



Sustainability Commission

Regular Meeting

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

Agenda

Tuesday, January 10, 2023

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 **January 10, 2023 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://deperecitywi.igmp2.com/>.

I. Call to Order

1. Roll Call

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Sustainability Commission. Section 6-3(f) DPMC

III. Items

1. Approval of the December 13, 2022 Sustainability Commission Meeting Minutes
2. Consider and Possible Action on 2023 Work Plan*
3. Consider and Possible Action on Clean Air Resolution*

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:

Alderpersons

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: January 10, 2023

DEPARTMENT: Sustainability Commission

FROM: Betty Sellenheim

SUBJECT: Approval of the December 13, 2022 Sustainability Commission Meeting Minutes

ATTACHMENTS:

- 2022 1213 Sustainability Commission_Draft Minutes (PDF)



Sustainability Commission

Regular Meeting

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

Draft Minutes

Tuesday, December 13, 2022

5:30 PM

Council Chambers and Virtual

I. Call to Order

The meeting was called to order at 5:30 PM by Alderperson John Quigley

Attendee Name	Title	Status	Arrived
Jayne Black	Commissioner	Present	
Cindy Champeau	Commissioner	Present	
Renee Gasch	Commissioner	Excused	
Emily Henrigillis	Commissioner	Present	
Randall Lawton	Commissioner	Present	
Eric Rakers	City Engineer	Present	
John Quigley	Alderperson	Present	

Scott Thoresen, Public Works Director

Betty Sellenheim, Administrative Assistant/Recording Secretary

Cory Groshek, Greener Bay Compost

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Sustainability Commission. Section 6-3(f) DPMC

None

III. Items

1. Approval of the October 11, 2022 Sustainability Commission Meeting Minutes

Commissioner Lawton moved to approve the October 11, 2022 Sustainability Commission Meeting Minutes, seconded by Commissioner Henrigillis. Upon vote, the motion passed with a 5-0-1 with Commissioner Rakers abstaining.

RESULT:	ADOPTED [5 TO 0]
MOVER:	Randall Lawton, Commissioner
SECONDER:	Emily Henrigillis, Commissioner
AYES:	Black, Champeau, Henrigillis, Lawton, Quigley
ABSTAIN:	Eric Rakers
EXCUSED:	Renee Gasch

2. Presentation by Greener Bay Compost on Composting

Cory Groshek, 1597 Forest Glen Dr, Green Bay, presented on his company Greener Bay Compost.

RESULT:	DISCUSSED
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3. Discuss Commission Vacancy

Scott Thoresen, Public Works Director, updated the commission members on the resignation of a member and the approval of a replacement member beginning with the January or February 2023 meeting.

RESULT: DISCUSSED

4. Discuss Sustainable Practices Included in City's 2023 Budget

Scott Thoresen, Public Works Director, outlined the sustainable items included in the 2023 budget.

RESULT: DISCUSSED

5. Discuss Winter Salt Use for Driveways and Sidewalks

Scott Thoresen, Public Works Director, provided information from Salt Wise for residential use and explained how the City prioritizes proper salt usage. Commissioner Henrigillis provided additional information including sweeping excess, shoveling early and often, proper usage based on temperatures, and alternate options including sand and bird seed. Alderperson Quigley asked for Salt Wise website and alternatives to be included on Facebook and City Website.

RESULT: DISCUSSED

6. Discuss Distribution of Monthly Sustainability and Stormwater Information

Scott Thoresen, Public Works Director, asked commission members if they wished to receive sustainable and stormwater information that is provided to staff from outside sources. Commission members responded positively to receiving this information. Commissioner Lawton offered options utilizing Diigo or Google Alerts to obtain and share information.

RESULT: DISCUSSED

7. Consider and Possible Action on Clean Air Ordinance*

Alderperson Quigley informed the Commission members that he had not had a chance to work on this project as he had intended and believes the Council would not pass it as it currently stands.

