



# **Climate Action & Resilience Plan (County Operations)**

# **2022-2030**

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# TERMS AND DEFINITIONS

**Carbon neutrality:** When the greenhouse gas emissions are equivalent to the emission offsets/sequestration to equal net-zero emissions.

**CO<sub>2</sub>e or CO<sub>2</sub> equivalent:** A unit of measurement that converts green house gases like methane (CH<sub>4</sub>), nitrous oxide (NO<sub>2</sub>), carbon dioxide (CO<sub>2</sub>) and ozone (O<sub>3</sub>) to a single unit of measurement in proportion to its impact on global warming.

**County operations:** The scope of this plan consists include the emissions from all county facilities, fleet, and employee commute.

**Community CARP:** The Community Climate Action and Resiliency Plan (CARP) is the follow up plan to this document that will address how the Eau Claire County Community can achieve carbon neutrality and 100% renewable energy by 2050.

**Greenhouse gas (GHG):** Gases which absorb solar radiation and traps heat through the greenhouse effect. Includes commonly emitted pollutants such as carbon dioxide, methane, ozone, nitrous oxide, and hydrochlorofluorocarbons.

**FSC:** The Forest Steward Council. View information on their certifications and requirements at <https://us.fsc.org/en-us>

**SFI:** Sustainable Forest Initiative. View more information on their certifications and requirements at <https://sfimi.org/>

**VMTs:** Vehicle Miles Traveled

# INTRODUCTION

**In March 2019, the Eau Claire County Board adopted a resolution establishing goals of 100% renewable energy and carbon neutrality by 2050 for county operations and the community.**

The purpose of the Climate Action & Resiliency Plan (CARP) is to identify opportunities and areas of improvement within county operations, procedures, and policies that work to achieve the county's carbon neutrality goals.

This plan will provide a pathway to meet the county's interim goal of 30% greenhouse gas (GHG) reduction by 2030. Once the framework for the county's operations has been determined, the community plan will be developed in collaboration with community members and stakeholders.

This plan will serve as a living document. Objectives or strategies may change depending on change in technologies, funding opportunities, etc. which could advance carbon neutrality efforts and 100% renewable energy for county operations.

## Climate Change Impacts on Eau Claire County and Wisconsin

Climate change has increased average temperatures in Eau Claire by 2.8 degrees Fahrenheit, from 43.8 degrees in 1960 to 46.6 degrees in 2010, and it's expected to further increase temperatures statewide by between 2 and 8 degrees by 2050 (1, 2). Days with temperatures over 90 degrees are expected to triple in that time (2).



**63,000 acres** of Wisconsin forests damaged by a derecho in 2019



Statewide, precipitation has increased **17%** since 1950



Eau Claire has warmed **2.8°** since 1960, Wisconsin expected to warm by another **2 to 8° by 2050**

Wisconsin is also getting wetter, with precipitation having increased by 17% up to 37 inches per year since 1950, and is expected to further increase (2). Extreme weather events like derechos and polar vortexes are becoming more intense as well.

These changes in weather patterns and extreme weather events impact more than human comfort. Warmer temperatures are pushing plants and animals north, introducing southern species to Eau Claire and moving native species further north. Not all species can adapt or move fast enough though, which may result in higher concentrations of certain species, potentially disrupting food webs and leaving species vulnerable. Extreme weather events, like the 2019 derecho in Northern Wisconsin which damaged 63 thousand acres of the Chequamegon-Nicolet National Forest, will only make it harder for species to adapt as their refuges are harmed (2).

## **\$110 billion in damages to Wisconsin**

Coastal sea level rise may receive a lot of attention as a consequence of climate change, but the local impacts can be just as devastating. From 2011 to 2021, 16 severe storms and two droughts resulted in \$110 billion in damages to Wisconsin (2). One severe storm and subsequent flooding in Eau Claire in September of 2016 caused almost \$300,000 in damage to public property, with additional costs to private individuals (3). Roadways and other infrastructure were inundated, washed out, and even collapsed in some cases, while water levels rose in Lakes Eau Claire and Altoona by 4.5' and 2' respectively. The storm caused \$90,000 in damage to Eau Claire County highways and County parks and forest.

Strains on community infrastructure will be an ongoing concern for county staff. Recovering from these events puts a strain on county budget, staffing and other essential services within the community. Adapting county operations to be more resilient and mitigate damages from events like this will be essential as they are projected to become more frequent and intense.



**Figure 1.** November 22, 2016. County Road G near Hathaway Creek.

"Climate impacts have a direct correlation to the reduced recreation and seasonal outdoor activities resulting in a substantial decrease in the billions of dollars that can directly affect Wisconsin's economy. (2)" Eau Claire County's outdoor recreational opportunities including hunting, fishing, agri-tourism, camping, and winter recreation increase economic activity in the community. **Visitors to Eau Claire County spent \$257 million in 2017 on outdoor recreation, bringing in \$32 million in tax revenue and employing 4,578 people (4).** Warmer, shorter winters and decreased snowfall will have significant impact on outdoor recreation opportunities in the winter.

**In 2017, The agriculture sector in Eau Claire County employed 6,253 people, contributed \$36.2 million in tax revenue, and had an estimated economic impact of \$1.5 billion (5).** As temperatures rise, agriculture will also be at risk without significant adaptation from farmers (2). Heat waves and less predictable rain events will increase risk to local farms, and consequently decrease food security and economic opportunity in the region.

Higher temperatures and longer growing seasons are expected to increase the incidence of Lyme Disease, West Nile Virus, and other insect borne diseases, and with it the number of people with potentially lifelong, debilitating illnesses. In Wisconsin, as many as 231 premature deaths can be avoided by addressing energy generation related emissions, saving up to \$2.5 billion a year in otherwise lost economic potential (2).

## How does Eau Claire County define sustainability?

Sustainability within Eau Claire County operations is vital to the future of the organization and the community. To achieve sustainability the three sectors of sustainability: planet, people, and profit must be considered in a balanced manner.

### Planet

Eau Claire County will consider the environmental impact in all decisions, policies, and processes.

*Act as stewards of the environment.  
Work to preserve resources, reduce our ecological footprint, and preserve Eau Claire County's water, agricultural, and forest land.*

### People

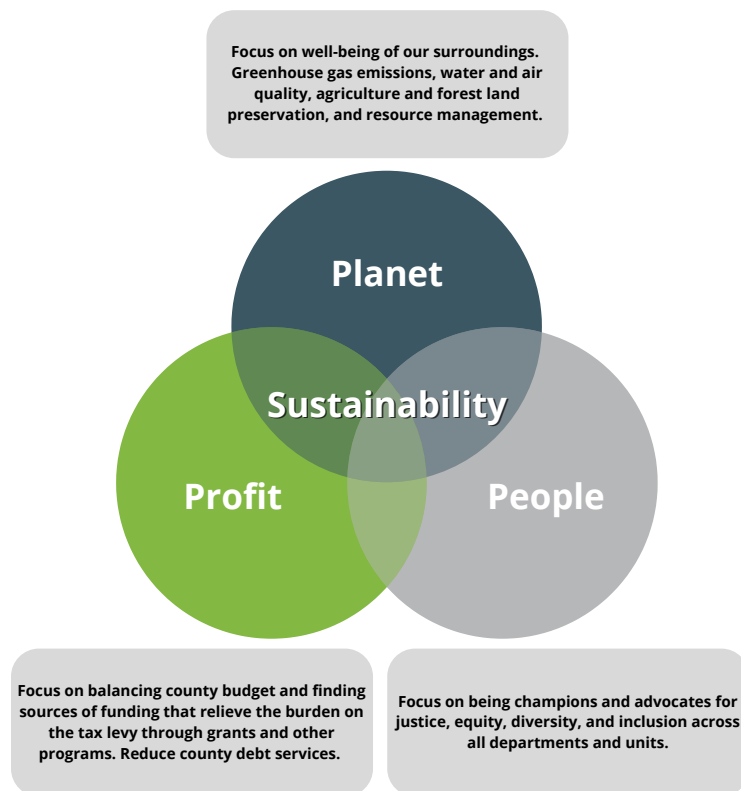
Eau Claire County will consider the impact decisions, policies, and processes have on all members of Eau Claire County's diverse community.

*Act as advocates and champions for justice, equity, diversity, and inclusion across all departments and units.*

### Profit

Eau Claire County will consider the fiscal impact that all decisions, policies, and processes have on the county budget.

*Act in a fiscally responsible manner by investing in processes, equipment, policies, etc. which save money over time and reduce the burden on the tax levy and reduce county debt services.*





# COUNTY HIGHLIGHTS

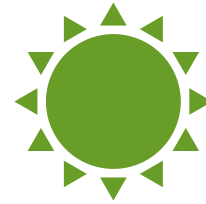
## What are we already doing?



Decreased energy use for facilities by **28%** from 2018 to 2021



Manage **53,000** acres of FSC & SFI certified forests



As of 2020, **14%** of total facility energy and **35%** of electricity is from renewable energy sources



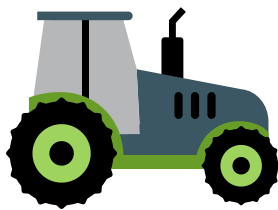
Reuse **100%** of existing highway material for improvement projects.



**30%** of sheriff fleet is hybrid.



In 2021, diverted over **214,000** pounds of electronics and household hazardous waste from the landfill.



