sustainable Strategies Webinar Series for Municipal Professionals by presenting on a variety of topics in sustainability. An archived library of some of the topics we have covered can be found [here](#).

I am looking forward to hearing from you! If you have any questions regarding Legacy Community membership please don't hesitate to contact me. I'd be more than happy to present for any council or committee. I'd love to see DePere join this incredible network of sustainable communities. You are already doing great work and have lots to share with others.

Best Regards,
Weston

Weston Wegener
Green Tier Program Specialist
Sustainability and Business Support | Green Tier
Wisconsin Department of Natural Resources
Phone: (608) 267-9753



dnr.wi.gov



We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Join Wisconsin's Most Innovative Counties and Municipalities

The Green Tier-Legacy Communities is a network focused on advancing sustainable practices. The mission of the Charter is to assist municipalities to move faster and to go further with their sustainability goals. Members work together to share information and work towards sustainable practices. The network allows for collaborating amongst communities where best management practices and new techniques are shared. The network also allows for some friendly competition where communities challenge themselves to become even greater environmental stewards.

Membership:

In the 5 plus years since the Charter was first developed, membership has grown to include many of Wisconsin's most innovative communities and counties. Members include:

- Cities: Appleton, Ashland, Bayfield, Eau Claire, Fitchburg, La Crosse, Monona, Middleton, New Richmond, Oshkosh, Port Washington, Sheboygan, Stevens Point, Racine, Wauwatosa and Wisconsin Rapids;
- Villages: Bayside, Egg Harbor and Weston;
- Counties: Bayfield, Eau Claire, La Crosse and St. Croix County;
- The Wisconsin Counties Association;
- 1000 Friends of Wisconsin;
- The League of Wisconsin Municipalities;
- Municipal Environmental Group – Wastewater;
- Center on Wisconsin Strategy;
- Wisconsin Energy Conservation Corporation;
- Wisconsin Department of Natural Resources.

Benefits:

Benefits of membership include access to NGO resources, a single point of contact within the DNR along with agency technical assistance, networking opportunities with municipalities and counties across the state, access to the monthly Sustainable Strategies Webinar Series for Municipal Professionals, use of the Green Tier Logo for promotional use, and additional points on grants¹. Here are some examples:

- Acknowledgement on certain Urban Forestry (UF) grants ranking process. Appendix E, page 26, table 3 describes the ranking criteria in the UF Grant application guide (<http://dnr.wi.gov/topic/UrbanForests/grants/documents/RegularGrantAppGuide.pdf>)
- Bonus points for members in the Urban Nonpoint Source & Storm Water Management grant evaluation process. (applicant must affirmatively answer question 6 (proposed project implements a water quality recommendation from a locally approved resource management plan) <http://dnr.wi.gov/files/PDF/forms/8700/8700-299.pdf?p=q>
- Additional points awarded from the Wisconsin State Energy Office on the Municipal Energy Efficiency Technical Assistance Program (MEETAP) grants process. <http://www.stateenergyoffice.wi.gov/section.asp?linkid=1844&locid=160>

ⁱ Not all members will be eligible for all incentives

Requirements:

There are a few steps that a municipality or county need to do to join Legacy Communities. Those steps include:

- Resolution with their city council or county board expressing intent to become a Legacy Community;
- Develop a baseline assessment, using the Green Tier Legacy Communities Charter's Best Management Practices (Appendix 3 Sustainability Strategies Matrix);
- Actively participate in members meetings and share experiences;
- Commit to submitting an annual report to document accomplishments, hurdles and address future goals. To see examples please go to:

<http://greentiercommunities.org/links/non-profit-annual-reports/>



Legacy Community Representatives on a Tour of Ashland

Governance:

Governance decisions and direction are set by all of the Charter participants where each signator is given an equal vote. Governance of the Charter is directed through Member's Meetings. These meetings are rotated around the state; hosted by participating Legacy Communities.