Commissioner Lawton asked why Alderperson Quigley felt it would not pass. Alderperson Quigley explained the discussion of a Clean Air Ordinance at Council in July and the questions and reservations Council members expressed. At that time Alderperson Quigley asked that the item be tabled and brought it back to the Sustainability Commission as an educational campaign/initiative for voluntary compliance on idling. Scott Thoresen, Public Works Director, further outlined options for moving this item forward for support. Commissioner Black expressed her support of an awareness campaign for idling including the schools and community, utilizing City resources such as Mayor's Corner and Facebook for dissemination. Commissioner Henrigillis provided support of starting in the schools for compliance. Commissioner Henrigillis asked how the City can increase from 3 to 5 score for operations idling on the scoresheet. Mr. Thoresen explained rationale behind score of 3 and inability to receive perfect score on this item.

Alderperson Quigley suggested working with staff and Commissioner Black on a draft resolution for the January meeting. Mr. Thoresen suggested the commission members provide bullet points of objectives for the campaign/initiative and staff would work on a resolution. Mr. Thoresen asked commission members to email him their bullet points to be included and staff would work to start drafting the resolution after the new year. Commissioner Rakers outlined his support of a few key points in the proposal included in

the packet. Alderperson Quigley suggested having the commission work with school liaisons or staff that families may be familiar with.

RESULT: NO ACTION

IV. Future Agenda Items

Work plan discussion

Landfill alternative list on website

Cooperative agreement with Greener Bay Compost discussion

V. Adjournment

Commissioner Rakers moved to adjourn the meeting at 6:54 PM, seconded by Commissioner Lawton. Upon vote, the motion passed unanimously.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: January 10, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consider and Possible Action on 2023 Work Plan*

ATTACHMENTS:

- Discuss 2023 Work Plan 1-5-2023 (PDF)
- City of De Pere Sustainability Strategies Scoresheet - Baseline (PDF)

CITY OF DE PERE MEMO



To: Members of the Sustainability Commission
From: Scott J. Thoresen, Director of Public Works
Date: January 4, 2023
RE: Consider and Possible Action on 2023 Work Plan*

One of the Commission's duties is to create and present an annual work plan to the Common Council. The Commission presented to Council the following projects for 2021:

- 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 projects mentioned above were not completed due to COVID and staffing.

These projects were selected from the Sustainability Strategies Scoresheet (See attached) which establishes the City's baseline assessment and then tracks the City's accomplishments. The intent of working on projects from this scoresheet is to improve the City's baseline score.

The intent of this agenda item is to determine what the Commission wants to work on for 2023. The projects can be from the Sustainability Strategies Scoresheet or they could be other projects the Commission wants to focus on. As part of the discussion, the Commission needs to commit their time to work on specific projects. Staff will assist as needed.

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 GREEN TIER	LEAGUE OF WISCONSIN MUNICIPALITIES COWS BUILDING THE HIGH ROAD 1000 FRIENDS OF WISCONSIN Preserving Wisconsi 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													
10	Reduce motor fuels use for non-transit activities --	3	0	0	0	0	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	0	0	0	0			
6	Streetlights operate at 75 lumens/Watt or higher	0	0	0	0	0	0	0	0	0	0	0			
4	Stoplights are LED or functional equivalent	4	0	0	0	0	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	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	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	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	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	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	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	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	0	0	0	0			
10	All new and renovated municipal buildings must meet LEED Silver or greater.	0	0	0	0	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	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	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	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	0	0	0	0			
3	Infiltration and inflow reduction by 10%	1	0	0	0	0	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	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	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	0	0	0	0			
2	Develop a water efficiency and conservation plan for municipal buildings	0	0	0	0	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
	Placemaking							
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
	Waste Pharmaceuticals							
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: January 10, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consider and Possible Action on Clean Air Resolution*

At the December Sustainability Commission meeting discussion was held regarding creating a clean air resolution that would focus on an awareness campaign for voluntary compliance on idling of vehicles. It was suggested the Commissioners provide staff bullet points of objectives they wanted to see included in a resolution and then staff would draft a resolution. Staff did not receive any feedback from the Commission.

Staff did some research to see if there were other communities that may have a no idling resolution. (See attached resolutions) I believe there may be some valid points in these resolutions the Commission may want to consider for the City's resolution. The example resolutions include: Model Resolution in New Jersey, Town of Jamestown, Borough of Rumson, Borough of Waldwick, and Summit County, Utah.

In addition, I have included the information from the last meeting for your reference.

The intent of this agenda item is to have the Commission discuss and provide staff input as to what they want to see in the City's resolution by using the included resolutions or other ideas they may have. Once the Commission is comfortable with the suggested ideas then staff will draft a resolution to be presented at a future Commission meeting for consideration.