**1644** acres planted with the county's no-till drill rental program



Departments are increasing their paperless processes



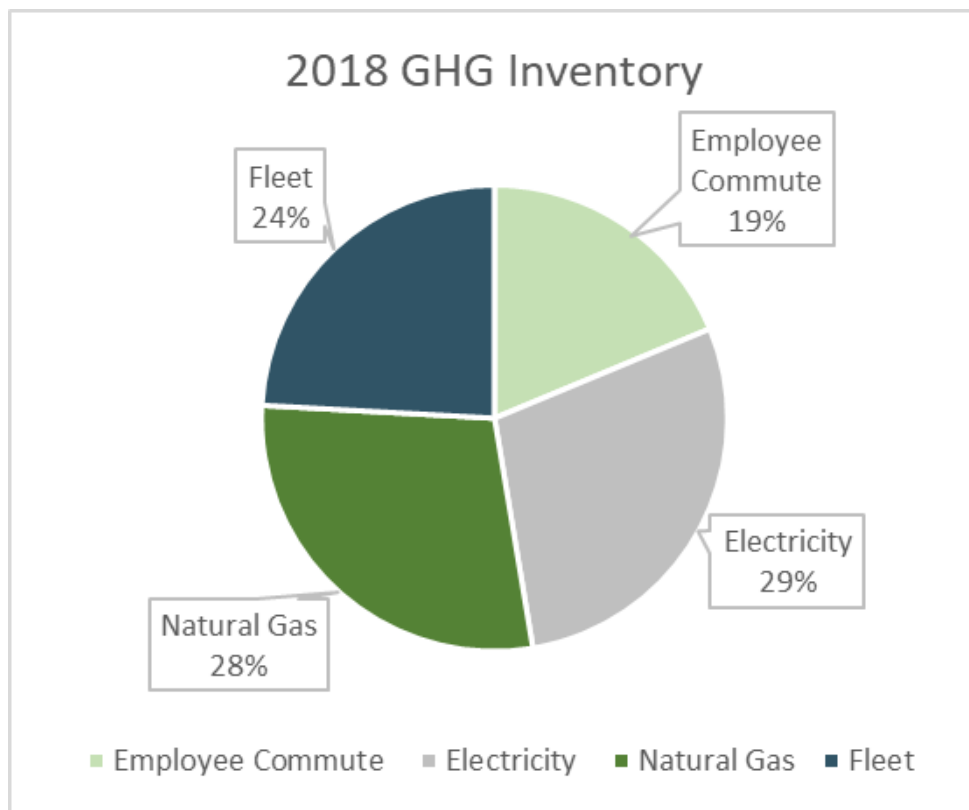
Decreased emissions from employee commute by **519** metric tons of CO<sub>2</sub>e from 2018 to 2021.

# BASELINE OPERATIONS GHG INVENTORY

A baseline greenhouse gas inventory was performed for government operations based on the year 2018. 2018 was chosen as the base inventory year based on the recommendations of ICLEI Local Governments for Sustainability who developed the software used to calculate emissions. In 2018, total county operation emissions were 10,274 tons of CO<sub>2</sub>e. In order to reduce GHG emissions 30% by 2030 the county will need to reduce emissions 3,082 tons CO<sub>2</sub>e.

In 2018, government facility energy use was responsible for 5,871 tons CO<sub>2</sub>e (57.2%) of GHG emissions. The county's fleet made up 2,478 tons CO<sub>2</sub>e (24.1%). Based on the 2021 Employee Commute survey (Appendix B) we were able to estimate the emissions from employee commute before a large portion started working remotely. Emissions from employee commute is estimated at 1,925 tons (18.7%) in 2018.

The following sections will break down the GHG inventory by category to give a better analysis of each.



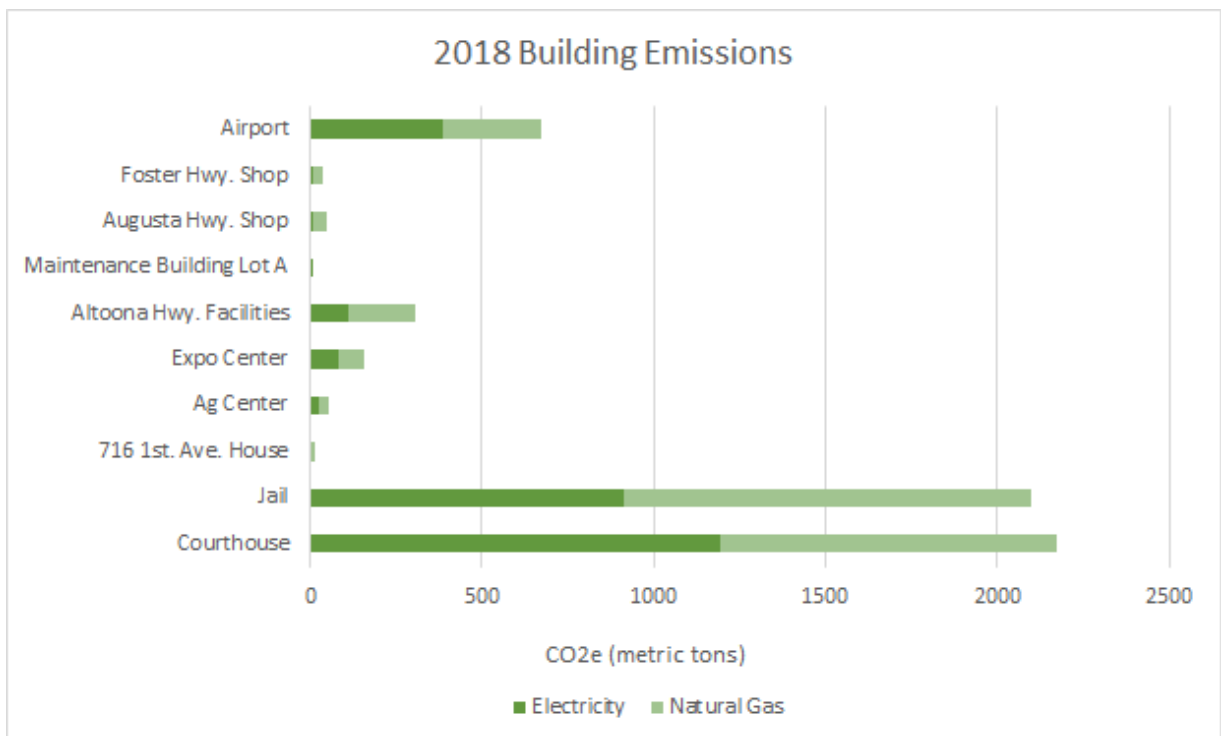
**Figure 2.** 2018 GHG Inventory summary by source.

# ENERGY

Energy accounts for over 50% of the county's GHG emissions. Figure 2 shows how those emissions are distributed amongst county facilities. The Jail and Courthouse currently are the bulk of county facility emissions with a combined 4,274 tons CO<sub>2</sub>e.

Overall, emissions between electricity and natural gas are evenly split. However, retrofitting the large facilities to run on electricity alone is likely not feasible in the near future. Reducing the carbon intensity of the county's electricity consumption will be much easier to achieve in the short term considering the goals of the utilities that serve county facilities and the option of subscribing to their solar as well as continuing to invest in energy efficient equipment and practices.

The County is currently served by two utilities, Xcel Energy and Eau Claire Energy Co-op. As of 2021 the county has exhausted the solar subscriptions offered by the utilities. With the purchase of these credits and the utilities existing renewable energy portfolio, the county receives 14% of it's energy from renewables.



**Figure 3.** Facility emissions in 2018 by source. data collected from EPA Portfolio Manager. Does not include County parks.

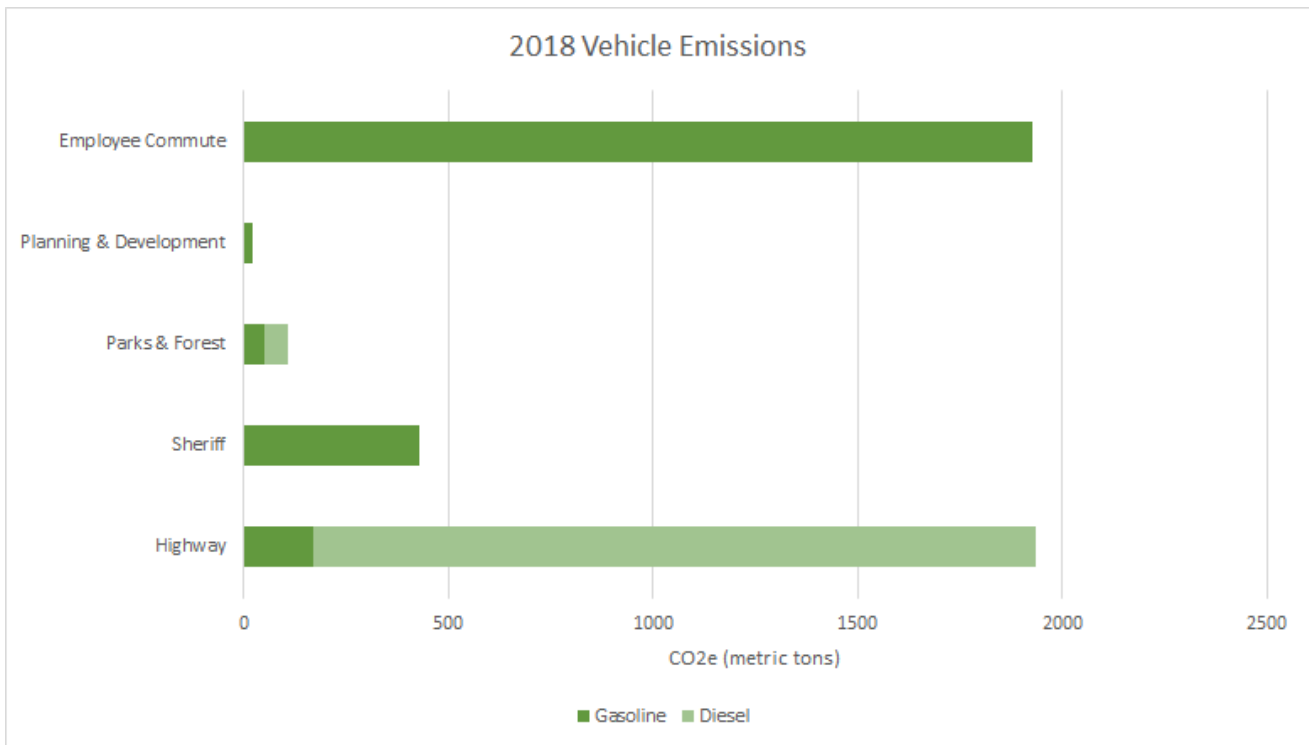
# COUNTY FLEET

In Figure 4, county fleet emissions are shown by department and fuel type. The highway department's diesel emissions are the greatest at 1,766 metric tons. However, due to the type of equipment utilized by the department, these vehicles are not easily replaced with a hybrid or electric vehicle.

In order to transition the county fleet to electric vehicles, charging infrastructure must be put in place first. Locations have been identified at several county facilities to build-out initial charging infrastructure. This will allow departments to easily transition to electric vehicles once they are available on the market.

A challenge that will persist in transitioning the fleet away from fossil fuels is market availability. Many departments require heavy duty trucks and machinery that do not currently have electric substitutes on the market. Also, with current restraints in the auto-markets, procurement is difficult.