Current Activities:

Per our member's direction, task forces have been created to focus on specific issues, strategies and opportunities. Current topics include:

- Healthy Communities – Holistically addresses the health of communities by looking at factors like city planning, infrastructure, food accessibility, resource allocation and building/leveraging relations with health care providers.
- Energy – Working to better benchmark energy use, promote Property Assessed Clean Energy Financing projects (www.pacewi.org), prioritize investments, promote efficient but low-cost strategies and develop guidance to incorporate sustainable practices into capital investments.

The Green Tier Legacy Communities Charter provides opportunities for face-to-face engagement, technical sessions and resource sharing; municipalities and counties work to foster superior environmental performance – and maybe a few bragging rights. For more information on the Green Tier Legacy Communities, please contact Will Erikson, at 608-267-3763 or by email at

William.Erikson@Wisconsin.Gov

The links to the Legacy Communities Charter websites below contain more details:

<http://dnr.wi.gov/topic/greentier/participants/legacycommunities.html>

&

<http://greentiercommunities.org/>



RESOLUTION #19-68

APPROVING PARTICIPATION IN THE GREEN TIER LEGACY COMMUNITY PROGRAM

WHEREAS, the Wisconsin Department of Natural Resources, in partnership with the League of Wisconsin Municipalities, 1,000 Friends of Wisconsin, Wisconsin Energy Conservation Corporation, Center on Wisconsin Strategy, Wisconsin Counties Association and the cities of Appleton, Bayfield, Fitchburg, Middleton, Ashland, Monona, Eau Claire, Bayside, Port Washington, Sheboygan, La Crosse and the Village of Weston have created Legacy Communities- a Green Tier Charter with goals of:

1. To assist municipalities in achieving superior environmental performance in one or both of the following two areas: (1) water resource management; (2) sustainability practices; and goals relating to economic development, public health and social equity; and to recognize their efforts and progress;
2. To improve the quality of life and economic vitality of communities;
3. To help municipalities and the Wisconsin Department of Natural Resources (DNR) address wastewater, stormwater, drinking water, wetlands and other water issues in a holistic, watershed-based manner;
4. To assist municipalities in preparing, implementing, and improving an overall watershed plan(s) that integrates the municipality's full range of water resources issues;
5. To assist municipalities in preparing, implementing and improving over time a sustainability plan that reduces a municipality's impact on the environment;
6. To facilitate access to state and federal funding for projects and activities related to achieving the purposes of this charter, such as energy efficiency, renewable energy, greenhouse gas reductions, comprehensive planning, transportation policies, and integrated planning for wastewater treatment, storm water treatment and management; and drinking water;
7. To realize taxpayer savings through reduced municipal expenditures on motor vehicles fuels and energy resulting from efficient development patterns;
8. To help municipalities comply with various water regulations in a more efficient, cost effective and flexible manner;
9. To achieve other demonstrable and measurable environmental improvements beyond what is required by local, state, or federal law; and

WHEREAS, the City of De Pere has been invited to join in this voluntary program, and the City's Sustainability Commission, upon review of said goals, believes the City's participation will enhance the City's ongoing commitments to sustainability, and

WHEREAS, the Common Council believes the City will benefit from a partnership with the Green Tier Legacy Communities Program by receiving positive recognition, gaining access to a DNR staff liaison and their resource team, receiving prioritization in applying for certain grants and streamlining in certain DNR permitting processes, and

WHEREAS, by adopting this resolution the City of De Pere agrees to: sign and hold to the Green Tier Charter for Legacy Communities; participate in quarterly meetings, networks and share information with our public and with other communities in the program; and provide an annual report outlining the progress in the City's goals, baselines and sustainability plans.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Common Council of the City of De Pere declares itself a signator to the Green Tier Charter for Legacy Communities and authorizes the Mayor and City Clerk to execute the necessary documents on behalf of the Council.

BE IT FURTHER RESOLVED THAT:

The Sustainability Commission, with support of City staff, is directed to assist with meeting the Charter goals and to submit an annual report to the Organizational Signatories.

BE IT FURTHER RESOLVED THAT:

The City Clerk is hereby directed to send a copy of this resolution to the Wisconsin DNR and the Legacy Communities Green Tier Steering Committee.