ATTACHMENTS:

- Example Clean Idle Resolutions 1-4-2023 (PDF)
- Clean Air Anti-Idling Ordinance (PDF)
- Clean Air Initiative Oct. 2022 - Commissioner Quigley (DOCX)

**MAYOR AND COUNCIL
OF THE
BOROUGH OF WALDWICK
Bergen County, New Jersey**

**RESOLUTION NO. 2021-112
(Page 1 of 2)**

Supports Adoption of Idle Free Zones in the Borough of Waldwick as Part of Idle Free New Jersey

WHEREAS, emissions from gasoline and diesel powered vehicles contribute significantly to air pollution, including greenhouse gases, ozone formation, fine particulates, and a multitude of potentially harmful pollutants that can trigger an asthma attack and other ailments;¹ and,

WHEREAS, asthma is a significant public health concern in NJ, especially among children (up to 25% of NJ's school age children are asthmatic) and the elderly; and,

WHEREAS, for every gallon of gasoline used, the average car produces about 20 pounds of carbon dioxide (CO₂), the largest contributor to greenhouse climate change, with one-third of greenhouse gas emissions coming from the transportation sector²; and,

WHEREAS, the U.S. Argonne National Laboratory estimates that about 20 million barrels of diesel fuel are consumed each year by idling long-haul trucks (estimated truck emissions total about 10 million tons of CO₂, 50,000 tons of nitrogen oxides, and 2,000 tons of particulates); and,

WHEREAS, we can avoid producing unnecessary greenhouse gas emissions and exposure to air toxics by reducing or eliminating wasteful vehicle idling; and,

WHEREAS, petroleum-based gasoline and diesel fuel are nonrenewable fuels and should be used wisely and not wasted; and,

WHEREAS, idling is not generally beneficial to a vehicle's engine because it wears engine parts;³ and,

WHEREAS, idling more than 10 seconds uses more fuel and emits more pollutants than turning a warm engine off and on again;⁴ and,

WHEREAS, idling for 10 minutes uses as much fuel as it takes to travel 5 miles; and,

WHEREAS, vehicle idling occurs in locations (e.g. school grounds, parking lots, drive-through windows, business centers, etc.) where New Jerseyans can be exposed to air pollutant emissions; and,

WHEREAS, moving beyond New Jersey's existing no-idling code* of 3 minutes would significantly improve public health, air quality, reduce costs and greenhouse gas emissions.

**MAYOR AND COUNCIL
OF THE
BOROUGH OF WALDWICK
Bergen County, New Jersey**

**RESOLUTION NO. 2021-112
(Page 2 of 2)**

NOW, THEREFORE, BE IT RESOLVED that the Municipal Council of the Borough of Waldwick, Bergen County, New Jersey:

Supports the adoption of "Idle Free Zones" by government agencies, schools, businesses, and other organizations by:

- Encouraging any gasoline or diesel powered motor vehicle* to turn off their engines after 10 seconds if they plan to remain at that location for more than 30 seconds.
- Ensuring idling does not occur at idle-frequent locations such as school drop-off and pick up, drive through windows, gas stations, parking lots, business centers, etc.
- Maintaining municipal vehicles to eliminate any visible exhaust.
- Enforcing existing violations and penalties under NJ's existing no-idling code*.
- Supporting broad education of the public about the health, environmental and economic impacts of idling and ways to reduce idling.

* U.S. Environmental Protection Agency, Compilation of State, County, and Local Anti-Idling Regulations, New Jersey, p. 51-61
<http://www.epa.gov/smartway/documents/420b06004.pdf>

¹ U.S. Environmental Protection Agency, Air & Radiation, Basic Information, "Six Common Air Pollutants," U.S. Environmental Protection Agency, Accessed May 26, 2006,
<<http://www.epa.gov/oar/urbanair/6poll.html>> ² EHHI Releases Original Research Report, The Harmful Effects of Vehicle Exhaust: A Case for Policy Change.

³ Indiana Department of Environmental Management, Office of Air Quality, "Idling," Accessed May 24, 2006
<<http://www.in.gov/idem/programs/air/dieselwise/idling.html>>

⁴ Source: Office of Energy Efficiency, Natural Resources Canada <<http://oee.nrcan.gc.ca/english/index.cfm?attr=16>>

Approved: Thomas A. Giordano
Thomas A. Giordano, Mayor

I hereby certify that the above Resolution was adopted by the Mayor and Council of the Borough of Waldwick at its Regular Meeting of February 23, 2021.

