



Mayors Climate Protection Center

Taking Local Action

Mayors and Climate Protection Best Practices

June 2017

11th Anniversary Winners
Mayors' Climate Protection Awards



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First Place Award Winners

LARGE CITY

Long Beach Mayor Robert Garcia

SMALL CITY

Newton Mayor Setti Warren



Long Beach Mayor Robert Garcia

Clean Air Action Plan

The Clean Air Action Plan (CAAP) is a landmark air quality plan that established the most comprehensive strategy for reducing port-related air pollution and health risks, while allowing port development, job creation and economic activity to continue.

The CAAP is a joint plan of the ports of Long Beach and Los Angeles and was developed with the cooperation and participation of the South Coast Air Quality Management District, California Air Resources Board and U.S. Environmental Protection Agency.

Air pollution from port-related trucks, cargo-handling equipment, ships, and trains has a significant impact on the local community. The South Coast Air Basin, where the port is located, has some of the worst air quality in the nation, and the port contributes to roughly four percent of the region's ozone. Additionally, these sources result in greenhouse gas emissions and contribute to global GHG impacts. In 2015, these sources generated 849,000 metric tons of GHGs.

Implementing the CAAP required significant cooperation from private industry and governmental partners. The port does not own or operate any of the equipment that causes the pollution, and it is not a regulatory agency so it has limited tools to compel private equipment operators to comply. As a result, the port has to rely heavily on the use of incentives and cooperation with the private industry.

One example of this innovation is the Green Flag Program, which rewards ship operators for voluntarily slowing down their ships and cutting emissions as they near the port. The Port offers financial incentives and public recognition for companies that participate in this program. Roughly 98 percent of ships participate in this highly successful program.

Since 2005 (the first year the port began regularly tracking its emissions), GHGs decreased 14 percent. The port saw a reduction of 107,874 tons of CO₂e between 2005 and 2015. That's the equivalent of taking 22,800 cars off the road in one year.

The CAAP was the world's first comprehensive air emission reduction plan from a seaport. Since its adoption, the plan and its associated strategies have served as a model for other ports around the world. Ports in other countries and throughout the United States have started to develop their own emission-reduction efforts, and even U.S. EPA has launched a ports initiative to encourage similar plans at other ports.

The CAAP strategies have been financed by private industry, government grants, and the port's own revenues. To comply with the "Clean Trucks Program," for example, which banned older dirty diesel trucks, the private trucking industry spent nearly \$1 billion of its own capital on newer, cleaner vehicles. The port also has secured nearly \$50 million in state and federal grants to help its operators purchase cleaner equipment, to demonstrate emerging technologies, and to install wharfside infrastructure that allows ships to plug into the electrical grid while loading and unloading cargo rather than idling their engines. Lastly, the port has also used its own revenues to support these efforts.

Since 2005, the community surrounding the port has seen a significant improvement in air quality and public health as a result of the CAAP and its strategies. Notably, cancer-causing diesel particulate matter is down 84 percent, with GHGs during the same period down 14 percent.

Newton Mayor Setti Warren

“Community Share” Solar Initiative

The City of Newton is developing a total of 4.5 MWs of solar power on 13 municipal sites, including rooftops, carports and a capped city landfill.

The city has assigned net metering credits – generated from a solar carport above a Department of Public Works parking lot – to a pilot community share solar initiative enabling low-income residents to share in the benefits of solar power.

Concerned about income inequality and inclusion and wanting to keep Newton as affordable as possible, Mayor Warren and other city officials looked for a way to share the financial and environmental benefits from the city’s solar development with low-income households. While many residents and businesses are following the city’s lead by installing solar panels on their homes and commercial properties, low-income residents are stuck on the sidelines. If they rent, they have no place to install solar panels. If they are homeowners, solar installation costs – around \$20,000 – are prohibitive.

Newton’s “Community Share” solar program addresses some of these inequities. Ironically, although solar power can be cheaper than basic electric service, low-income residents do not have access. At the same time, low-income residents, like other ratepayers, pay a percentage of their electric bills to a solar subsidy fund. As a result, when it comes to solar power, low-income residents are subsidizing more affluent ratepayers.