Resolution #19-68

Page 3 of 3

BE IT FURTHER RESOLVED THAT:

All City officials, officers and employees are authorized and directed to take such steps as are lawful and necessary in furtherance thereof.

Adopted by the Common Council of the City of De Pere, Wisconsin this 18th day of June, 2019.

APPROVED:

Michael J. Walsh, Mayor

ATTEST:

Carey E. Danen, City Clerk

Ayes: _____

Nays: _____

Max. Score	Sustainability Strategies Scoresheet		     						
			This Sustainability Strategies Scoresheet is provided for members to track sustainability management strategies in transportation, energy, land use, water, waste, and health. This scoresheet is intended to be dynamic and flexible and will provide structure for annual reporting. In the spirit of continuous improvement toward superior environmental performance, suggested revisions to this scoresheet are always encouraged. (Approved May 2018)						
City of De Pere Scores			City of De Pere 2019 Baseline	2020	2021	2022	2023	2024	2025
TRANSPORTATION DEMAND MANAGEMENT: Transportation demand management strategies aim to reduce GHG emissions and VMT by influencing change in individual behavior. These strategies encourage walking, bicycling, and transit as modes of transportation within a community and seek to curb the number and length of trips by vehicle.									
<u>Bicycle and Pedestrian Programs/Projects</u>									
2	Require bike parking for all new non-residential and multifamily uses.		0	0	0	0	0	0	0
1	Set standards for placement and number (as function of intensity of use) for bike parking spaces.		0	0	0	0	0	0	0
3	Commuter bike routes identified and cleared.		2	0	0	0	0	0	0
10	League of American Bicyclists certification. (Bronze 5, Silver 7, Platinum 10)		0	0	0	0	0	0	0
3	Funded and operating SRTS program (or functional equivalent) covering at least 10 percent of students.		0	0	0	0	0	0	0
1	Conduct annual survey of students' mode of transport to school.		0	0	0	0	0	0	0
<u>Employer-Based Programs</u>									
5	Require large employers seeking rezoning to set a price signal (cash-out or charge).		0	0	0	0	0	0	0
5	Require large employers seeking rezoning to provide subsidized transit.		0	0	0	0	0	0	0
5	Require large employers seeking rezoning to provide a TDM plan that would reduce trips by 20 percent over business as usual.		0	0	0	0	0	0	0
<u>Traffic Volume</u>									
3	Track VMT or traffic counts and report on efforts at reduction (including those on this list).		0	0	0	0	0	0	0
3	Eliminate parking minimums from non-residential districts.		0	0	0	0	0	0	0
5	Set parking maximums at X per square feet for office and retail uses.		0	0	0	0	0	0	0
5	Scheduled transit service at basic level (hour peak service within half-mile of 50 percent of addresses).		2	0	0	0	0	0	0
10	Scheduled transit service at enhanced level (half-hour peak service within 75 percent of addresses).		0	0	0	0	0	0	0
TRANSPORTATION SYSTEM MANAGEMENT Transportation system management strategies aim to reduce GHG emissions and VMT by improving the overall performance of a transportation system. These strategies improve existing infrastructure, introduce new technology, and plan for the future of the system.									
<u>Preservation and Improvement</u>									
3	Develop and fully fund comprehensive maintenance program for existing roads.		3	0	0	0	0	0	0
5	Charge impact fees for new roads.		3	0	0	0	0	0	0
5	Calculate lane-miles per capita for arterials and collectors, and show reductions		2	0	0	0	0	0	0