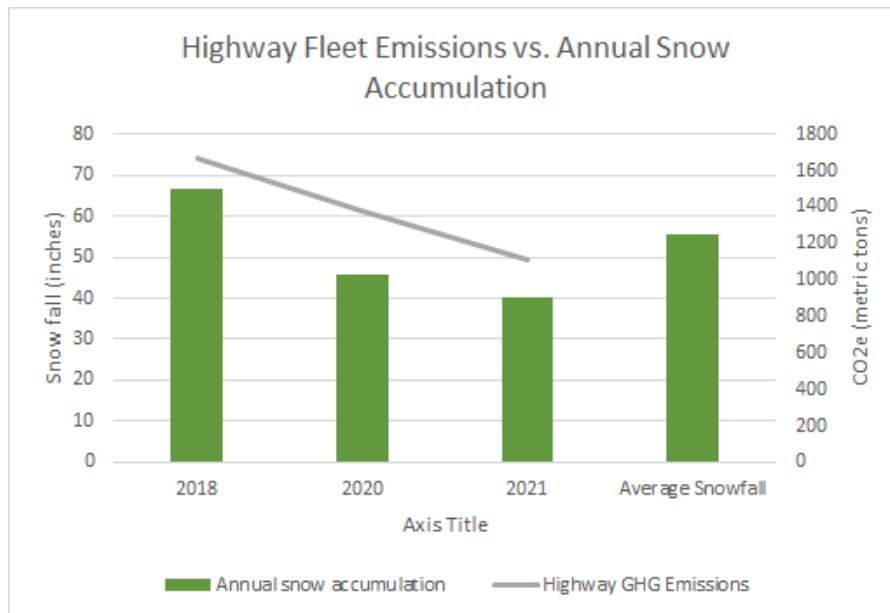
Improving the fuel efficiency of our vehicles and reducing total VMTs will be another important strategy while the county works on establishing a charging network and acquiring electric fleet vehicles.



**Figure 4.** County fleet emissions in 2018 by source

# COUNTY FLEET CONT.

The highway department's fuel emissions are directly tied to the amount of snowfall received each season. As noted in the figure below, 2018 had significantly more snow fall than average, whereas 2020 and 2021 were much lower than average. Highway fleet emissions, specifically from diesel, are likely to remain unpredictable from year to year because of this correlation.



**Figure 5.** Fleet emissions compared to annual snow fall. Snow fall data from: <https://www.weather.gov/wrh/Climate?wfo=mpx>

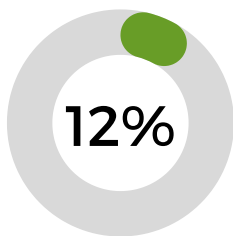
# EMPLOYEE COMMUTE

A survey was sent to Eau Claire County employees in September 2021 to determine GHG emissions from employee commute as well as receptiveness to alternative transportation. The full survey results are located in the appendix. 206 of approximately 600 employees (34%) participated in the survey. From this survey it is estimated that emissions from employee commute was 1,925 tons CO<sub>2</sub>e in 2018 using the assumption that a negligible number of employees were working remote.

The results show that the COVID-19 pandemic spurred an increase in remote work even after offices were opened back up. Over 46% of respondents work remotely at least 1 day per week and 26% work remotely 3 or more times a week at the time of the survey. This is estimated to have reduced GHG emissions from employee commute over 500 tons from 2018 estimated emissions.

The average employee commute is 21 miles to and from their work site each day. Employees who also use their personal vehicle for work travel add an average additional 25 miles per week. 37 respondents specifically mentioned distance from their worksite being a barrier to using alternative means of transportation.

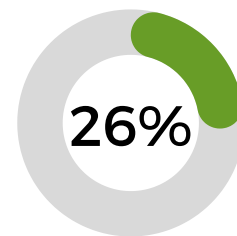
Employees felt that there were many barriers to utilizing alternative transportation including family responsibilities, location/weather, and job requirements. A significant portion of county employees do not currently have access to alternative forms of transportation like public transportation, safe bike trails, and carpooling options.



Use a form of transportation beside personal vehicle at least once a week.



Family obligations make using other forms of transport challenging

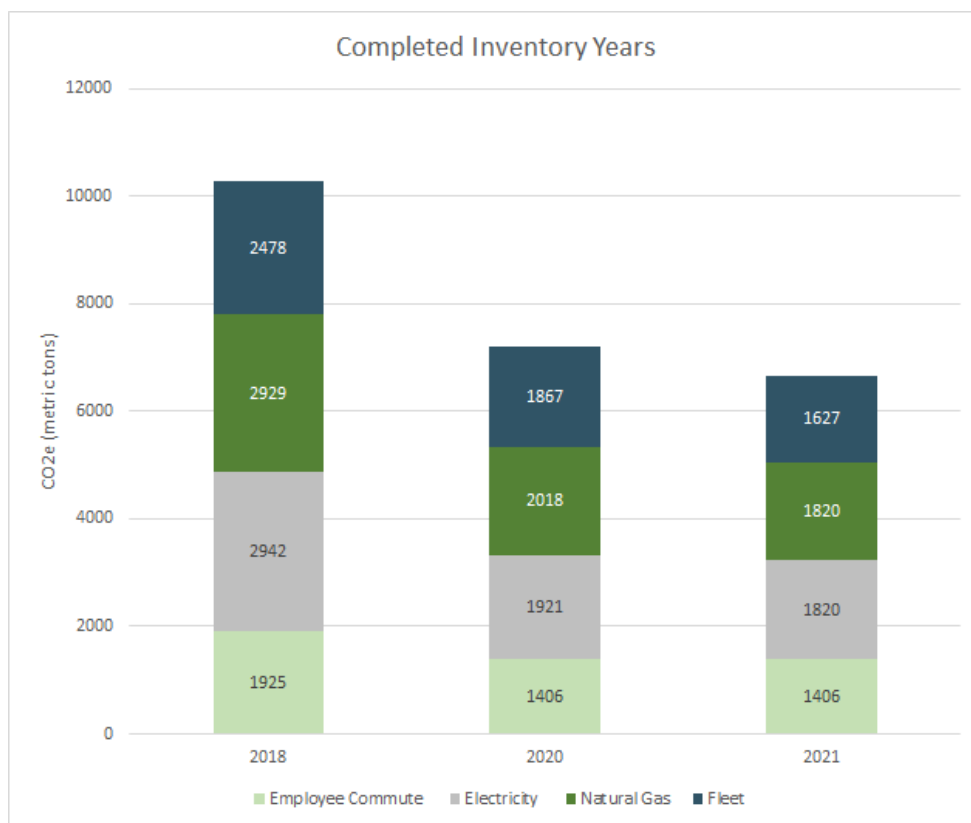


Work remotely 3+ days per week as of September 2021.

# UPDATED GHG INVENTORY

GHG inventories for 2020 and 2021 demonstrate a significant decrease in the county's operational emissions. The significant decrease in 2020 is largely from natural gas and electricity. Significant investments in LED lighting and replacement of outdated equipment in 2019 decreased the energy demand of county facilities. In 2021 County facilities used 34% less energy compared to 2018. The County continues to subscribe to solar credits through Xcel Energy and Eau Claire Energy Cooperative programs for a total of 210 kW as of 2020.

The significant progress made toward the county's carbon neutrality goals in the first few years has resulted in 26% reduction in GHG emissions, surpassing the 2020 goal outlined in the 2019 resolution by over 20%. These achievements now position the county to amend our 2030 goal to 40% reduction by 2030 for county operations.

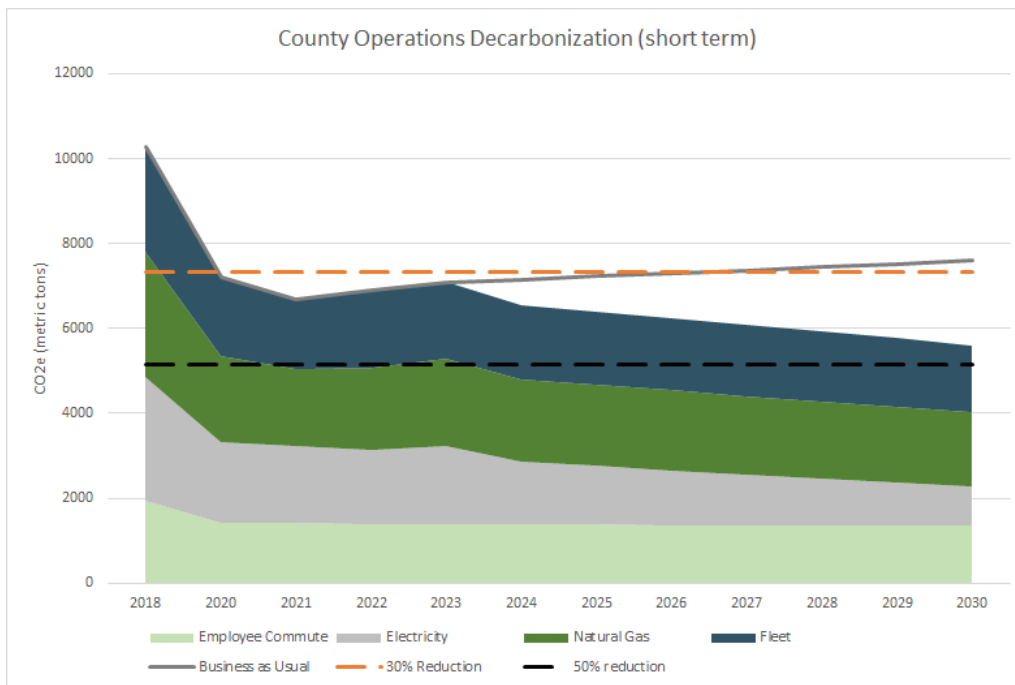


**Figure 6.** Greenhouse gas inventory by year.

# ACHIEVING 40% BY 2030

4,110

Metric tons of CO<sub>2</sub>e emissions. The amount the county needs to reduce its emissions by 2030 to achieve 40% emission reductions from 2018 levels.



**Figure 8.** Emission projections to 2030 with modified 2030 goal.

Based on the 2018-2021 GHG inventories for county operations and the trend of decarbonization in various sectors, the county can achieve an overall 40% decrease in the County's **operational** emissions from 2018 levels by 2030. This would put the county ahead of its previous goal outlined in the 2019 resolution. Below are the goals for the individual sectors in order to achieve 40% reduction. These changes are projections of county operation emissions, NOT community scale emissions or goals.