The primary challenge before the city was how to define eligibility and identify eligible participants. The city partnered with Action for Boston Community Development, an anti-poverty and community development organization that administers Head Start and federal fuel assistance to more than 15,000 low-income families in the greater Boston area. ABCD identified approximately 1,200 eligible Newton households – those already on low-income energy assistance – and the city is now providing solar net metering credits (generated from the city’s DPW solar array) to 903 participating households.

The second significant challenge was how to administer the transfer of the solar credits to these 903 households. With the understanding and cooperation of ABCD and Eversource,

the region’s largest electric company, the city used existing solar regulations that allow “virtual net metering.” These regulations permit anyone hosting solar panels to share their net metering credits with other ratepayers in the same territory. Although designed to accommodate a small number of transferees, with no express limit in place, the city was able to list 903 low-income accounts on its “Schedule Z,” allowing those households to share in the credits.

Newton’s solar program, with 4-5 megawatts, will significantly reduce the city’s carbon footprint. The “Community Share” program is a way to extend the many benefits of the city’s commitment to renewable energy to all city residents, including low-income families.

The program accomplishes several important objectives. Most notably, it provides access to residents who would otherwise be unable to enjoy the environmental and financial benefits of solar power. It addresses inequities faced by low-income residents in Newton (as well as other cities) who pay surcharges on their electric bills to subsidize solar power but are unable to take advantage of such subsidies. The program is relatively easy to implement and the city has received many inquiries from other cities, inside and outside of Massachusetts, about how to start similar programs. This is also an innovative and more equitable way for the city to reduce its carbon footprint, as it works to reach its ambitious greenhouse gas reduction goals. The city believes (as does Eversource) that this is the first program of its kind in the United States.

The program is self-financing. The city leases the carport to a developer who pays for the solar installation. The city pays nothing, and gets significant financial benefits in the form of net metering credits, which provide a discount on every kWh of solar power generated. The city shares a percentage of those net metering credits with eligible low-income residents, while retaining enough credits for itself to equal, in savings, the cost of the shared credits provided.

The “Community Share” solar program provides the city with many environmental, social, and economic benefits, including a more inclusive form of solar development.

Large City Honorable Mentions

POPULATION OVER 100,000

Caguas Mayor William Edgardo Miranda-Torres

Cleveland Mayor Frank G. Jackson

Columbia Mayor Stephen K. Benjamin

Hawai'i County Mayor Harry Kim



Caguas Mayor William Edgardo Miranda-Torres

Sustainable Energy Showcase

The Caguas Sustainable Energy Showcase is a program to evaluate the implementation of energy efficiency and conservation strategies as well as the use of energy renewable technologies to reduce the energy consumption of the city by 15 percent by 2020.

To accomplish this, the City of Caguas implemented a Energy Master Plan. With local and federal funding, the city developed nine strategic projects. All of them are fully operational, and one of them, “Green Loans,” is now seen as one of the most successful energy revolving loan funds, according to the U.S. Department of Energy.

In Puerto Rico (Caguas is the fifth most populous city), the costs of electricity are particularly high since the primary energy source for producing electricity is petroleum. Generating electricity from petroleum impacts air quality because of contaminants in the emissions. Mayor Miranda-Torres has called upon the city to step forward and begin to implement energy related strategies that could be used to develop a more sustainable energy policy.

Among the challenges the city faces in moving forward with its new energy policy is the Puerto Rico Electric Power Authority, which controls the electric energy distribution system. Since the beginning, the city has worked to make the Authority part of the city’s projects, including allowing them to sponsor and promote the city’s activities. To secure greater public support and cooperation, the city developed an extensive educational program to explain the benefits of proposed projects for the public and the City. Mayor Miranda-Torres was the main spokesman for this educational program.

For fiscal year 2015-2016, the city’s projects have reduced greenhouse gas emissions by 2,784,794 pounds and avoided the need for 154,931 gallons of petroleum to produce energy, according to the reports by the city’s team and reviewed and verified by the University of Puerto Rico’s Mayaguez Engineering Campus.