Kelley Halewicz
Kelley Halewicz, RMC/CMC
Municipal Clerk

Council Member	Motion	Second	Ayes	Nays	Abstain	Absent
Bjork						X
McNamara		X	X			
Oravetz			X			
Schatz			X			
Sciolaro	X		X			
Sherman			X			
Mayor Giordano						

MODEL RESOLUTION

No Idling Resolution for Municipalities in New Jersey

WHEREAS, emissions from gasoline and diesel-powered vehicles contribute significantly to air pollution, including greenhouse gases, ozone formation, fine particulates; and

WHEREAS, numerous scientific studies have found links between exposure to fine particles and health effects including premature death, and increased incidents of asthma, allergies, and other breathing disorders; and

WHEREAS, the United States Environmental Protection Agency has classified diesel exhaust as likely to be carcinogenic to humans; and

WHEREAS, vehicle idling occurs in locations (e.g. school grounds, parking lots, distribution centers, strip malls, construction sites, business centers, etc.) where New Jerseyans can be exposed to concentrated sources of air pollutant emissions; and

WHEREAS, asthma is a significant public health concern in New Jersey, especially among children (up to 25% of New Jersey's school-age children are asthmatic) and the elderly; and

WHEREAS, the reduction of fine-particle emissions from diesel engines could also prevent 16,000 new asthma cases annually and save \$770 million to \$10 billion in health care and related costs in the State; and

WHEREAS, for every gallon of gasoline used, the average car produces about 20 pounds of carbon dioxide (CO₂), the largest contributor to greenhouse climate change, with one-third of greenhouse gas emissions coming from the transportation sector; and

WHEREAS, petroleum-based gasoline and diesel fuel are nonrenewable fuels and should be used wisely and not wasted; and

WHEREAS, idling is not generally beneficial to a vehicle's engine because it wears engine parts; and

WHEREAS, idling more than 10 seconds uses more fuel and emits more pollutants than turning an engine off and on again; and

WHEREAS, current state law prohibits the idling of vehicles for more than three minutes and studies have shown that an anti-idling policy will save fuel, prolong engine life, and improve air quality.

NOW THEREFORE BE IT RESOLVED that the Township Council of _____ township, County of _____, State of New Jersey supports the adoption of a strong anti-idling policy by government agencies, schools, businesses, and other organizations by:

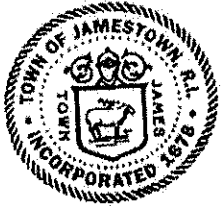
1. Make enforcing existing violations and penalties under New Jersey's existing no-idling law a priority for all municipal Peace Officers pursuant to C. 39:3-70.2 and C. 26:2C-1;
2. Encouraging any gasoline or diesel-powered motor vehicle to turn off their engines immediately at schools and off-site school related events to minimize exposure of children to vehicle emissions;
3. Maintaining municipal vehicles to eliminate any visible exhaust and complying with the annual inspection requirement for those vehicles;
4. Promote the widespread use of emission controls in construction contracts (for example, see the "Diesel Emission Controls in Construction Projects: Model Contract Specification" developed by the Northeast Diesel Collaborative); and
5. Supporting broad education of the public about the health, environmental and economic impacts of idling and ways to reduce idling.

Council President

Council Vice President

Mayor

Councilperson



Town of Jamestown
Resolution of the Town Council

No. 2021-08

**Anti-Vehicle Idling Resolution for the
Town of Jamestown, Rhode Island**

WHEREAS, emissions from gasoline and diesel-powered vehicles contribute significantly to air pollution, including greenhouse gases, and

WHEREAS, numerous traffic studies have found links between exposure to fine particles and health effects including increased incidents of asthma, allergies, and other breathing disorders, and premature death, and

WHEREAS, the United States Environmental Protection Agency has classified diesel exhaust and particulates from gasoline engines, as likely to be carcinogenic to humans; and

WHEREAS, vehicle idling occurs in locations (e.g. school grounds, parking lots, distribution centers, strip malls, construction sites, business centers, etc.) where residents of Rhode Island are exposed to concentrated sources of air pollutant emissions; and