50% decrease from electricity



15% decrease from natural gas



15% decrease from county fleet

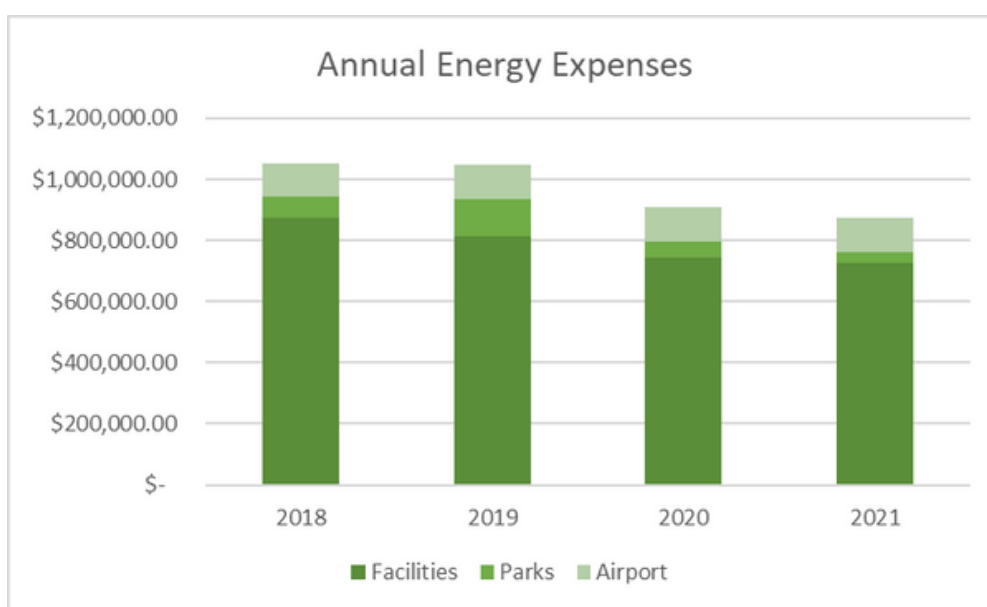


4.5% decrease from employee commute



# FISCAL IMPACTS

Investments in sustainable actions, like energy efficiency, have demonstrated significant cost savings for the county. In 2019, investments were made to transition the majority of lighting in Eau Claire County facilities to LEDs and the replacement of boiler systems in the Jail. Figure 7 demonstrates that **from 2019 to 2021 energy expenses decreased by \$175,134**. Designing new county facilities with sustainability and energy efficiency will provide long term savings. According to an analysis done by Focus on Energy, the new highway facility is estimated to have 65% annual energy cost savings compared to a baseline facility, saving the county an additional nearly \$200,000 annually.



**Figure 7.** County energy expenses by year. All county facilities except parks and the airport are reflected within the facilities category.

As Eau Claire County continues to be a leader in sustainability, the leverage of grants and other external funding will be an essential asset to offset the initial investment that could be barriers to the county. To move forward it will be important for Eau Claire County to allocate a budget for sustainability initiatives to be competitive in grant applications. Often matching funds are necessary to obtain grants.



*County Operations  
Greenhouse Gas  
Emission Reduction  
Strategy*

This strategy document will be updated to fit into other plans, including but not necessarily limited to the Eau Claire County Strategic Plan, the county Parks & Forest Plan, and the county Land Conservation Plan.

STRATEGY	MILESTONES & TACTICS	STAFF	PRIORITY
<b>Policy and Purchasing</b>			
<b>P1.</b> Align Eau Claire County's overarching vision with the 2050 goals.	<ul style="list-style-type: none"> <li>Align strategic plan and other county plans with 2030 interim and 2050 goals in this plan and the community plan.</li> <li>Communicate and integrate expectations</li> </ul>	Admin, Sustainability Advisory Committee, All	High, 2022, Ongoing
<b>P2.</b> Develop Eau Claire Community CARP	<ul style="list-style-type: none"> <li>Engage and include community stakeholders in planning process</li> <li>Gain resident input through surveys, in-person listening sessions, etc.</li> <li>Work with Xcel Partners in Energy program to develop plan or develop plan in house</li> </ul>	P&D	High, 2022-2023
<b>P3.</b> Create Sustainability fund	<ul style="list-style-type: none"> <li>Annual allocations for variety of sustainability projects</li> <li>Develop criteria for allowable department expenses/projects</li> </ul>	Finance, P&D	High, 2023
<b>P4.</b> Develop sustainable purchasing policy.	<ul style="list-style-type: none"> <li>Develop policy and approve with county board</li> <li>Integrate 2050 goals into capital improvement planning (CIP).</li> <li>Develop relevant employee trainings</li> </ul>	Finance, Sustainability Advisory Committee	Medium, 2023-2024
<b>P5.</b> Pursue alternative funding streams for projects	<ul style="list-style-type: none"> <li>Pursue grant opportunities and community collaborations</li> </ul>	All	High, Ongoing

STRATEGY	MILESTONES & TACTICS	STAFF	PRIORITY
<b>P6.</b> Advocate for policies at the local, state, and federal level that further goals and objectives in this plan as well as the Community Climate Action and Resiliency Plan.	<ul style="list-style-type: none"> <li>Continue participation in Wisconsin Local Government Climate Coalition (WLGCC)</li> </ul>	P&D	High, Ongoing
	<ul style="list-style-type: none"> <li>Ensure that new and existing county policies align with 2050 goals.</li> </ul>	All	High, Ongoing
<b>Energy Transition</b>			
<b>E1.</b> Research adopting a natural gas succession plan.	<ul style="list-style-type: none"> <li>Develop a feasibility study for transitioning facilities away from natural gas.</li> </ul>	Facilities	Low, 2026
<b>E2.</b> Purchase of renewable energy subscriptions	<ul style="list-style-type: none"> <li>Continue purchasing renewable energy subscriptions through Xcel Energy and Eau Claire Energy Co-operative as available.</li> </ul>	Facilities	High, Ongoing
<b>Building Optimization</b>			
<b>B1.</b> Data collection & benchmarking	<ul style="list-style-type: none"> <li>Annual GHG inventory reports</li> <li>Green Tier Legacy Reports</li> <li>Streamline energy and fuel reporting between departments to improve accuracy and efficiency of data collection.</li> </ul>	Facilities, P&D	High, Ongoing
<b>B2.</b> Improve energy efficiency in new construction, major renovations, and existing buildings and infrastructure.	<ul style="list-style-type: none"> <li>Improve building energy use intensity (EUI) by 1.5% annually (15% by 2030)</li> <li>Utilize Focus on Energy programs and incentives</li> </ul>	Facilities	High, Ongoing

STRATEGY	MILESTONES & TACTICS	STAFF	PRIORITY
<p><b>B3.</b> Increase onsite solar energy.</p>	<ul style="list-style-type: none"> <li>• Utilize Focus on Energy solar incentives</li> <li>• Align solar installations with major roof repairs</li> <li>• Identify opportunities for ground mounted solar arrays</li> <li>• Require new county buildings to be solar ready.</li> </ul>	<p>Facilities, P&amp;D</p>	<p>Medium, Ongoing</p>
<p><b>B4.</b> Explore renewable powered heating, cooling, and hot water technologies, and geothermal in new construction and major renovations</p>	<ul style="list-style-type: none"> <li>• Request these options during CIP and bidding process</li> <li>• Utilize Focus on Energy Incentives</li> <li>• Utilize grant funding when applicable.</li> </ul>	<p>Facilities</p>	<p>High, Ongoing</p>
<p><b>Vehicle Fleet</b></p>			
<p><b>V1.</b> Fuel efficiency and Fleet decarbonization</p>	<ul style="list-style-type: none"> <li>• Develop a fleet decarbonization plan</li> <li>• Participate in Drive Rural USA project</li> <li>• Improve MPG by 1.5% annually (15% by 2030)</li> </ul>	<p>P&amp;D, fleet managers All</p>	<p>High, 2023 High, Ongoing High, Ongoing</p>
<p><b>V2.</b> Install fleet vehicle charging infrastructure.</p>	<ul style="list-style-type: none"> <li>• Install chargers at county facilities and throughout the community</li> <li>• Require major renovations and new construction projects to add appropriate electric vehicle infrastructure.</li> </ul>	<p>Facilities, P&amp;D</p>	<p>High, Ongoing</p>
<p><b>Education &amp; Engagement</b></p>			
<p><b>EE1.</b> Employee trainings</p>	<ul style="list-style-type: none"> <li>• Develop county employees and board member training on County sustainability goals and initiatives</li> <li>• Encourage employees to participate in sustainability trainings relevant to their position</li> </ul>	<p>P&amp;D, HR  Admin, Department heads</p>	<p>Medium, 2023  Medium, Ongoing</p>

STRATEGY	MILESTONES & TACTICS	STAFF	PRIORITY
EE2. Create Sustainability Advisory Committee	<ul style="list-style-type: none"> <li>• Appoint group of citizens, staff, county board members, and other stakeholders to guide the implementation of the operation and community level CARP.</li> </ul>	P&D, Sustainability Advisory Committee	High, 2022
EE3. Create Sustainability Newsletters	<ul style="list-style-type: none"> <li>• Inform employees about county sustainability initiatives and policies.</li> </ul>	P&D	Medium, 2023
<b>Parks &amp; Forest</b>			
PF1. County Forest Carbon Credits	<ul style="list-style-type: none"> <li>• Inventory county forest carbon sequestration capabilities</li> <li>• Evaluate the benefit of selling “credits” for future sustainability and conservation projects</li> </ul>	P&F	Medium, Ongoing
PF2. Sustainable Forestry	<ul style="list-style-type: none"> <li>• Continue implementation of P&amp;F forest management and land acquisition plan</li> <li>• Consider buying additional county forest land</li> </ul>	P&F	High, Ongoing  Medium, Ongoing
<b>Recycling &amp; Waste Reduction</b>			
R1. Increase recycling and composting opportunities for residents and county operations	<ul style="list-style-type: none"> <li>• Identify opportunities for the county to reduce waste in its operations</li> </ul>	P&D, All	Medium, Ongoing
	<ul style="list-style-type: none"> <li>• Expand the county recycling program to divert common waste streams from the landfill</li> </ul>	P&D	Medium, Ongoing



*Appendices*

## FACT SHEET

TO FILE NO. 19-20/003

This resolution is an effort to join the world-wide effort to hold the increase in global average temperature to the limits agreed to by 195 nations in 2015 in the Paris Climate Agreement. This agreement sought to stabilize the global climate system by “holding the increase in the global average temperature to well below 2° C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5° C above pre-industrial levels”. This effort is to be done by reducing the amount of “Greenhouse Gases(GHG)” released into the atmosphere.

What are Greenhouse Gases and what is their source?

<https://www.epa.gov/ghgemissions/overview-greenhouse-gases>

GHG's are generally defined to be carbon dioxide, methane, nitrous oxide and fluorinated gases.