Because this is the first Energy Management Plan to be implemented in Puerto Rico with specific results, the city can show how its actions contributed to green gas emissions reductions. City residents are now very interested in developing similar programs for homes and businesses, efforts being recognized by local professional organizations and others, including the Puerto Rico Power Authority, U.S. Department of Energy and the Puerto Rico Environmental Quality Board.

Our programs were financed by local and federal funding. To support its energy efforts, the city used \$1.3 million in EECBG funding from the U.S. Department of Energy to develop energy projects: Green Loans, Eolic Energy Studies in Monte Borrás and Las Hormigas communities, a 7.56 kW Photovoltaic System for Mariolga Head Start Center, a 5.28 kW Photovoltaic System for Santa Elvira Community Center, a Green Roof for the Science and Technology Center Building, LED lighting retrofitting for the Municipal Government Center and the construction and monitoring of 42 residential 1 Kw Photovoltaic systems and solar heaters in the Villa Turabo community. The Municipality also used approximately \$500,000 of local funds to develop these projects: solar lighting among streets and parks around the city, a hybrid car for the Environmental Affairs Office official use, a 5.0 kW photovoltaic system for the New City Hall Building, a Hydrogen Fuel Cell for the city’s Botanical Garden and Villa Turabo Residential Lighting Retrofitting.

The city improved the quality of life especially in these areas: it continued to educate residents on energy efficiency and consumption strategies that help reduce home and business energy use, saving money on energy bills. The city has also served as an educational liaison to other cities in Puerto Rico about the energy savings and benefits from such strategies and projects.

Cleveland Mayor Frank G. Jackson

Cleveland Climate Action Plan

The Cleveland Climate Action Plan (CCAP) Toolkit and Fund provide a foundation for building thriving and healthy neighborhoods in the City of Cleveland. This work, informed by more than 50 organizations, provides opportunities for Clevelanders, now and into the future. (www.sustainablecleveland.org/climate_action)

Like cities across the world, Cleveland understands its responsibility for reducing GHG emissions, while also equitably preparing for climate change impacts. Over the last half-century, Cleveland's average temperature has increased by 2.4 degrees, Lake Erie averages 20 less days of freezing per year, and the city experiences 26 percent more rain that also comes down in heavier doses. These impacts exacerbate many existing challenges in Cleveland, especially for our most vulnerable residents.

The main challenge in developing the CCAP was achieving consensus among the 50+ organizations participating in the plan's development, groups representing a diverse range of sectors, neighborhoods, and perspectives. Overcoming this challenge required a commitment to stakeholder involvement and prioritization of actions that met various economic, environmental, and equity goals.

The CCAP contains an overarching GHG reduction goal of an 80 percent reduction below 2010 emission levels by 2050. These goals will be achieved through implementation of the 33 separate actions outlined in the plan. From 2010 to 2015, while the Cleveland economy began to recover from the recession, GHG emissions from energy, transportation, and waste (excluding Industrial Process and Products Use) still fell by approximately 11 percent.

Early in the action planning process, the advisory committee made it clear the CCAP cannot just sit on a shelf. Along with

implementing it citywide, it was important to help residents act. The result is the Cleveland Climate Action Fund that supports resident-led, neighborhood-based projects. These projects range from school solar installations and bike share programs to urban orchards and pollinator areas. In tandem, a toolkit was developed to identify neighborhood assets and concerns, develop project ideas, and connect those ideas to climate.

Plan development was funded with funds from the Energy Efficiency and Conservation Block Grant (EECBG) program. The toolkit was funded by the World Wildlife Fund and Enterprise Community Partners. The Fund is supported by a variety of organizations and individuals. For all three products, the city provided significant in-kind staff time.