Max. Score	 Sustainability Strategies Scoresheet GREEN TIER	     
5	Prepare a plan identifying disconnections in bike and pedestrian networks, prioritizing fixes and identifying potential funding sources for the most important projects.	2 0 0 0 0 0 0
5	Any proposal to add lanes to a two-lane roadway shall be evaluated for a center turn lane, the preferred option over an expansion to four lanes.	3 0 0 0 0 0 0
3	Identify four-lane roadways with fewer than 20,000 vehicles per day (AADT) and evaluate them for "road diets" with bike lanes or on-street parking	3 0 0 0 0 0 0
	Electric Vehicles	
10	Electric vehicles in gov't fleets - 2% of of fleet=5 points, 5% of fleet=10 points.	0 0 0 0 0 0 0
2	Allow NEVs on appropriate roadways.	2 0 0 0 0 0 0
2	Provide public charging stations	0 0 0 0 0 0 0
	Vehicle Idling	
5	Ban idling (more than 5 minutes) with local government vehicles.	3 0 0 0 0 0 0
5	Ban idling (more than 5 minutes) community-wide.	0 0 0 0 0 0 0
	ZONING AND DEVELOPMENT Zoning and development strategies work toward improving the overall environmental, economic, and social health of a community by promoting mixed-use and infill development, walkable neighborhoods, and an overall sustainable lifestyle.	
	Infill Development	
5	Identify priority areas for infill development, including those eligible for brownfields funding.	0 0 0 0 0 0 0
10	Create land bank to acquire and assemble priority infill sites	0 0 0 0 0 0 0
10	Develop an inventory of known contaminated properties for reuse planning, with possible GIS application	0 0 0 0 0 0 0
	Walkscore	
5	Measure Walkscore at 10 random residential addresses per Census tract, compute average, and improve upon overall score	0 0 0 0 0 0 0
	Zoning	
5	Adopt traditional neighborhood design ordinance (If population is less than 12,500)	0 0 0 0 0 0 0
5	Zoning for office and retail districts permits floor-area ratio > 1, on average.	0 0 0 0 0 0 0
5	Zoning for office and retail districts requires floor-area ratio > 1, on average.	0 0 0 0 0 0 0
5	Zoning code includes mixed use districts	3 0 0 0 0 0 0
5	Mixed-use language from Smart Code TBA.	0 0 0 0 0 0 0
	NATURAL RESOURCE MANAGEMENT Natural resource management strategies seek to conserve, preserve, protect and promote a community's greenspace, wildlife, wetlands and waterways for this and future generations by promoting pervious surfaces and adequate setbacks.	
	Canopy	
3	Adopt tree preservation ordinance per GTLC standards	3 0 0 0 0 0 0
3	Set a tree canopy goal and develop a management plan to achieve it	0 0 0 0 0 0 0
4	Have a Master Naturalist; ISA Certified Arborist or WDNR Community Tree Management Institute (CTMI) graduate on staff	4 0 0 0 0 0 0