1. Carbon Dioxide: This gas comprises 81% (2016 data) of GHG released into the atmosphere. The primary sources of CO<sub>2</sub> are fossil fuels such coal, natural gas and oil products. Other sources are solid waste decomposition, wood products and tree decomposition. Living trees also absorb carbon dioxide.
2. Methane: (10% of US releases in 2016). The primary sources are the production and transport of coal, natural gas and oil. Livestock and agriculture practices also add to methane release. Landfill decay of organic waste is another source.
3. Nitrous Oxide-N<sub>2</sub>O: (6% of US releases in 2016). The primary sources are agriculture and industrial activities. The combustion of fossil fuels and solid waste is also a source.
4. Fluorinated Gases: (3% of US releases in 2016). These are synthetic gases emitted from a variety of industrial processes. These gases are generally emitted in small amounts, but are very potent.

Factors Affecting Greenhouse Gas Emissions:

1. Type and amount of fuel used.
2. Efficiency of a fuel burning device such as a furnace.
3. The amount of insulation in buildings requiring heat.
4. The number of miles driven and the type of driving conducted.
5. The amount of recycling involved to reduce waste going to a landfill and to reduce the amount of processing of raw materials for new products.

Sources of Greenhouse Gas Emissions in the US in 2016:

<https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

1. Transportation: 28.5% This is primarily from the burning of fossil fuels. Over 90% of fuel used for transportation is petroleum based.
2. Electricity Production: 28.4% Approximately 68 percent of our electricity comes from burning fossil fuels, mostly coal and natural gas.
3. Industry: 22% This is primarily from fossil fuel used for energy and the release of GHG emissions from certain chemical reactions during the production process.



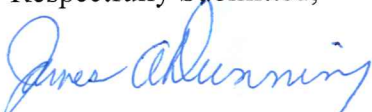
4. Commercial and Residential: 11% Greenhouse gas emissions from businesses and homes arise primarily from fossil fuels burned for heat, the use of certain products that contain greenhouse gases, and the handling of waste.
5. Agriculture: 9% Greenhouse gas emissions from agriculture come from livestock such as cows, agricultural soils, and rice production.
6. Land Use and Forestry: Neg. 11% Land areas can act as a sink (absorbing CO<sub>2</sub> from the atmosphere) or a source of greenhouse gas emissions. In the United States, since 1990, managed forests and other lands have absorbed more CO<sub>2</sub> from the atmosphere than they emit.

Plan of Action:

1. Determine current levels of greenhouse gas emissions within the County and including the City to use as a baseline.
2. Evaluate all infrastructure that the County owns for emissions and develop a plan to reduce and eliminate GHG (Greenhouse Gases) emissions.
3. Review all purchasing procedures to include a review of GHG emissions.
4. Determine the value of the County forests in reducing greenhouse gases.
5. Evaluate the need and ability to regulate construction and production within the County by means of codes and/or education to reduce GHG emissions.
6. Evaluate the current transportation operations within the County and develop a transportation plan to reduce emissions.
7. Establish relationships with the City of Eau Claire, the University of Wisconsin-Eau Claire, Chippewa Valley Technical College, School Districts, County retail and industry, PACE Wisconsin, and other cities and Towns within the County to reach the same goals.
8. Establish relationships with the power production companies within the County to procure carbon free energy.
9. Establish programs with the agriculture community to minimize and/or eliminate Green House Gas emissions.
10. Develop a plan to monitor the County's progress in achieving the goals.
11. What else?

Fiscal Impact: \$10,000 in 2019.

Respectfully Submitted,



James Dunning  
Supervisor, District 18



Lydia Boerboom  
Supervisor, District 16

## SUSTAINABILITY RESOLUTION WORKPLAN

Draft

March 21, 2019

### I. Developing the Carbon Baseline

1. Electrical use in all County Buildings
2. Amount of electricity from renewable sources used by the County government.
3. Amount of gasoline and diesel fuel purchased during the year by the County government.
4. Identify other energy sources used by County government and document usage.
5. Estimate of entire County electrical energy used in a year.
6. Estimate of entire County fuel purchased during the year.
7. Estimate of energy from renewable sources used by the entire County.
8. Identify other energy sources used by the entire County and estimate usage
9. Identify agriculture impact to energy usage and GHG emissions from agriculture practices.
10. Identify industrial GHG emissions and estimate quantity.
11. Identify land fill emissions and estimate quantity.
12. Estimate Greenhouse Gas emissions based on energy usage.
13. Estimate the effect of County forest land on reducing carbon emissions
14. Investigate other possible sources of GHG emissions
15. Set targets for emissions and dates

### II. Areas of Energy Control

1. County Government
  - a. Vehicle purchases
  - b. HVAC purchases
  - c. Energy purchases
  - d. Energy use education
  - e. Building operation
  - f. Purchasing decisions
  - g. Adjust office operations functions.
  - h. IT operations
  - i. Develop transportation alternatives
  - j. Other
2. County as a Whole
  - a. Energy use education
  - b. Greenhouse Gas emissions education
  - c. Review building permit requirements (I.E: Solar panel connections in new construction)
  - d. Review building permit requirements for emissions

- e. Promote remodeling to improve energy efficiency and emissions control
  - f. Promote bio-mass conversion to fuel
3. -----
- a. ----

### III. Program Incorporation

1. Search out and apply for grants to assist with implementation.
2. Incorporate IT programs to monitor usage and calculate emissions.
3. Incorporate new technologies and energy sources into County buildings as equipment is replaced.
4. Investigate investing in solar panels at the airport and County forest property.
5. Promote new building solar panels-Industry/Residential
6. Promote new building geo-thermal incorporation-Industry/Residential
7. Promote new building LEEDS implementation-Industry/Residential
8. Evaluate the use of wind generators at rural development.
9. Investigate financial incentives.
10. Include goals in Department workplans
11. Promote the use of PACE for financial assistance to businesses.

### IV. Technology Investigation

1. Investigate any new technology for County application.
2. Evaluate alternative sources of energy
3. Evaluate new road materials
- 4.

### V. To Be Continued

**FISCAL IMPACT ANALYSIS  
SUSTAINABILITY RESOLUTION**

The resolution requires the County to determine a baseline of the net carbon usage in the government operations and the community and to evaluate the progress. This will require planning and action initiatives to achieve the sustainability goals. It will also require working with the City of Eau Claire's Sustainability Advisory Committee and many other government and civic entities in the community. As a result of this action there will be a need to incorporate many management decisions into future purchases, legislation, new sustainable technologies and practices. There will be a cost to these actions at the time of implementation.

An estimate of the type of cost inputs required for the initial implementation are as follows:

1. Budget Adjustment Requirements See page 2 for details.
  - a. Initial staff involvement in data collection for developing current status, grant application, software purchases, City collaboration and intern supervision.

FY 2019 Budget Est. Amount \$10,000

- b. Application for State of Wisconsin Office of Energy Innovation Grant. The purpose of the grant would be to verify the base line data and to develop program ideas and a plan of action that can be implemented into County and Community operations in future years.

FY 2020 Capital Projects Fund Est. Amount for matching funds: \$50,000

2. Continuing Budget Requirements
  - a. Once the initial baseline is developed and a plan of action is determined, the cost will become part of the annual operations budget for program development and the Capital Projects budget. Departmental work plans will be developed on an annual basis with a long-term emphasis on achieving the sustainability goals. The development of buildings, equipment purchases, supplies, and support will be part of these plans. This will be over a 31 year timeline so the replacement of capital equipment and projects will occur several times.

Respectfully Submitted,

James Dunning  
Supervisor, District 18

Lydia Boerboom  
Supervisor, District 16

**DETAIL OF FISCAL IMPACT ANALYSIS**

**FILE NO. 19-20/003**

**SUSTAINABILITY RESOLUTION**

1. Budget Adjustment Requirements
  - a. Department staff attending collaboration meetings with the City of Eau Claire and UWEC in 2019

Estimated	20 hrs @ \$100/hr	\$2,000
-----------	-------------------	---------
  - b. Developing the current baseline data, collecting data, and developing a collection process. Accomplished by an intern.

Estimated	100 hrs @ \$20/hr	\$2,000
-----------	-------------------	---------
  - c. Software and Membership purchases for data processing

Software to be Determined		\$2,000
Memberships to be Determined		\$ 500
  - d. Staff Training, Seminars, Travel

Estimated	2 events @ \$400 each	\$ 800
-----------	-----------------------	--------
  - e. Grant Application Development by Intern  
Wisconsin Office of Energy Innovation Grant or similar grant

Estimated	25 hrs @ \$20	\$ 500
-----------	---------------	--------
  - f. Unknown Expenses in 2019 - Estimated \$2,200
  - g. **TOTAL FUNDS REQUESTED FROM CONTINGENCY**  
**FUND TO BE DISTRIBUTED AS NEEDED** **\$10,000**

## RESOLUTION PRESENTATION NOTES

March 26, 2019

Jim Dunning

Lydia Boerboom

### Paris Climate Agreement Goals:

1. Holding temperature increases
2. Achieve this by reducing Greenhouse Gases (GHG)
3. Reduce GHG by:
  - a. Reduce CO<sub>2</sub> by reducing fossil fuel use.
  - b. Reduce Methane by reducing production sources in industry, agriculture and landfills.
  - c. Reduce N<sub>2</sub>O (Nitrous oxide) found in agriculture and industrial activities (fossil fuels)
  - d. Reduce fluorinated gases in industrial processes.
4. Major Sources

a. Transportation	28.5%
b. Electricity Production	28.4%
c. Industry	22%
d. Commercial/Residential	11%
e. Agriculture	9%
f. Land Use/Forestry	-11%
5. Current Efforts
  - a. Xcel Energy has calculated carbon emissions for Eau Claire County customers
  - b. Xcel has set a goal of 100% renewable energy by 2050.
  - c. Calculations on carbon emissions for the County operations and community has begun.
- 6.