Enhancing quality of life is at the heart of implementing the CCAP and supporting neighborhood projects through the Fund. Results include: 25 resident-led, neighborhood-based projects supported through the Fund; More than 150 home energy retrofits through the Cleveland Energy Saver program, which serves to complement the existing weatherization program; \$40 million grant from the U.S. Department of Energy to complete the first freshwater offshore wind project in North America; More than 100 residential solar installs through the Solarize Cleveland and Countywide solar co-op programs; 46 miles of new bike infrastructure installed from 2014-2016; and Launch of the Cleveland Tree Plan, with a goal of 50,000 new trees by 2020 and increase canopy from 19 percent to 30 percent by 2040. The Sustainable Cleveland dashboard includes 28 indicators for tracking progress. (www.sustainablecleveland.org/dashboard)

The City of Cleveland recently received a Partners for Places grant to update the CCAP in 2017-2018, to build off these successes and improve equitable outcomes in health, access to green jobs, and resiliency.

Columbia Mayor Stephen K. Benjamin

Curbside Recycling Program

The City of Columbia's curbside recycling program started in April 1991; however in July 2015, the City upgraded the recycling program from collecting in 18-gallon bins to 95-gallon roll carts. This was the biggest program change since 1991.

City staff recognized the need and demands for increased recycling services. The initial recycling team had developed a model education program in 1991, and the participation rate was almost 70 percent. The 90s were a great success; unfortunately, as time passed there was a slow decline in participation by residents in the city's recycling program. There were continuous complaints that the bins were heavy and hard to get to the curb.

The city-wide delivery of the 95-gallon roll carts was a huge undertaking by the city and resulted in a huge win for the residents. Staff discussed delivery times and schedules. At the end of each discussion, it always seemed to come down to the question of who would get their carts first. Moreover, staff also had to address service issues pertaining to collection times and routes. The logistics of possibly servicing bins and roll carts at the same time with a limited number of trucks had to be worked out. After all these considerations, the answer became very clear. Staff sat down with the delivery crew and decided that all roll carts would be delivered in two weeks, although the crew was on contract for 30 days. Half of the city would receive roll carts in week one. Then in week two, the second half would get roll carts while the city began servicing roll carts delivered during week one. In the end, the delivery crew took 13 days to deliver 34,158 carts. That's equivalent to delivering approximately 2,600 roll carts per day. Residents were ecstatic, and no one complained about not getting his/her cart first.

By switching to a twice-per-month collection schedule, the city was able to reduce the number of routes driven by the recycling trucks. This reduced the number of recycling trucks on the road each day. Each route was optimized for efficiency and improved mileage. The trucks are also run on a combination of diesel and biodiesel fuels. Biofuels produce 15 to 75 percent fewer greenhouse emissions than conventional fuels. Biodiesel is better for an engine than conventional diesel, providing greater lubrication and leaving fewer particular deposits behind.

With the new carts came new routes and collection schedules. The city decided it would receive the most cost savings by servicing the carts on a twice-per-month schedule. This change brought up the issue of how to identify each service area. Staff understood the need to create a straightforward method of labeling the new service areas so it created a color-coding system for the service areas and their corresponding delivery times. The eight new service areas were given eight corresponding colors. The color coding system helped with the delivery because it was an easy identifier as to what information packets should be delivered to which residents. The out-of-town delivery crew knew to stay within a respective color-coded area and didn't need to take the extra effort in learning the street names. Not one resident received in the incorrect packet. In addition to receiving recycling information, these packets also contained a coordinating color-coded magnet explaining the new delivery schedule. This system also helps the office staff. For example, if a resident calls and says, "My magnet is pink. When is my next service day?" the office staff automatically knows that resident has a first- and third-Friday schedule.

This all-inclusive approach helps the drivers, office staff, management, and the residents. Because technology is so pervasive and makes our daily lives so much simpler, city staff thought technology could make recycling easier, too. The solution was found in the Columbia, SC, Solid Waste app powered by ReCollect. The app has given the city a way to connect with our residents on a weekly basis. Each week, residents get a notification reminding them it's collection day for garbage, recycling, and yard waste via the free mobile app, email, phone call, and even a tweet. Residents don't have to think twice about which cart goes out on which day. The city can also push education messages to the residents on what can and cannot be recycled to reduce contamination. This notification system also proved worthy during the historic South Carolina flood in October 2015 when solid waste services were shut down. Recycling has definitely become easier because of the way we communicate.