Max. Score	 Sustainability Strategies Scoresheet	LEAGUE OF WISCONSIN MUNICIPALITIES COWS BUILDING THE HIGH ROAD  1000 FRIENDS OF WISCONSIN Preserving Healthy Communities  WISCONSIN DEPT. OF NATURAL RESOURCES  slipstream breakthrough energy solutions  WISCONSIN COUNTIES ASSOCIATION						
2	Have community tree canopy mapped - https://pg-cloud.com/Wisconsin/	2	0	0	0	0	0	0
2	Require trees to be planted in all new developments	0	0	0	0	0	0	0
2	Certification as Tree City USA	2	0	0	0	0	0	0
2	Certification as Bird City Wisconsin Community	0	0	0	0	0	0	0
	<u>Vegetation Management</u>							
10	Public properties and rights of way mown or cleared only for safe sightlines and/or to remove invasive species.	3	0	0	0	0	0	0
10	Create community policy and BMP guidelines on minimizing chemical use during vegetation management of public and private properties	5	0	0	0	0	0	0
	<u>Water Protection</u>							
6	Establish 75-foot natural vegetation zone by surface water.	0	0	0	0	0	0	0
6	Inventory wetlands and ensure no net annual loss.	0	0	0	0	0	0	0
	<u>Community Energy Use</u> Community energy use strategies encourage energy efficiency and the use of renewable fuels to reduce total energy consumption throughout the community							
	<u>Community Energy Use Policies</u>							
10	Adopt PACE ordinance/jpa	0	0	0	0	0	0	0
10	Use PACE financing	0	0	0	0	0	0	0
5	Watt meters available to the public	0	0	0	0	0	0	0
5	Offer residents and businesses a mechanism to purchase shares of the electricity generated through a local renewable energy project. (Ex. a community solar program)	0	0	0	0	0	0	0
5	Facilitate a group-buy program through which residents receive discounted, volume-based pricing on energy efficiency or renewable energy projects based on aggregated demand.	0	0	0	0	0	0	0
3	Commit to achieving a science-based, community-wide GHG reduction goal.	0	0	0	0	0	0	0
3	Adopt Residential Energy Conservation Ordinance (time-of-sale certification and upgrades).	0	0	0	0	0	0	0
	<u>Measuring Community Energy Use</u>							
6	Work with local utilities to calculate total electricity and natural gas consumption annually, beginning with the fifth year before entering the program.	0	0	0	0	0	0	0
5	Achieve milestone reductions in GHG emissions, as specified in the community's science-based GHG reduction goals.	0	0	0	0	0	0	0
5	State of Wisconsin Energy Independent (EI) Community designation.	0	0	0	0	0	0	0
	<u>MUNICIPAL ENERGY USE</u> Municipal energy use strategies encourage municipal employees to conserve energy, preserve the environment, and decrease greenhouse gas emissions from municipal facilities, services, and vehicle fleets.							
	<u>Government Energy Use Policies</u>							
5	Include transportation energy/emissions as criterion in RFPs for purchases of goods over \$10,000.	2	0	0	0	0	0	0
2	Develop list of lighting, HVAC and shell improvements to raise Energy Star Portfolio Manager or LEED EBO&M score	1	0	0	0	0	0	0

Max. Score	 Sustainability Strategies Scoresheet GREEN TIER	LEAGUE OF WISCONSIN MUNICIPALITIES COWS BUILDING THE HIGH ROAD 1000 FRIENDS OF WISCONSIN Preserving Healthy Communities WISCONSIN DEPT. OF NATURAL RESOURCES slipstream breakthrough energy solutions WISCONSIN COUNTIES ASSOCIATION						
10	Reduce motor fuels use for non-transit activities --	3	0	0	0	0	0	0
6	Provide transit passes at 50 percent or more off the regular price and/or provide parking cash-out options for local government employees.	0	0	0	0	0	0	0
6	Streetlights operate at 75 lumens/Watt or higher	0	0	0	0	0	0	0
4	Stoplights are LED or functional equivalent	4	0	0	0	0	0	0
2	Establish a policy requiring that all major remodeling projects on municipal buildings result in the building receiving an ENERGY STAR score that is five points higher than the building's pre-remodel score.	0	0	0	0	0	0	0
6	Commit to achieving a science-based GHG reduction goal for emissions resulting from all municipal operations.	0	0	0	0	0	0	0
3	Incorporate energy use intensity (EUI) targets into the contracting process for all significant municipal construction projects.	0	0	0	0	0	0	0
5	Establish policies requiring that all new municipal buildings achieve an ENERGY STAR score of 75 or higher.	0	0	0	0	0	0	0
2	Municipal electricity purchases are at least 5 percentage points higher in renewable content than the statewide renewable portfolio standard requires. Calculation may include self-generated power and purchased offsets.	0	0	0	0	0	0	0
Measuring Government Energy Use								
2	Work with Energy Task Force OEI to track municipal facilities - Complete EPA Energy Star Portfolio Manager spreadsheet for government energy use. Or score existing buildings with LEED EBO&M.	0	0	0	0	0	0	0
3	Achieve milestone reductions in GHG emissions, as specified in the municipality's science-based GHG reduction goal.	0	0	0	0	0	0	0
4	Calculate annual government fleet use of motor fuels, in gallons of petroleum and biofuels, beginning with the fifth year before entering the program.	0	0	0	0	0	0	0
10	All new and renovated municipal buildings must meet LEED Silver or greater.	0	0	0	0	0	0	0
WATER USE CONSERVATION								
Water Conservation strategy options set baselines and goals for water and energy performance in municipalities. They measure progress and promote water conservation by the government, business, and the community at-large.								
Water Conservation								
5	Track water and sewer use annually, beginning with fifth year before entering program, and develop plan for reductions.	0	0	0	0	0	0	0
1	Develop a water loss control plan with targets below the 15% required by the state and include a system-wide water audit implementation and time table	1	0	0	0	0	0	0
2	Join EPA's WaterSense Program for water utilities or the Groundwater Guardian Green Sites program and promote them to local business.	0	0	0	0	0	0	0
6	Use block rates and flat rates to encourage water conservation among residential, commercial, and industrial users.	0	0	0	0	0	0	0
3	Infiltration and inflow reduction by 10%	1	0	0	0	0	0	0
3	Plan for replacing all toilets using > 1.6 gpf and annual progress sufficient to reach 90 percent replacement in 10 years.	0	0	0	0	0	0	0
Local Government Use								
2	Install waterless urinals in men's restrooms at municipal facilities (city hall, parks, etc.)	0	0	0	0	0	0	0
2	All outdoor watering by local government, excluding parks and golf courses, from rain collection.	0	0	0	0	0	0	0
2	Develop a water efficiency and conservation plan for municipal buildings	0	0	0	0	0	0	0