4 - RESOLUTION TO ESTABLISH GOALS OF 100% RENEWABLE ENERGY AND  
5 CARBON NEUTRALITY BY THE YEAR 2050 FOR EAU CLAIRE COUNTY AND TO  
6 AMEND THE BUDGET TO MOVE \$10,000 FROM CONTINGENCY FOR INITIAL  
7 PLANNING-

8 WHEREAS, the Paris Climate Agreement seeks to stabilize the global climate system by  
9 “holding the increase in the global average temperature to well below 2 °C above pre-industrial  
10 levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels”;  
11 and,

12  
13 WHEREAS, climate scientists have determined this upper temperature limit to be the best  
14 feasible scenario in managing climate change impacts (such as extreme weather events and sea  
15 level rise) that threaten public safety, infrastructure, private property and economic prosperity;  
16 and,

17  
18 WHEREAS, Wisconsin pays an estimated \$14 billion dollars to states with fossil fuel  
19 resources and is last in per capita workforce in the clean energy economy compared to other  
20 Midwestern states. Pursuing these goals will reduce out-of-state monetary flows, recycle dollars  
21 back into the local economy, spur local economic development and create jobs; and,

22  
23 WHEREAS, the City of Eau Claire passed a 100% Renewable Energy and Carbon  
24 Neutrality Resolution in March 2018 to achieve these goals; and,

25  
26 WHEREAS, Eau Claire County approved Resolution 09-10/102 in October 2009 to  
27 support the State of Wisconsin’s goals for energy independence and to be eligible to gain access  
28 to its accelerated technical and financial assistance; and,

29  
30 WHEREAS, Eau Claire County approved Resolution 15-16/073 to join the Wisconsin  
31 Department of Natural Resources in partnership with the League of Wisconsin Municipalities and  
32 multiple organizations and communities in participating in the GREEN TIER LEGACY  
33 COMMUNITY PROGRAM; and,

34  
35 WHEREAS, by signing the GREEN TIER LEGACY COMMUNITY PROGRAM, the  
36 County is committed to meeting the goals of the Legacy program with regards to developing a  
37 sustainability Implementation and Monitoring Plan; and,

38  
39 WHEREAS, the County envisions a climate and energy planning process that will reflect  
40 community values and stakeholder participation to develop low-carbon means to reach these goals.  
41 Stakeholders include all county residents, low-income and minority populations, large and small  
42 businesses, local utilities, the educational community, institutions, the building and construction  
43 sector, transportation providers, waste companies, Towns and municipalities within the County,  
44 and many others; and,

45  
46 WHEREAS, the County recognizes the process to achieve these ambitious goals represents  
47 a journey that needs to be realistic and sensitive to unintended impacts. Careful and ongoing  
48 planning is necessary to understand what is practical in the short term while ratcheting up efforts  
49 in the mid and long-term target ranges, where technological advancements occur and costs decline;  
50 and,  
51

1 WHEREAS, the Eau Claire Chamber of Commerce's position is "Economic growth and  
2 environmental progress go hand in hand. Responsible stewardship of our resources can both grow  
3 our economy and preserve the planet;" and,  
4

5 WHEREAS, a 2017 community sustainable development survey revealed public support  
6 in the County of Eau Claire for pursuing aggressive municipal and community goals, and further,  
7 demonstrated a willingness to pay slightly more in making the transition; and (Ref. Clean  
8 Wisconsin Survey by Fairbank, Maslin, Maullin, Metz and Associates, Dec 2017)  
9

10 NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Eau Claire  
11 County, that it adopts the following sustainability goals:

- 12 1) Achieve Eau Claire County government and community carbon neutrality by 2050 with  
13 incremental drawdown targets of 5% by 2020, 25% by 2030, 30% by 2040 and 40% by 2050.  
14 2) Obtain 100% renewable energy by 2050 for the Eau Claire County government,  
15 3) Assist the County Community in achieving the 100% renewable energy goal by 2050;  
16 and,  
17

18 BE IT FURTHER RESOLVED that the County will undertake planning and action  
19 initiatives to establish baseline data and to prepare a plan to achieve the sustainability goals and to  
20 engage in a periodic evaluation of progress; and,  
21

22 BE IT FURTHER RESOLVED to collaborate with the City of Eau Claire's Sustainability  
23 Advisory Committee, other governmental bodies within the County, PACE Wisconsin, UWEC,  
24 CVTC, school districts, other civic entities, and encourage community participation; and,  
25

26 BE IT FURTHER RESOLVED that County government will continue to evaluate and  
27 incorporate new sustainable technologies and practices into future management decisions,  
28 purchases and construction projects; and,  
29

30 BE IT FURTHER RESOLVED to move \$10,000 from the contingency fund for initial  
31 planning.  
32

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44

*James A. Hennings*  
*Cadin J. Seary*  
*Donald D. McKie*  
*Steve Rogers*

Committee on Finance & Budget  
KRZ/yk

*Gary Gutz*  
*James A. Hennings*  
*Joseph T. Wright*  
*Cadin J. Seary*

Committee on Planning & Development

45 ① Dated this 26<sup>th</sup> day of March, 2019.

ORDINANC/19-20/003

② *8<sup>th</sup> Day of April*  
APPROVED BY  
CORPORATION COUNSEL  
AS TO FORM

2019

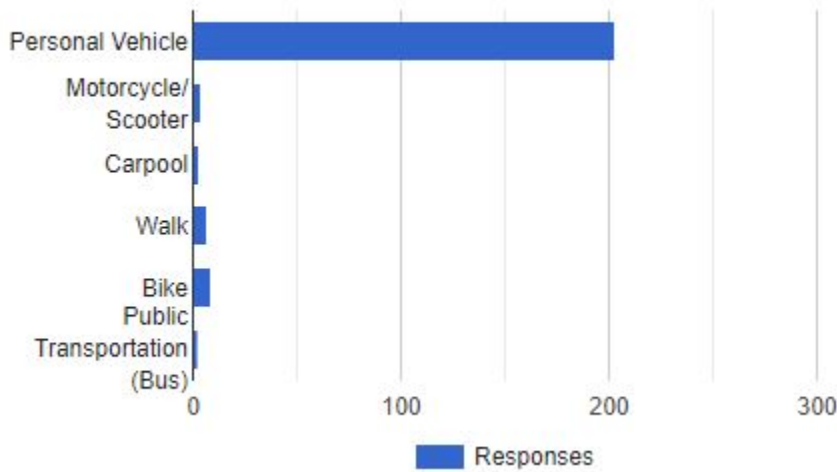
Reviewed by Finance Dept.  
for Fiscal Impact



# Appendix B: Eau Claire County Employee Commute Survey Results (9/2021)

Total response: 206 individuals or ~34% of county employees and elected officials

**1. What method of transportation do you use to commute to work? Select all that apply.**

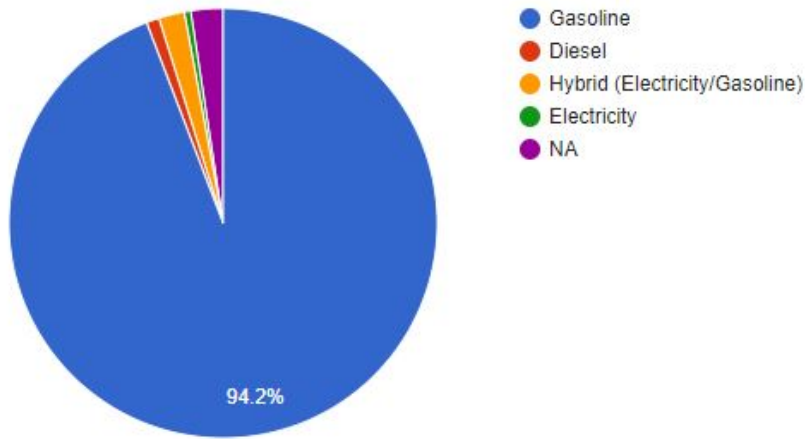


Answer Choices	Responses	Percentage	Count
Personal Vehicle	89.04%		203
Motorcycle/Scooter	1.75%		4
Carpool	1.32%		3
Walk	3.07%		7
Bike	3.95%		9
Public Transportation (Bus)	0.88%		2

**2. If you chose more than one for the question above, how many days per week do you use each mode of transportation?** This question was used to calculate total miles traveled per week to calculate greenhouse gas (GHG) emissions from employee commute.

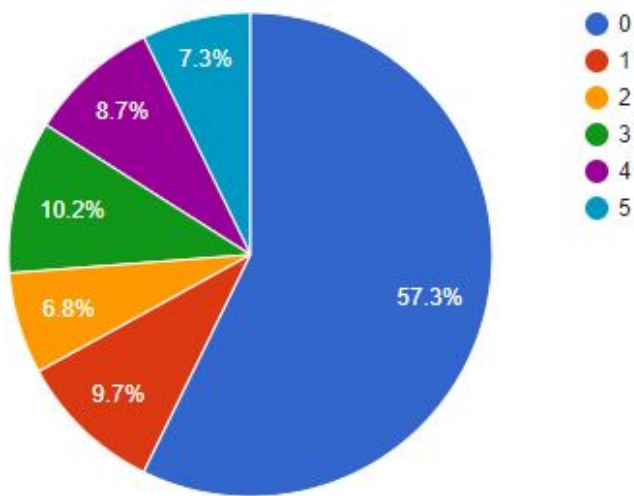
**3. If you use a personal vehicle how many miles is your total commute (to and from work)?** This question was used to calculate total miles traveled per week to calculate GHGs from employee commute. Average employee commute is 21 miles.

**4. What type of fuel does your vehicle use?**



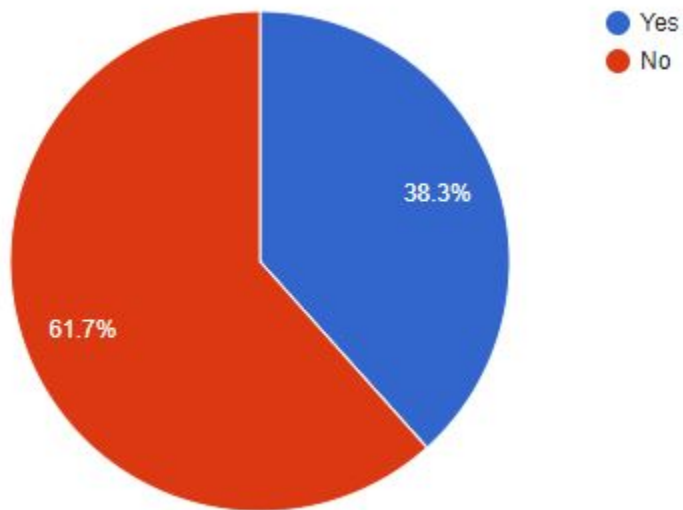
Answer Choices	Responses	Count
Gasoline	94.17%	194
Diesel	0.97%	2
Hybrid (Gasoline/Electric)	1.94%	4
Electricity	0.49%	1
N/A	2.43%	5

**5. How many days per week do you work remotely?**



Answer Choices	Responses	
0	57.28%	118
1	9.71%	20
2	6.80%	14
3	10.19%	21
4	8.74%	18
5	7.28%	15