The total cost of the project was \$2.2 million. The city's contributions were supplemented with grant funding from national and state agencies: City of Columbia – \$1,775,000; The Recycling Partnership – \$300,000; and the SC Department of Health and Environmental Control – \$125,000. To offset fleet costs, the Solid Waste Division withheld purchasing trucks on schedule to save money and have ample equipment to fully operate. With the reduction in routes, trucks and personnel, the division reduced the annual budget by \$250,000.

Columbia often isn't the most receptive area to "green initiatives," but in the past five years, there has been strong movement towards more sustainable living. The increase in recovered materials speaks to that. There was also feedback from residents saying, "I never recycled; but now with a roll cart, it's so much easier."

Hawai'i Mayor Harry Kim

Lālāmilo Windfarm

Hawai'i Department of Water Supply's (DWS) Lālāmilo Windfarm project officially opened for commercial operations in September 2016, with five turbines generating 3.3 megawatts of electricity with no-export to the grid.

As an island state, the State of Hawai'i has been at the mercy of imported fossil fuel supplies. The Lālāmilo Windfarm contributes to the State of Hawai'i's Clean Energy Initiative's goal of 100 percent renewable energy by 2045.

Among the challenges in developing this project were permitting hurdles, most notably those involving the expected take of endangered bats and sea birds such as petrels.

Lighting was installed at downward facing angles and down-shielded to avoid attraction and disorientation of night-flying seabirds. It also will be less attractive to insects at turbine blade heights which may attract bats.

The turbines are also programmed to cut in and produce energy only when the wind exceeds 5 meters per second and the blades are feathered into the wind when the wind speeds are below 5 meters per second to minimize impact to both bats and birds. Bird flight diverters were also installed to minimize the potential for birds colliding with the overhead electrical transmission lines.

The windfarm is designed to provide a renewable energy source and a stable rate platform for the Department of Water Supply's pumping equipment for the next 20 years. The CO₂ offset for the Lālāmilo Windfarm is estimated at 5,000 metric tons of CO₂ per year.

This is arguably the first time in Hawai'i, and perhaps the nation, that a local government has developed such a wind-powered, water-pumping facility capable of significant greenhouse gas reductions at no-cost to the taxpayer.

The National Renewable Energy Laboratory in Colorado, in partnership with DWS and the Department of Research and Development, worked out models of the energy output potential for the windfarm site, at no cost to DWS or its customers. In April 2013, the project was awarded to Lālāmilo Windfarm Wind Company LLC, which designed, constructed, owns, and maintains the facility, through a Power Purchase Agreement. Planning, design, and construction were also done at no cost to DWS.

The turbines of the Windfarm are located on 78 acres adjacent to eight DWS water wells in Lālāmilo Windfarm, South Kohala, on the site of a previous windfarm built in the mid-1980s. The use of wind energy while reducing our dependence on imported fossil fuels, also ensures a stable source of energy that is expected to reduce energy costs to DWS and its customers over the next 20 years.

Small City Honorable Mentions

POPULATION UNDER 100,000

Alameda Mayor Trish Herrera Spencer

Miami Beach Mayor Philip Levine

University City Mayor Shelley Welsch

Wisconsin Rapids Mayor Zach Vruwink



Alameda Mayor Trish Herrera Spencer

Reducing Greenhouse Gases with LEDs

Alameda Municipal Power (AMP), a department of the City of Alameda, achieved greenhouse gas (GHG) reductions through an LED program with the following two elements: An LED promotion, known as “The Great Light Bulb Change Out;” and an “LED Mania!” rebate, which offered discounted pricing for the bulbs.

Residential electricity use in Alameda is approximately 5 percent of citywide GHG emissions, or a quarter of the total GHG emissions associated with electricity usage. Encouraging residential customers to use LEDs helped Alameda lower GHGs, which is in line with the goals of the city’s Local Action Plan for Climate Protection.

The key challenges were raising awareness of the program to residents and ensuring that they obtained the LEDs. We overcame the challenges posed by Alameda’s small media market by choosing direct mail as our distribution channel. The city directed its vendor to distribute 60,000 LED bulbs to every residential address in Alameda via the U.S. Postal Service. Though direct mail, the city also educated residents that their municipal utility provides programs that can help them and their community.