Max. Score	 Sustainability Strategies Scoresheet GREEN TIER	     
	<u>WATER AND WASTEWATER INFRASTRUCTURE MANAGEMENT</u> Setting goals for the sustainable management of water and wastewater infrastructure reduces costs; saves energy; and ensures the protection of public health and the environment.	
5	Develop and implement asset management plans that set targets for the sustainable maintenance, operation and renewal of water and wastewater infrastructure.	0 0 0 0 0 0 0
5	Wastewater biogas captured and used in operations.	0 0 0 0 0 0 0
6	Conduct an energy assessment for municipal water and wastewater facilities and develop a plan to increase energy efficiency	0 0 0 0 0 0 0
3	Financial assistance for sewer lateral replacements.	0 0 0 0 0 0 0
4	Set goals for increasing the recovery of resources from wastewater for energy generation (heat or electricity) and fertilizer.	0 0 0 0 0 0 0
4	Explore partnership options with high-strength waste.	0 0 0 0 0 0 0
4	Upgrade water and wastewater utility equipment (e.g., variable frequency drive motors) to achieve energy efficiency based on total life cycle, triple bottom line costs (e.g. maintenance and replacement strategies in asset management plans).	2 0 0 0 0 0 0
	<u>STORMWATER MANAGEMENT</u> Stormwater Management strategy options encourage the use of best management practices to achieve a reduction in the amount of harmful pollutants introduced to our streams, rivers, and lakes.	
3	Develop a regular street sweeping program to reduce total suspended solids	3 0 0 0 0 0 0
4	Stormwater utility fees offer credits for best management practices such as rain barrels, rain gardens, and pervious paving	2 0 0 0 0 0 0
3	Inventory all paved surfaces (e.g., by GIS mapping), and develop a plan for reduction	0 0 0 0 0 0 0
5	Work with commercial or light industrial businesses to develop stormwater pollution plans	3 0 0 0 0 0 0
	<u>WATER AND DEVELOPMENT</u> Water and Development strategy options link water conservation and the preservation of land, wetlands, and wildlife habitat while promoting compact development, restoration and rehabilitation efforts, and long-term planning.	
	<u>Land Development</u>	
3	Identify key green infrastructure areas during plan development and/or implement a plan to acquire and protect key green infrastructure areas	0 0 0 0 0 0 0
	<u>Waters, Wetlands, and Wildlife</u>	
3	Replace concrete channels with re-meandered and naturalized creeks, wetlands, or swales	1 0 0 0 0 0 0
4	Develop a system for identifying culverts that obstruct fish migration and install fish friendly culverts where needed	0 0 0 0 0 0 0
4	Provide incentives for protection of green infrastructure, sensitive areas, important wildlife habitat, or for the restoration or rehabilitation of wetlands or other degraded habitats such as credit towards open space or set-aside requirements	0 0 0 0 0 0 0
	<u>WASTE MANAGEMENT AND REDUCTION</u> Waste Management and Reduction strategy options encourage municipalities and their citizens to divert organics and recyclables from landfills and properly dispose of hazardous materials in an effort to reduce waste in a community.	
8	Community waste stream monitored at least annually . Waste reduction plan prepared and updated annually	3 0 0 0 0 0 0
8	Waste and materials management plan based on "zero-waste" principles, with specific goals, prepared and updated annually	0 0 0 0 0 0 0