**6. Do you use your personal vehicles to complete tasks for your job?**

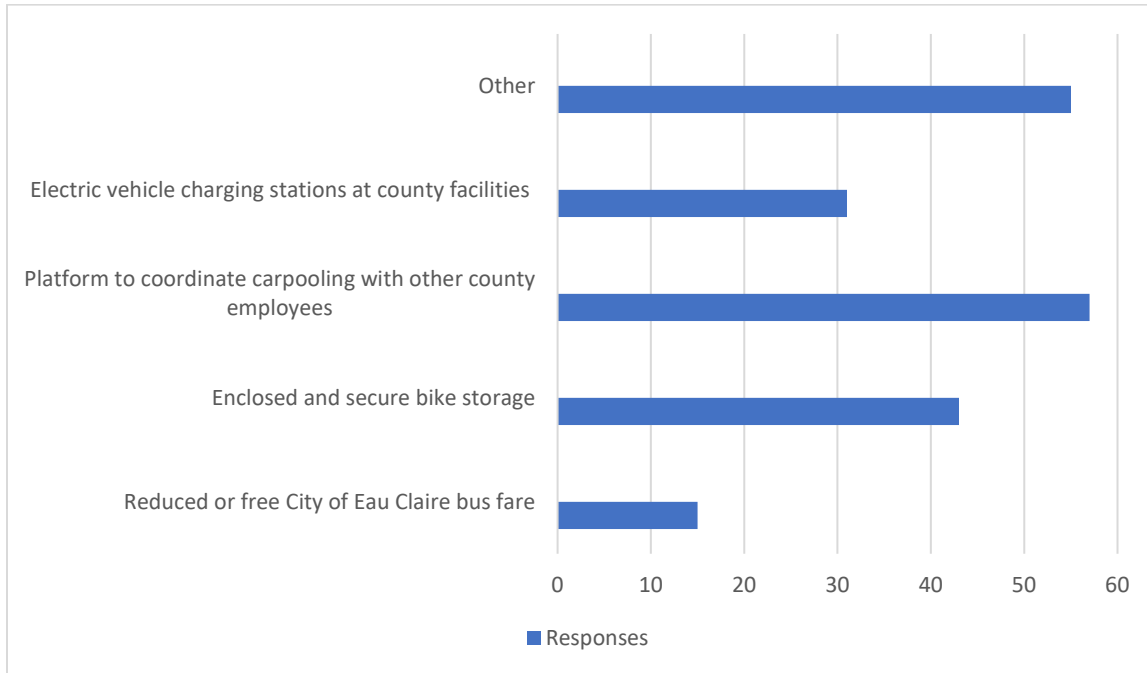


Answer Choices	Responses	
Yes	38.35%	79
No	61.65%	127

**7. If yes, how many miles do you drive each week in your personal vehicle, on average, while working?**

This question was used to calculate total miles traveled per week to calculate GHGs from employee commute. Average per week is 25 miles.

**8. If the county provided an option for alternative transportation, which would you be most likely to participate in? Select all that apply.**



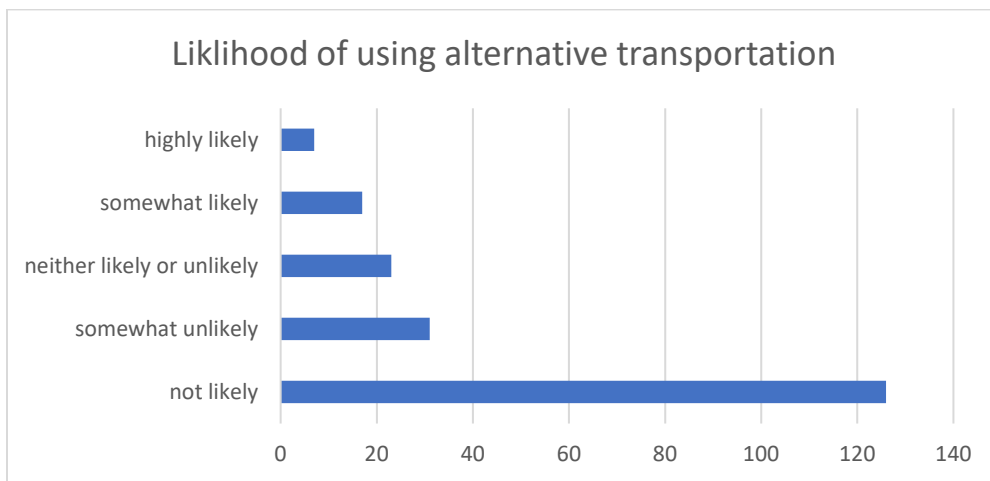
Answer Choices	Responses	Percentage	Count
Reduced or free City of Eau Claire bus fare		7.46%	15
Enclosed and secure bike storage		21.39%	43
Platform to coordinate carpooling with other county employees		28.36%	57
Electric vehicle charging stations at county facilities		15.42%	31
Other		27.36%	55

Other: n/a
Other: Use of County Vehicle for a flat rate fee
Other: None
Other: unknown, i prefer to drive my personal vehicle, but wear and tear commuting would be nice to decrease
Other: None
Other: Mileage incentive or county provided vehicle.
Other: Would not participate
Other: Work Remotely More Days of the Week
Other: I prefer to drive myself
Other: This option doesn't work for me or county vehicles to use and check out
Other: None of these

Other: None, would not participate in alternative transportation
Other: None
Other: None, I live outside city limits
Other: none
Other: NA
Other: None
Other: Only option is my personal vehicle, as I have home visits.
Other: None
Other: gas cards? :) Very hard to have an alternative for people who live in rural areas.
Other: none of the above
Other: none
Other: corvette
Other: None
Other: none - I don't have electric vehicle
Other: I would not participate in alternative transportation
Other: Gas cards
Other: none
Other: mileage program
Other: My F-150
Other: N/A
Other: I would not use alternative transportation
Other: Due to living in rural Chippewa Falls, none of the above apply.
Other: County provided vehicle.
Other: N/A
Other: None of the above. As a part of my job requirements is that I have my own transportation to use during the day as a part of my work duties.
Other: none of the above
Other: work vehicle for client transportation
Other: None
Other: NA
Other: none
Other: Discounted gas pricing
Other: I live out of town so none of these are relevant to me
Platform to coordinate carpooling with other county employees
Other: None of the above
Other: None- need vehicle to complete tasks for my job
Other: Bus if it came out that far!
Other: I live 26 miles away and would not be able to utilize these alternative options
Other: car rentals
Other: none
Other: More access to work from home if possible = less driving

Other: none
Other: none of the above
Other: More remote work
Other: gas credit or coupon
Other: Position does not allow. Live out of town. Not buying electric vehicle
Other: None
Other: I live in Fall Creek and at times need my vehicle for work so none of the options really fit
Other: none of the above
Other: None listed and I can't think of another option.
Other: EC has already allow remote work 3 days/week, which helps tremendously
Other: No idea, read barriers below
Other: I likely wouldn't participate in any program
Other: none of the above at this time
Other: so seldom work would drive myself
Other: none
Other: I live in a rural area. It is not likely this would be feasible for the county.
Other: None
Other: None
Other: live out of county
Other: none for reasons below
Other: Vehicle required for my job due to on-call nature

**On a scale from 1-5 how likely are you to use an alternative form of transportation? (1=not likely to 5=highly likely)**



Answer Choices	Responses	Count
not likely	61.76%	126
somewhat unlikely	15.20%	31
neither likely or unlikely	11.27%	23
somewhat likely	8.33%	17

highly likely

3.43%

7

**What barriers do you currently face in regard to using or accessing alternative forms of transportation? Example: Cost of bus fare, child pick-up/drop-off, inclement weather, etc.**

Most not available out in the country.
No other employees live by me so carpool out of question.
lack of access to bus stop
Maybe weather
Work night shift so many options are not available.
location. I do not live in area which i work, commuting is about the only option. There are very few that live in my area, and carpooling isn't an option when my job requires me to be mobile and possibly work late hours (in a crisis situation). I cannot rely on someone else for transportation as well as them relying on me. I feel that most workers would not utilize the bus and biking or other open-air modes of transportation are not viable in the winter/colder months.
Do not know anyone who lives near me that works at the Courthouse
School schedule, weather, cost of EV
Inclement weather and distance.
I like the freedom to come and go as I need and also be available for my child.
Live in Chippewa Falls.
Distance
No barriers as I choose to not go with an alternative form of transportation
I am a social worker in DHS and try to see clients in their homes or local businesses on a regular basis. To see clients in various parts of the city, its too time consuming to use the bus system with the necessary transfers so I use my own car. Currently, I schedule my downtown client appointments in clusters so I can walk between residences and work remotely in various areas using my phone's hot spot if there is no internet access. I use the bus on these days to get to work and return home.
Child pick-up/drop-off
child pick up and drop off. I also don't live in Eau Claire so the options aren't helpful for me. Unless the county provides vehicles that are more user friendly
My job description and day-to-day work responsibilities require that I have a personal vehicle available for work-related purposes at all times.
time
No barriers, just preference of having access to my own vehicle and being only responsible for myself.
Distance
Possibly of schedule change daily due to construction projects during summer & storm events during the winter.
child pick-up/drop-off
no public transportation from rural area. Too far to travel by bike.
Childcare, Distance from work, weather
Out of the way and too difficult to arrange.
live to far out in the rural area with no other means of transportation
child pick-up/drop-off

Distance traveled: other modes of transportation are not feasible. Live in a small community: not many options to carpool with other community members. Challenge coordinating schedules: other appointments before/after work often limit ability to carpool. Time consuming: I already spend a significant portion of my day on the road. I do not want to consume more of my time to drive out of the way to meet up with someone to carpool.
Child pick-up/drop-off.
Having a remote office
Do not drive in inclement weather
Weather and time allotment.
time of day
Living in the boonies
Lack of desire.
Work site is not in the city limits.
No secure place for my bike when I get here. Weather Child pick up during certain times of the year
bus stop location is not in my area, home visits with clients
I live in Chippewa County
I cannot use alternative transportation because I have home visits.
Live too far away
Weather, errands to get accomplished or appointments needed to attend.
I live far away and would rather rely on my own modes of transportation due to potential child care issues or changes in schedules.
weather/time
Rural living - my commute is 30 miles/40 minutes each way. Also have to worry about daycare drop off and winter driving. SO MUCH money is spent on driving to and from work!
child pick up/drop off, live outside city limits w/ no bus that far out, inclement weather
Home visits throughout the county where bussing and biking are not feasible.
Don't have an electric vehicle!
I live in Chippewa County and there is not a bus line from me to work.
Hours of operation
Inclement weather and child drop off
second shift working hours
working 3-11 pm very scary using other means of transportation at night when it is very dark outside and bad weather and being a female.
Schedule and location of living
Need vehicle to transport material and equipment for work.
inclement weather
Work shift times
Distance is the biggest barrier. Many other forms of transportation would not be feasible being 15 miles away. (25 minute drive)
outside of bus route
I have children who are both in school and participate in extra-curricular activities, so I need to have my own transportation.
I live very far away and don't think anybody else that works for the county lives by me. Also I'm