WHEREAS, asthma is a significant public health concern in Rhode Island, especially among children and the elderly; and

WHEREAS, for every gallon of gasoline used, the average car produces about 20 pounds of CO₂, with one-third of greenhouse gas emissions coming from the transportation sector; and

WHEREAS, petroleum-based gasoline and diesel fuel are non-renewable fuels and should be used wisely and not wasted; and

WHEREAS, idling is not beneficial to a vehicle's engine because it causes excess wear and tear on the engine parts; and

WHEREAS, idling more than 10 seconds uses more fuel and emits more pollutants than turning an engine off and on again; and

WHEREAS, current state law prohibits the idling of diesel vehicles for more than 5 minutes per hour and studies have shown that an anti-idling policy for gasoline and diesel vehicles will save fuel, prolong engine life and improve air quality.

NOW THEREFORE BE IT RESOLVED that the Town of Jamestown, Rhode Island supports the adoption of a strong anti-idling policy by:

1. Encourage any gasoline or diesel-powered motor vehicles to turn off their engines immediately at schools and off-site school related events to minimize exposure to harmful emissions.
2. Maintain town vehicles to eliminate any visible exhaust and comply with the annual inspection requirement for those vehicles; and avoid idling unnecessarily on and off worksites.
3. Promote the widespread use of emission controls in construction contracts.
4. Support broad education of the public about the health, environmental and economic impacts of idling and ways to reduce greenhouse gas emissions.
5. Designate Idle Free Zones throughout Jamestown which would include libraries, parking lots, drive-through lines, etc.).

By Order of the Jamestown Town Council

Nancy A. Beye, President

IN WITNESS WHEREOF, I hereby attach my hand and the official
Seal of the Town of Jamestown this 16th day of August, 2021

Roberta J. Fagan, Town Clerk

Resolution No 2011-3

**IDLE FREE RESOLUTION FOR MOTORIZED VEHICLES IN SUMMIT COUNTY, UTAH AND DECLARING
SUMMIT COUNTY, UTAH TO BE AN IDLE-FREE COUNTY**

WHEREAS, emissions from vehicle idling contributes significantly to air pollution, climate change and increased rates of cancer, heart and lung diseases, which adversely affect health; and

WHEREAS, children whose lungs are still developing are at a higher risk because they breathe more rapidly and inhale more pollutants per pound of body weight than adults; and

WHEREAS, it is vital that we protect the health and well being of our children who are the future for Summit County; and

WHEREAS, emissions from vehicle idling significantly affects the natural environment and economic well being of residents, guests and visitors of Summit County; and

WHEREAS, petroleum-based fuels are nonrenewable and should be used wisely and not wasted; and

WHEREAS, idling a typical vehicle for longer than ten seconds consumes more fuel than restarting that vehicle, resulting in excessive emissions and wasted fuel; and

WHEREAS, every citizen can improve our county's air quality by turning off vehicles whenever we are going to idle more than three minutes; and

WHEREAS, reducing needless vehicle idling is in keeping with Summit County's promotion as an eco-friendly community and its affiliation with ICLEI (Local Governments for Sustainability); and

WHEREAS, education about idle reduction can raise community awareness, encourage consumers to develop idle free habits, and influence adoption of idle free policies within county governments; and

WHEREAS, The County Council, with support from the Summit County Board of Health, desires to ensure that idling does not occur in idle-frequent locations such as school grounds, parking lots/garages, ski resort premises and business centers; and

WHEREAS, the County Council, with support from the Summit County Board of Health, desires to take a proactive position on air pollution to protect the livability and viability of Summit County and its residents, visitors and guests; and

WHEREAS, it is in the public interest that Summit County residents, guests and visitors reduce vehicle emissions to protect the health, economy and natural environment of Summit County and the surrounding area;

NOW, THEREFORE BE IT RESOLVED, by the Council of Summit County that:

1. **NO IDLING GUIDELINES.** Summit County encourages residents, guests, visitors, County employees and other individuals within the County limits to not exceed a three minute idling time in their gasoline or diesel-powered motor vehicles. Exceptions to these idling guidelines include the following:
 - A. The vehicle is forced to remain motionless on a public road because of traffic conditions.
 - B. The vehicle is an emergency vehicle used in an emergency situation.
 - C. Vehicle idling is necessary for auxiliary power for law enforcement equipment, refrigeration units, loading/unloading lifts, well drilling and/or farming.
 - D. Vehicle idling is necessary for repair or inspection of the vehicle.
 - E. The health or safety of a driver or passenger requires the vehicle to idle, including instances where the temperature is below 32 degrees F or above 90 degrees F.

