



VILLAGE OF MOUNT HOREB

E. Main Street

Mount Horeb, WI 53572

Phone: (608) 437-6884 Fax: (608) 437-3190

Email: mhinfo@mounthorebwi.info Web: mounthorebwi.info

SUSTAINABILITY & NATURAL RESOURCES COMMITTEE

Tuesday, January 28, 2025 at 7:00 PM

Municipal Building Board Room

138 E. Main Street

Mount Horeb, WI

- 1) Call to order
 - a. Roll Call
- 2) Public Comment - non agenda items
- 3) Consent Agenda
 - a. Consideration of December 12, 2024 Meeting Minutes
 - b. Adopt a Municipality Reports
- 4) Agenda Items
 - a. Review of ATV/UTV Ordinance and Comments for Village Board
 - b. Green Team Update
 - c. Anti-Idling Campaign Update
 - d. Scandihoovian Fest Update
 - e. Shared Calendar Discussion
 - f. Energy Plan/EIG Grant Update
 - g. Future Agenda Items
- 5) Meeting adjournment.

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO ACCOMMODATE THE NEEDS OF DISABLED INDIVIDUALS THROUGH APPROPRIATE AIDS AND SERVICES. FOR INFORMATION OR TO REQUEST THIS SERVICE, CONTACT ALYSSA GAFFNEY, CLERK, AT 138 E MAIN STREET, MOUNT HOREB, WI (608) 437-9404.



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SUSTAINABILITY & NATURAL RESOURCES COMMITTEE

Wednesday, December 11, 2024 at 7:00 PM

DRAFT MEETING MINUTES

- 1) Call to order
 - a. Roll call

Chair White called the meeting to order at 7:00 pm. Members present: White, Beheler, Grabe, Saltes, Gottwald, Butusov and Gilles. Members absent: Brett Halverson. Also present: Administrator Owen. White also introduced new committee member Manon Gilles. Gilles will be the student representative on the committee.
- 2) Consent Agenda

Motion by Gottwald to approve the consent agenda, second by Saltes. Motion carried.

 - a. Adopt a Municipality Reports
 - b. Consideration of October 22, 2024 Meeting Minutes
 - c. Energy Plan Update
- 3) Agenda Items
 - a. Appearance by MHASD Energy Team

Members of the Mount Horeb High School Energy Team were present to share their successes and upcoming plans and invited the SNR committee to partner on upcoming initiatives. The groups will keep in communication about upcoming events.
 - b. Idling Campaign Update

White shared a PowerPoint on idling campaigns. The SNR and Energy Team felt this would be a good partnership item as well and recommended getting word out in the school newsletter and signs at student drop off locations. The committee reviewed a flier that was created for the idling campaign. The consensus of the committee was a smaller flier using QR codes and links would be better received.
 - c. EPA Thriving Communities Grant

White and Grabe attended webinars regarding the EPA grants. White is waiting for a return call from the EPA regarding grant eligibility.

d. Green Team Discussion

Butusov reviewed a summary of survey findings. Survey numbers increased after the article appeared in the Mount Horeb Mail. Overall, there is good interest in forming a green team. Butusov will send the full survey results to the members and reach out to acknowledge those that participated and let them know they should expect to hear more about the green team after the new year.

e. Sustainability Plan Update

Saltes has not heard back from the Nelson Institute and will follow up. The consensus of the committee was to continue to look for funding opportunities for the plan preparation.

f. Sustainability Event at Skandahoovian Fest

The committee discussed options for partnering with the Skandahoovian Festival to promote sustainability. Grabe will look into the use of her solar lights as an SNR sign near the ice sculptures and Butusov will look into the option of creating a "Garbage Monster" costume out of old plastic bags. The garbage monster could attend events and distribute information on sustainable practices.

g. Future Agenda Items

The next meeting will be January 28th. Future items include, Energy Plan and Sustainability Plan Updates, Green Team Updates, idling campaign update, creation of a shared calendar, Skandahoovian fest update, 2025 Strategic Plan, appearance by High School Ecology Team and adaptive management presentation.

4) Meeting adjournment.

Motion by Butusov to adjourn, second by Gilles. Motion carried at 8:38 pm.