LEDs use less electricity than incandescent and compact fluorescent light (CFL) bulbs. When 30,000 households replace two incandescents, more than 3 million kWh are saved.

Lowering electricity use reduces GHG from energy generation. AMP estimated that this program cut GHG emissions by over 1,300 metric tons (3,109 MWh at 0.434 kg/kWh carbon content) annually, reducing the amount of power AMP purchases from the market to meet its peak demand.

“The Great Light Bulb Change Out” was a creative approach to residential energy efficiency not only because the project delivered LEDs to every household, but because the giveaway was immediately followed by an LED rebate. Utilities across the country have mailed out CFLs; however, the city was among the first to send free LEDs, followed by a generous rebate for the purchase of more LEDs.

When contacted over a year later, 90 percent of the residents surveyed by AMP remembered “The Great Lightbulb Change Out.” Of the residents surveyed, 15 percent went beyond the free LEDs and purchased additional LEDs for their home. LED Mania! resulted in more than 500 rebate applications in four months. In the past, AMP received 10 LED applications per year.

The program was funded entirely by renewable energy credits. California’s Renewable Portfolio Standard (RPS) required electric utilities to purchase a growing percentage of their electricity from qualified renewable resources by 2020. Because AMP’s renewable portfolio exceeded the RPS, it sold some of its excess renewables in 2013 and 2014 to other utilities struggling to achieve compliance.

The resulting revenue was restricted by AMP’s Public Utilities Board only to fund projects that reduce GHG emissions associated with electric services in the city.

The program benefited our community’s quality of life by educating residents and empowering them to reduce GHG emissions. Investment in LEDs also helped reduce AMP’s wintertime peak load, reduced the cost of supplied power, and reduced GHG emissions. AMP is confident that the program helped Alameda move toward a greener tomorrow.

Miami Beach Mayor Philip Levine

Sustainability and Resiliency Ordinance

It is well known that the City of Miami Beach is one of the most vulnerable coastal cities to the impacts of sea level rise and climate change. The Sustainability and Resiliency Ordinance establishes high standards for sustainable development, in order to minimize the city's carbon footprint and the impacts of a changing climate. In 2015, the city completed its first Greenhouse Gas (GHG) Inventory. The results of this inventory revealed that the built environment represented over 75 percent of the community's emissions.

The City of Miami Beach has adopted the Sustainability and Resiliency Ordinance, to help reduce the city's GHG emissions and promote more sustainable development. The ordinance requires that new development over 7,000 square feet or additions of 10,000 square feet to existing buildings be Leadership in Energy and Environmental Design (LEED) Gold certified or International Living Future Institute Petals, Net Zero Energy, or Living Building Challenge certified.

This ordinance will help with reducing the city's GHG emissions by increasing energy efficiency in buildings, encouraging water and resource conservation, reducing waste generated by construction projects, reducing long-term building operating and maintenance costs, improving indoor air quality and occupant health, and encouraging sound urban planning principles. These efforts will contribute to reaching state and local commitments on reducing GHG emissions. Through this ordinance, the city will design, build, and operate a new generation of efficient, environmentally responsible, healthy and resilient buildings.

If a building does not achieve the required certification by the time an application for a Temporary Certificate of Occupancy (TCO) is submitted, the applicant must pay a Sustainability Fee or post a bond in the amount of five (5) percent of the construction cost. The fee is based on the average estimated cost of achieving LEED Gold certification. The applicant then has a year from the time in which a Certificate of Occupancy (CO) or Certificate of Completion is obtained, with the possibility of a one-year extension, to get a full or partial refund of the fee.

If the applicant achieves a level LEED certification that is lower than Gold, then a partial refund of the fee can be issued depending on the level of certification achieved. Any money not refunded is deposited into the Sustainability and Resiliency Fund. The city will utilize this revenue to undertake improvements that increase the overall resiliency of the city, including environmental restoration projects, environmental remediation projects, environmental monitoring, green infrastructure, enhanced storm water quality improvements, and sustainability planning efforts.