This Resolution is not enforceable by citation or fine. Compliance shall be strictly voluntary.

2. **DECLARATION.** The County Council hereby proclaims Summit County to be an Idle-Free County.
3. **NO IDLING/IDLE-FREE COUNTY SIGNS.** Summit County will partner with Clean Air Utah, businesses, schools, and local communities within Summit County to support the installation of Idle-Free signs and distribution of promotional and educational material.
4. **EFFECTIVE DATE.** This Resolution shall take effect upon adoption by the County Council.

PASSED AND ADOPTED this 11th day of May, 2011.

Christopher F. Robinson

Christopher Robinson
Summit County Council, Chair

Kent Jones

Kent Jones
County Clerk



October 13, 2020

2020-1013-126

Councilman Rubin offered the following resolution and moved its adoption:

RESOLUTION IN SUPPORT OF IDLE FREE NEW JERSEY

WHEREAS, emissions from gasoline and diesel-powered vehicles contribute significantly to air pollution, including greenhouse gases, ozone formation, fine particulates, and a multitude of potentially harmful pollutants that can trigger an asthma attack and other ailments; and

WHEREAS, asthma is a significant public health concern in New Jersey, especially among children (up to 25% of New Jersey's school age children are asthmatic) and the elderly; and

WHEREAS, for every gallon of gasoline used, the average car produces about 20 pounds of carbon dioxide (CO₂), the largest contributor to greenhouse climate change, with one-third of greenhouse gas emissions coming from the transportation sector; and

WHEREAS, the U.S. Argonne National Laboratory estimates that about 20 million barrels of diesel fuel are consumed each year by idling long-haul trucks (estimated truck emissions total about 10 million tons of CO₂, 50,000 tons of nitrogen oxides, and 2,000 tons of particulates?; and

WHEREAS, we can avoid producing unnecessary greenhouse gas emissions and exposure to air toxics by reducing or eliminating wasteful vehicle idling; and

WHEREAS, petroleum-based gasoline and diesel fuel are nonrenewable fuels and should be used wisely and not wasted; and

WHEREAS, idling is not generally beneficial to a vehicle's engine because it wears engine parts; and

WHEREAS, idling more than 10 seconds uses more fuel and emits more pollutants than turning a warm engine off and on again; and

WHEREAS, idling for 10 minutes uses as much fuel as it takes to travel 5 miles; and

WHEREAS, vehicle idling occurs in locations (e.g. school grounds, parking lots, drive-through windows, business centers, etc.) where New Jerseyans can be exposed to air pollutant emissions; and

WHEREAS, moving beyond New Jersey's existing no-idling code of 3 minutes would significantly improve public health, air quality, reduce costs and greenhouse gas emissions; and

THEREFORE BE IT RESOLVED that the Borough of Rumson: Supports the adoption of "Idle Free Zones" by government agencies, schools, businesses, and other organizations by:

- Encouraging any gasoline or diesel powered motor vehicle to turn off their engines after 10 seconds if they plan to remain at that location for more than 30 seconds.
- Ensuring idling does not occur at idle-frequent locations such as school drop-off and pick up, drive through windows, gas stations, parking lots, business centers, etc.
- Maintaining municipal vehicles to eliminate any visible exhaust.
- Enforcing existing violations and penalties under New Jersey's existing no-idling code.
- Supporting broad education of the public about the health, environmental and economic impacts of idling and ways to reduce idling.

Seconded by Council President Atwell and carried upon the following roll call vote:

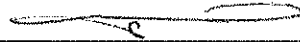
In the affirmative: Atwell, Casazza, Conklin, Kingsbery, Rubin and Swikart.

In the negative: None.

Absent: None.

CERTIFICATION

I hereby certify that the foregoing is a true copy of a resolution adopted by the Borough Council of the Borough of Rumson at a regular meeting held on October 13, 2020.