Max. Score	 Sustainability Strategies Scoresheet GREEN TIER	     
3	Construction/deconstruction waste recycling ordinance	3 0 0 0 0 0 0
5	Mandatory residential curbside recycling pickup that covers paper, metal cans, glass and plastic bottles	5 0 0 0 0 0 0
5	Develop a municipal collection program that encourages the diversion of food discards, yard materials, and other organics from landfills to composting or anaerobic digestion with energy recovery	0 0 0 0 0 0 0
6	Develop and promote programs that dispose of household hazardous, medical, and electronic waste	3 0 0 0 0 0 0
7	Use anaerobic digesters to process organic waste and produce energy	0 0 0 0 0 0 0
5	Implement municipal ordinances requiring manufacturer takeback for fluorescent bulbs, thermostats and other mercury-containing devices	0 0 0 0 0 0 0
4	Ordinances in place to reduce the usage of phone books as well as single-use shopping bags, styrofoam food containers and other	0 0 0 0 0 0 0
4	Pay-as-you-throw system implemented by municipality or required of private waste haulers	0 0 0 0 0 0 0
3	Use public education and outreach to promote recycling, backyard composting, product re-use and waste reduction	3 0 0 0 0 0 0
HEALTHY COMMUNITY PLANNING Policies and projects related to incorporating health living into community design- whether by built form, programs, education, etc. in an effort to reduce trends in poor nutrition, inactive lifestyles, chronic diseases, such as obesity and heart disease, and other negative health risk factors.		
<u>Policies Affecting Multiple Program Areas</u>		
7	Adopt a resolution that promotes Health in All Policies at the community level (e.g., HEAL Resolution). Include that educational campaigns supporting a program covered by the resolution are appropriately targeted to all of the populations addressed by the program	0 0 0 0 0 0 0
8	Establish a Health Impact Assessments policy, including when an assessment is required and its scope	0 0 0 0 0 0 0
<u>Planning</u>		
7	Add health policies in 1 or more of the community's plans, including the comprehensive plan, long-range transportation plan, bicycle/pedestrian plan and open spaces recreation plan (embedded or stand-alone chapter) or develop a comprehensive, community wide wellness plan.	0 0 0 0 0 0 0
6	Site schools in the Comprehensive Plan for accessibility with existing or new bicycle and pedestrian infrastructure	0 0 0 0 0 0 0
8	Encourage the formation and/or support of Neighborhood Improvement Districts (NIDs), Neighborhood Development Corporations, or other similar types of neighborhood reinvestment and enhancement strategies in plans or policies.	0 0 0 0 0 0 0
<u>Healthy Food Access</u>		
7	Implement strategies (urban agriculture, community gardens on public land, diversified farmer's markets, expanded traditional retail food options, ordinances to allow urban chickens and beekeeping and vegetable gardening in rights of way) that help increase fresh food access in the community, in particular in areas with food insecurity (e.g., "food deserts" and "food swamps"), including access by EBT and WIC participants.	7 0 0 0 0 0 0
6	Create a Food Systems Plan that addresses the production, distribution, value-added, marketing, end-market, and disposal of food, and charge a new or existing governmental body to oversee the plan's implementation.	0 0 0 0 0 0 0
<u>Physical Activity and Access</u>		