Community involvement and planning was an essential component in developing this ordinance. During discussions with several stakeholders regarding the impact of this program on single-family residential properties, staff analyzed all single family homes that went through the design review process and determined that the average home was 6,452 sq ft; the median size was 5,165 sq ft; and the average size of the top 25 percent of homes was 7,186 sq ft. Utilizing this information, it was suggested that larger homes, which generally have the greatest environmental impact, be built to the green building standards outlined in the ordinance to mitigate their impact.

This program was implemented in April 2016 and the city anticipates that in the upcoming years, it will be able to track the positive impacts of this ordinance. Additionally, the ordinance is exceptional since it requires a high level of certification for full compliance. Although typical green building ordinances set the minimum certification level at Certified or Silver, this ordinance sets the minimum level at Gold. It is important to note that this ordinance also allows for International Living Future Institute certifications. This is one of the most comprehensive green building standards available, and incorporates such aspects as water, energy, health, materials, equity, and beauty.

In addition to the ordinance, Miami Beach is leading the way by setting the example. In 2015, the city completed the construction of a new Property Management Facility. The new building is the first certified LEED Gold building constructed by the City of Miami Beach. The facility, located in the heart of the Sunset Harbour Neighborhood, is a 23,420 square foot building that houses administrative offices, workshops, storage, locker rooms

and areas for small construction. Throughout this process, the City of Miami Beach worked diligently with the U.S. Green Building Council to ensure the certification of the facility. The highest green building standards will be the norm as the city moves forward on all its projects to help make the built environment more resilient.

University City Mayor Shelley Welsch

Sustainability Initiatives in the Delmar Loop Commercial District

This project has focused on sustainability initiatives in the Delmar Loop commercial district by engaging community members and local businesses. The Loop is a regional icon – a premiere dining, entertainment, retail district that was named one of Ten Great Streets in America by the American Planning Association. It is home to a wealth of diverse, locally-owned businesses, and multi-generational residential areas. In addition, the Loop intersects the Great Rivers Greenway regional bike network. Therefore, it is an ideal place to teach the St. Louis region about the environmental, economic, and social benefits of sustainability initiatives.

In 2015, University City was awarded a grant to expand commercial recycling for Delmar Loop businesses. In one year, the Loop grew from five to over 60 businesses recycling (representing 66 percent of the Loop businesses). Pedestrian waste receptacles were upgraded from “trash-only” to containers accommodating trash and recyclables with recycling education displays. These efforts decrease waste sent to our regional landfills and supports University City’s Solid Waste program. The city worked with restaurants in the Loop and St. Louis Earth Day’s Green Dining Alliance to achieve the Green Dining District designation by: banning Styrofoam; implementing recycling; phasing in energy-efficient lighting; and setting waste-reduction goals; and other actions. Business owners are working to become the first Green Business District through the St. Louis Regional Chamber and Growth Association.

University City is working with St. Louis and the Loop Trolley Transportation Development District to bring trolleys back to our region - transportation from the past now recognized as a sustainable option for today. This 2.2-mile system links the Delmar Loop to historic Forest Park in St. Louis, along a revitalized residential and retail area, while providing connections to Metro trains and buses. The trolley is scheduled to begin service this summer. All three city-owned parking lots in the Loop include permeable pavement installations to reduce flooding and pollution associated with St. Louis’s frequent storm water surges. Loop roadway and parking lot lights have been retrofitted with LED lighting, and pedestrian lighting is currently being upgraded to LED. Lastly, University City worked closely with Washington University during construction of a LEED Platinum building complex on the Loop. This building includes student housing, an international grocery store, and a diner.

The largest challenge was organizing community members to most effectively implement the Loop projects. A Recycling Task Force was developed to oversee and many of the Loop’s sustainable projects and city staff worked closely with business owners. In addition, major budget constraints were overcome with federal and state grants, as well as local developers and institution support.