introverted and wouldn't want to ride share anyway.
child drop off, i have a child with medical needs so i need a quick way to get to them if i need
live out in the country
Child pick-up/drop-off, work hours
I have other things to do after work that require me to have a vehicle
Child pick up
The location of my home does not lend itself to these options.
I live in Chippewa (no bus route) and it is unrealistic to bike due to business professional required attire and weather conditions for the distance.
I work nights and it just easier to drive to and from work. I dont have to worry about counting on others to carpool with or pick me up. I dont have to worry about bus schedules. It just easier.
A large amount of work-related gear that I need to transport to and from work/home.
child pick up/drop off, schedule, errands after work
child pick up/drop off
inclement weather
I use my vehicle for daily work, home visits, etc.
none
Bus schedule, inclement/unpredictable weather
Inconvenience of relying on others. Not having door to door transportation. If a bus or car pool would pick me up in my driveway and take me to and from work plus any side trips like the grocery store and then return me to my driveway I might consider it if it was free. The LACK of Independence and Liberty to come and go as I please and on my schedule.
live in rural area, need my own vehicle for work purposes (to conduct home visits)
I live in Chippewa and have a pretty limited commute schedule do to schooling as well
None
My next vehicle will likely be electric but do not have funds to buy a new vehicle when I have one in good working condition.
Working from home more often would be the number one thing I could do to reduce carbon emissions
Child pick-up/drop-off
child care pick up/drop off
having other issues before and after work that I need to do
Rural location in Chippewa Falls.
Time, inclement weather, accessibility, ease, and convenience.
Child pick-up/drop-off
Weather.
Need to have a vehicle for my job duties which include visiting facilities on a short notice or planned visits
A part of my job requirements are that I have my own transportation during the day. I need to travel to home visits, meetings, transport clients, help clients move items, etc.
weather, far commute
I don't live in Eau Claire and have to get to daycare on time
Inclement weather

I live outside of the community and clients do not always live on the bus route.
None.
none- choose not to use.
Too far out and my schedule is flexible along with errands to run before or after workday.
It's too cold 6 months of the year. Taking the city bus adds an hour to my commute each way. Covid makes me hesitant to share a vehicle with people outside my household.
inclement weather; amount of time it takes to get to & from work via car
Inclement weather, time
Living in a different county.
weather, time, distance needed to travel
Weather
Distance of commute
Distance from work
Child pick up/drop off and the need to use my personal vehicle for work purposes once at the county building
I wouldn't use alternative forms of transportation
The need to travel throughout ECC for my job duties, requiring me to have my own vehicle. Electric vehicle- accessibility, cost.
Family flexibility
No bus service, and shorter to just drive to work rather than go to a park & ride.
Distance, child pickup/drop off
work schedule, kids schedule, don't have a hybrid or electric vehicle, often drive in inclement weather needing all-wheel drive, no other form of transportation is available from my location, my property doesn't have a charging station, the cost of an electric vehicle is not within my budget, the fear that an electric vehicle will not operate well during winter
Having personal vehicle available if needed, leaving vehicle in public place, distance.
Weather isn't always good for walking or biking, but I could probably ride my sled most of the way in on the bike trails if it wouldn't look silly
car rentals are not always available
Numerous tasks needed for my role that requires a personal vehicle.
Weather, a child in school and an infant at home, spouse works opposite shift so have conflicting schedule - no daycare, one spouse needs to be home with baby before the other one leaves for work so coordinating to wait at a bus stop is not feasible, personal car faster with lower downtime
Inclement weather
Location of my home, schedule, wanting to come and go during hours other than 8-430
don't live in Eau Claire County
Child pick up for next 6 months and then my daughter will have her driver's license.
All of the unknown reasons one may need a vehicle at a moments notice.
I live in Chippewa Falls. Other options would be difficult.
Too far away from the city
child pick-up/drop off both in Altoona and in Eau Claire before coming to work, weather, I bring a lot of bags to work
I've considered the bus, which I could catch close to home, but with switching buses at the station and any wait would be much longer than my 10 min commute. I've also considered riding my bicycle, but I

work in the Extension office and there is nowhere to shower.
Weather
child pick-up/drop-off
inclement weather and offsite meetings
fluid hours due to issues
Availability of electric vehicle options to purchase from dealer, and availability of charging station for the electric vehicle at work
no barriers. I have a vehicle
Live out of town. Job requires me to travel out of town.
No barriers but I like the freedom of having my own car to come and go as I please. It's hard to turn down my 5 minute commute for a 20-30 minute bus ride or ride share.
child pick-up/drop off
If I were to use an alternative form of transportation, it would be a bicycle or I would walk. Time is usually a barrier and inclement weather would pose a problem on a bike.
Inclement weather
weather
Child pickup and drop off
live in fall creek and need my care for work at times
*home not near bus route *require vehicle in case of child pick-up/drop-off
I can't afford an electric vehicle, or hybrid vehicle. I am too far away to ride a bike to and from work, and the nearest bus stop is too far away and would require me walking up and down a steep hill which I am not up to doing especially when the weather is bad. Wisconsin weather can be harsh and I am not so young anymore.
none work remotely
distance to drive to work.
Too far away for any type of alternative forms of transportation. Normally work after 4:30 so carpooling would be difficult.
I work from home and only travel to the office to obtain paperwork, which is 1-2 times per month. My other travels are case specific and take me to specific homes at specific times. Not something I can achieve with shared transportation.
Convenience
time and convenience
I transport clients
Child drop off
I do not live in Eau Claire...I could not take the bus
vehicle used for home visits.
While there is a bus stop 2 blocks from my house, I am required to use my personal vehicle for work because I do home visits and meet with people who are homebound or have barriers to transportation. I also need to drop my daughter off and pick her up from daycare. I am looking into purchasing an electric vehicle and would be very interested in electric vehicle charging stations at county facilities.
Time. If I took the bus it would not be timely. Also I plan to work remotely as much as possible and this reduces the need for me to drive my vehicle significantly thus reducing my part in pollution and use of gas.

I don't live in EC County. Also I don't want to ride share.
Child pick-up/drop-off, weather for biking.
I live so close it wouldn't pay to use any alternatives other than walking. Problem is that I don't like getting sweaty and having to wear dress shoes is not a good option when I have to walk back up the hill and it's too much of a hassle with having to switch my shoes all the time.
child pick-up/drop-off, appointments, errands after work
Have to drop off kids at school in morning
I live in a rural area. It is not likely this would be feasible for the county.
child pick-up/drop-off
location, child care and schedules.
Child pickup drop off / distance no buses out here.
Inclement weather
no indoor option for bike storage in winter, cost of bus and additional time involved with using bus, lack of electric vehicle charging station
Cost of switching to a Hybrid or Electric vehicle; time delay if I would use the bus; I can't really use the bus or bike in case I have to do a home visit because I use my personal vehicle in the County. I have another suggestion... offer electric or hybrid vehicle options through Enterprise Rental if possible (as long as they are safe - example: I will not drive a tiny smart car on the highway) Thank you for your consideration.
I choose to use my personal vehicle over alternative transportation due to convenience.
Just the length of the commute and if I needed to make personal stops before or after work, that would be more difficult to plan around.
I can't ride my bike to work in the winter :-(
I live to far away to commute with others
I work from home
I do not live within the City of Eau Claire. I live about 23 miles south of Eau Claire and not many are coming from this direction when I do go in to the office.
job duties require that I have transportation to make home visits; transport child to school and pick up on occasion; i don't live far from work so commute is more convenient to use my own vehicle
the ability to run errand after work or leaving work early for children's sporting activities
I would run or bike to work, but the locker room leaves a lot to be desired. A better changing area (Not open to the hall way when the door is open) and shower facilities (more than one shower) would make a huge difference. I cannot chance not have time to shower because someone else is using it.
live far, have daycare pickup/dropoff, travel for work in unplanned ways
I live in a rural location, so would need to ride-share. My job involves completing home visits, sometimes without much notice, so having a vehicle is an essential part of my job.
Child drop off and pick up and inclement weather.
Remote work-having to go to the county building to access vehicle.
Few county employees that reside in my location to carpool. The freedom to come and go as needed for children, work tasks, personal appointments, etc.
There are no alternative forms of transportation where I live. If reducing GHG is a priority, allow employees to work from home.
Unfamiliarity with public transportation; feeling that the public transportation is unreliable and takes too much time to be a viable alternative. 37 minutes from my residence to work by bus is far from ideal in my mind.

Incllement weather
child pick up and drop off
I get ordered in for odd hours working in the 24-hour operation that I do.
Child drop off/pick up
live out of county
I live in the country with no bus service and no neighbors to carpool with - I worked successfully from home during the pandemic for 15 months straight but am no longer offered that option
Child pick up and drop off
unsure
Vehicle required for my job
child pick-up/drop-off
child pick up drop off
child pick up/drop off
child pick-up/drop-off, winter weather, overall convenience

# REFERENCES

**1 City of Eau Claire Renewable Action Plan, 2022:**

<https://www.eauclairewi.gov/home/showpublisheddocument/30746/637321522054730000>

**2 State of Wisconsin Clean Energy Plan, 2020:** <https://osce.wi.gov/Documents/SOW-CleanEnergyPlan2022.pdf>

**3 Eau Claire County 9/21/16 Storm Damage Estimates**

**4 Wisconsin Statewide Comprehensive Outdoor Recreation Plan, Appendix 5: Tourism economic impact, by county:**

<https://dnr.wisconsin.gov/topic/fl/PropertyPlanning/Scorp>

**5 University of Wisconsin-Madison Division of Extension, Economic Impact of Agriculture in Eau Claire County:**

<https://economicdevelopment.extension.wisc.edu/files/2021/10/Eau-Claire.pdf>

# ADDITIONAL RESOURCES

**GHG Inventory Methodology:**

[https://s3.amazonaws.com/icleiusaresources/lgo\\_protocol\\_v1\\_1\\_2010-05-03.pdf](https://s3.amazonaws.com/icleiusaresources/lgo_protocol_v1_1_2010-05-03.pdf)

**Intergovernmental Panel on Climate Change:** <https://www.ipcc.ch>

**Eau Claire County Sustainability page:** <https://www.co.eau-claire.wi.us/our-government/departments-and-facilities/department-directory/planning-and-development/sustainability>

**Eau Claire County Strategic Plan: Link once approved by County Board**

**Parks & Forest Plan: ""**

**Land Conservation Plan: ""**

**County Comprehensive Plan:** <https://www.co.eau-claire.wi.us/home/showpublisheddocument/34664/637187522823470000>