Thomas S. Rogers
Municipal Clerk/Administrator

Resolution for a Clean Air Ordinance Limiting Idling to Five Minutes in De Pere

Whereas vehicle idling by combustion engines in De Pere pollutes our air with cancer-causing toxins and endangers the respiratory health of our children as well as people with pre-existing respiratory conditions, such as Covid-19.

Whereas, according to the [Environmental Protection Agency](#), school zones have shown elevated levels of benzene, formaldehyde, acetaldehyde, and other toxins during the afternoon hour coinciding with parents picking up their children from school.

Whereas, because children's lungs are still in development, children face a greater risk of asthma, respiratory problems, and other adverse health effects when exposed to vehicle idling by combustion engines.

Whereas, limiting a vehicle's idling time can dramatically reduce these pollutants and children's exposure to them, according to the Environmental Protection Agency.

Whereas, vehicle idling by combustion engines emits carbon in De Pere, which contributes to global climate change that harms the vital Great Lakes climate on which De Pere is dependent.

Whereas, the Sustainability Commission of De Pere and the City of De Pere has expressed its verbal commitment to lowering community-wide carbon emissions in De Pere, and has limited idling on city-owned vehicles.

Whereas the City of De Pere joined the DNR's Green Tier program, and a community-wide ban on idling is a recommendation on the Green Tier Member Scoresheet.

Be it Resolved

Therefore, be it resolved, that the De Pere Sustainability Commission recommend that the De Pere Common Council pass a Clean Air Ordinance limiting combustion-engine vehicle idling to five minutes or less—including school buses and commercial trucks—throughout the community of De Pere.

Be it further resolved that the City of De Pere launch a public education campaign to educate citizens and visitors about the harms of vehicle idling, including the posting of street signs, especially in school zones, public parks, and the downtown area where children are at greater risk of exposure to emissions.

Be it further resolved that the ordinance not be enforced by De Pere Police Department for its first year in effect, and following the first year, be enforced as a minor traffic violation on par with a parking ticket.

Clean Air initiative

Research from 2009 (Carrico, et al – cited in Oshkosh study) suggests that average driver idles their vehicle for 16 minutes per day, but not all idling is deemed “unnecessary”. Statistically, 4.2 minutes are spent warming up the vehicle and 3.7 minutes are waiting to pick someone up. The remaining 8 minutes are in traffic or stop lights.

In and around the City of DePere, measurable success will be addressed in 3 stages:

- 1) Education/information campaign. Setting up network of partners, recruiting volunteers. Developing concise language for signs, flyers, social media. Identify locations of greatest impact (school drop offs, larger retail stores).
 - a. Meet with primary stakeholders to explain the goals of program, and identify exceptions needed: police and fire, city vehicles, school districts, large employers, public transit (see example in Oshkosh proposal dated Dec. 2017, pages 7 – 13)
 - b. Any small business or organization may opt-in if they pay the cost of signage.
- 2) After signs go up and information has been in community for a designated period of time (at any one location, it could be 6 months to a year), have volunteers roam those areas at peak usage times. Gently point the driver of offending vehicle to signage, offer a flyer, or direct them to talking points. In addition to a print flyer, use a QR code to direct drivers (idlers) to Sustainability Commissions talking points.
- 3) At some future point (as determined by Sustainability Commission and approved by Common Council), consider a city ordinance for enforcement.

This proposal is intended to address points 1 & 2 as a starting point. The ordinance in item 3 will be for another time and may be impacted by changes in technology and the success of voluntary compliance under points 1 & 2.

I propose a sub-committee of 3 members to develop language and specific actions to address points 1 and 2, and report back to the sustainability commission at a future date.

Reasonable exceptions where clean air initiative will not be enforced:

- 1) Severe weather where outside temp. is above 80 degrees or below 35 degrees.
- 2) Emergency vehicles
- 3) Commercial vehicles in cases where idling is necessary to run auxiliary equipment, such as a refrigeration unit, crane, lift, pump, or concrete mixer, etc.
- 4) Engine idling necessary for service, maintenance or diagnostic purposes

- 5) When subject to an inspection to verify that equipment is in good working order, provided that idling is part of the inspection
- 6) When stuck in traffic, at a traffic signal, or at the direction of law enforcement
- 7) An armored vehicle, when a person remains inside to guard the contents, or while vehicle is being loaded or unloaded
- 8) In a line such as drive-through where vehicles are progressing forward
- 9) Other examples may be added as the proposal moves forward