Greenhouse gas emissions were reduced by –

- 70 percent in lighting by replacing inefficient lighting with LEDs;
- 50 percent reduction from streamlining solid waste haulers; and
- The Loop trolley is anticipated to further reduce GHG emissions in the transportation sector.

The community came together in making our 1920s-era downtown district a model for present-day sustainable living. The initiatives were collaboratively developed between the Public Works Department, the Green Practices Commission, St. Louis Earth Day, business owners, and community members. This work was envisioned, designed and funded through the robust support of Mayor Shelley Welsch. The Loop projects demonstrate how a local municipality can reap environmental, financial, and social benefits from collaborative sustainability initiatives.

The program was financed by –

- A \$25 million grant from the Federal Transit Administration for the trolley as part of its Urban Circulator Grant Program (funding for the full \$51 million project budget was also obtained from other federal agencies and St. Louis-area entities);
- A \$50,000 grant from the Department of Public Health to expand commercial recycling, with the city matching the funding at 100 percent; and
- City funding commitments of \$65,000 for LED lighting and \$321,000 for the permeable pavement parking lots.

Reducing the amount of private haulers picking up business’s solid waste improves the Loop’s air quality, traffic, noise, and road conditions. The trolley will increase tourism and mobility in the Loop, increasing business for the shops and improving shopper’s experience. In addition, the emphasis of recycling education for pedestrians reduces littering.

Wisconsin Rapids Mayor Zach Vruwink

The River Riders Bike Share Program

River Riders Bike Share, located in Wisconsin Rapids, WI, is one of Wisconsin's first rural bike share programs. The program is a community collaboration involving the city, health department, students, service organizations, and local businesses. The traditional bike share model used by larger cities was not a good fit for this smaller, largely rural city with limited funding. This free bike share program is intended to promote a healthier lifestyle, increase recreational opportunities, as well as provide access to a means of transportation that also reduces greenhouse gas (GHG) emissions.

River Rider Bike Share is a grassroots program made up of 20 community donated bikes, available at four host site locations throughout Wisconsin Rapids. Bikes are all painted the area's signature cranberry-red color and named by the donor of the bike. Riders can check out a bike for a 24 hour time period with host sites completing a simple check out process of lock and key.

The main challenges were liability, maintenance volunteers, and capacity. The Bike Share Committee developed a liability form which was approved by Wood County's Corp Counsel. For volunteers, the community responded to the city's request for volunteers that came from a teen leadership group, local civic organizations (e.g., Rotary), high school students, and others (e.g., local environmental group).

The need for a bike share program was identified due to the increasing rate of obesity of city residents, lack of public transportation, and the economic downturn caused by the decline of pulp and paper products. This free bike share program has addressed these issues by giving citizens an opportunity to become healthier individuals and has also providing an affordable means of transportation with over 500 bike check-outs in the first two summer season; 2015 and 2016.

River Riders Bike Share is empowering people to re-think how they get from point A to point B; how can we change a car centric rural community into one that promotes bicycling; a healthier non-polluting mode of transportation.

River Rider Bike Share is a community effort. At its core, the program strives to reduce disparities and improve equity for all in our community. An unintended benefit of the program was the use of the bicycles for transportation for those searching for employment or those participating in HUBER, a work release program through the county jail.

River Riders was born through a collaborative community effort under the Healthy People Wood County Coalition. Planning, implementing and evaluation were done by staff from multiple partner organizations, including the Wood County Health Department, Incourage Foundation, and community volunteers. Expenses to paint and repair the bikes were nominal and funded through local donations and state/federal grants. The City of Wisconsin Rapids waived the bicycle registration fee. Storage space to house the bikes during the winter was provided in-kind from the Wood County Highway Department. Volunteers contributed countless hours in repairing, painting, and transporting bikes. Others have donated money for the purchase of tools.

Utilizing this program not only shows a commitment towards becoming healthier individuals but also promotes the desire to live in a healthier community. River Rider Bike Share is now in its third year and continues to see increasing numbers of riders utilizing the program. River Rider Bike Share is a program that has proven it is possible to address health, transportation, and environmental sustainability through a collaborative effort!



THE UNITED STATES CONFERENCE OF MAYORS

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