Max. Score	 Sustainability Strategies Scoresheet	     
5	Provide an on-street and/or off-street trail network connecting recreational areas in the community (e.g. safe routes to parks) and other trip generators, such as shopping malls, ensuring all neighborhoods are included in planning and implementation.	3
4	Encourage pedestrian and bicycle site connections from front door of businesses or apartments to a public sidewalk and/or bike lane ensuring connections to all neighborhoods.	0 0 0 0 0 0 0
4	Provide education and establish programming to encourage physical activity, especially by youth.	0 0 0 0 0 0 0
7	Establish an expanded public transit that serves commuters from all neighborhoods and major parks and recreation facilities, and has racks on vehicles for carrying bicycles.	2 0 0 0 0 0 0
5	Require sidewalks in new residential areas and establish a policy for adding sidewalks, as appropriate, in areas built out without sidewalks.	5 0 0 0 0 0 0
2	Implement a Complete Streets policy.	1 0 0 0 0 0 0
5	Provide recreation programs for youth, adults, senior citizens and disabled persons.	5 0 0 0 0 0 0
5	Establish a pedestrian safety task force.	2 0 0 0 0 0 0
<u>Housing</u>		
6	Adopt ordinances and programs to maintain a healthy housing stock (code enforcement, landlord licenses, volunteer program, truth-in housing disclosure before sale, etc.).	0 0 0 0 0 0 0
5	Allow life cycle or adaptable housing options, such as "aging in place", accessory dwelling units, Universal or Inclusive Design, Dementia Friendly Communities, Age-Friendly Communities, etc.	0 0 0 0 0 0 0
8	Establish a program to make housing more affordable.	0 0 0 0 0 0 0
5	Establish a program to address chronic homelessness, such as "permanent housing".	0 0 0 0 0 0 0
<u>Crime Prevention and Other Harm Reduction</u>		
4	Use by policy, ordinance or practice, Crime Prevention Through Environmental Design and active threat planning to make public spaces, such as recreational space, crime free.	0 0 0 0 0 0 0
5	Establish and implement Harm Reduction strategies for alcohol outlet density and sexual oriented establishments (e.g. zoning limitations)	0 0 0 0 0 0 0
5	Adopt an ordinance or policy that requires tobacco-free and e-cigarette free apartments or places limitations on such structures.	0 0 0 0 0 0 0
6	Adopt an ordinance or policy that promotes tobacco-free and e-cigarette free parks and/or public events on local government-owned property.	0 0 0 0 0 0 0
<u>Climate Change</u>		
5	Create and implement a climate change action plan that includes a carbon footprint study, and health related components on reducing air pollution from combustion of fossil fuels and responding to heat episodes and flooding, focusing in particular on most vulnerable populations.	0 0 0 0 0 0 0
<u>Noise</u>		
5	Adopt an ordinance, including conditional use permits, on noise abatement for various zoning districts.	5 0 0 0 0 0 0
<u>Employee Health</u>		
5	Implement a wellness program for employees of the local jurisdiction.	5 0 0 0 0 0 0

Max. Score	 Sustainability Strategies Scoresheet	     						
5	Encourage or partner with others, such as the Chamber of Commerce, etc., to advance workplace wellness programs within the community.	0	0	0	0	0	0	0
	<u>Placemaking</u>							
5	Support placemaking at varying scale (neighborhood to major city facility) and permanence (temporary to permanent) through programming, financial support and removal of regulatory barriers to promote healthy living and social capital in the community.	0	0	0	0	0	0	0
5	Adopt form-based codes or similar type design guidelines for healthy active living environments.	0	0	0	0	0	0	0
	<u>Waste Pharmaceuticals</u>							
6	Establish partnerships to reduce waste pharmaceuticals generated in the community and to efficiently collect remaining wastes to prevent their abuse and entry into solid waste or wastewater.	6	0	0	0	0	0	0
653	: TOTAL POSSIBLE	TOTAL SCORED:	128	0	0	0	0	0



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 14, 2021

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss 2022 Farmer's Market

This past summer the Sustainability Commission had set up a booth twice at the De Pere's Farmer's Market. The intent of the booth was to educate the community on the City's Sustainability Commission and sustainable initiatives being worked on. The intent of this discussion is to determine whether the Commission wants to pursue doing this again in 2022