AGENDA ITEM REPORT

MEETING DATE

January 28, 2025

PREPARED BY

Nicholas Owen, Administrator

AGENDA ITEM # 4.a

Review of ATV/UTV Ordinance and Comments for Village Board

BACKGROUND

The Public Safety Committee reviewed and have recommended approval of a draft ordinance allowing ATV/UTV's to be driven on the streets of Mount Horeb. The original draft ordinance is attached, but the committee made some revisions including extending the allowed time to 10:00 p.m. and opening up all streets in the Village to ATV/UTV use. Chair White would like the committee to discuss the ordinance and provide comments to them regarding issues related to the scope of the SNR committee.

RECOMMENDATION

ATTACHMENTS

1. cr_05_054_final_rule_filed_with_lrb (1)
2. Draft ATV-UTV Ord 111324 copy
3. Loud and unnecessary noise prohibited (1)
4. P1002K1T (1)
5. SAN I805S FS Traffic Noise Basics Fact Sheet 120814
6. The documented evidence

ORDER OF THE STATE OF WISCONSIN NATURAL RESOURCES BOARD
CREATING RULES

The State of Wisconsin Natural Resources Board proposes an order to create NR 64.07(3) and (4) related to all-terrain vehicle noise testing procedures.

LE-25-05

Summary Prepared by the Department of Natural Resources

Statutory Authority: s. 227.11(2)(a), Stats.

Statutes Interpreted: s. 23.33(6m), Stats.

Explanation of Agency Authority:

Wisconsin 2003 Act 251 created a maximum noise level for all-terrain vehicle (ATVs). In addition, Act 251 required the department to promulgate a rule that prescribes the method to determine the ATV's noise level.

Related Statute or Rule

Section 23.33(6)(e), Stats., requires every ATV to be equipped with a functioning muffler to prevent excessive or unusual noise and with a functioning spark arrester of a type approved by the U.S. forest service. Section 23.33(6m)(a), Stats., was created by Act 251 and prohibits ATVs from emitting noise above 96 decibels when tested according to rules promulgated by the department.

NR 64.085 Refusal to allow testing. No operator or owner of any all-terrain vehicle may deny inspection or may refuse to operate his or her all-terrain in a manner prescribed by the law enforcement officer who reasonably suspects a violation of all-terrain equipment requirements found in s. 23.33, Stats.

Plain Language Analysis

Current state statutes prohibits all-terrain vehicles from emitting noise that is louder than 96 decibels (dBA) when measured on the A scale. State law does not prescribe the method for determining compliance with 96 dBA, but it does require the department to promulgate a rule describing a method.

The proposed rule will provide a field-friendly stationary test procedure for testing all-terrain vehicle noise levels to check compliance with the statutory 96 decibel level. The proposed test procedure has been adopted by the Society of Automotive Engineers (SAE) as a means to measure all-terrain vehicle noise levels using a (nationally) consistent method. The SAE standard J1287 describes a test method and illustrates motorcycle testing; however, the test procedure is also used for all-terrain vehicles.

In brief, the ATV rests on a flat surface, which is typically gravel and is free from large reflective objects. The ATV is straddled by the rider and is placed in neutral; the brake is held. After a warm-up period, the sound meter is placed to the rear of the machine, twenty inches behind the exhaust at a 45-degree angle and at the same height of the exhaust outlet. The machine is rewed to 1/2 the ATV's maximum RPM speed. The officer records the noise level during a steady state of operation at that speed. The standard requires meter calibration and checks to be performed prior to and after the noise is measured.

Federal Regulatory Analysis:

Federal regulations are not as specific as some state regulations. In general, Federal regulations prohibit ATVs from creating nuisances, which includes noise. Most references to Federal regulation are property specific; however, all properties administered by Federal agencies require a spark arrester, similar to Wisconsin's requirement.

Comparison with Adjacent States

Minnesota – Overall noise emission may not exceed 99 decibels at a distance of 20 inches; however, other specifics such as meter height, surface and other conditions are not specified.

Michigan – Requires an ATV to be at or less than 94 decibels when tested in accordance with Wisconsin's proposed method.

Illinois – State law related to the Noise Pollution Control Act prohibits nuisance noise, but no law specifically addresses ATVs and noise emissions.

Iowa – An ATV shall not be operated without suitable and effective muffling devices which limit engine noise to not more than 86 decibels and measured on the "A" scale at a distance of 50 feet. The main differences between this requirement and Wisconsin's proposed method are the decibel levels and the distance at which the ATV noise is measured.

Summary of Factual Data:

Wisconsin's proposed noise measuring method is described within a scientific document (J1287) which is published by the Society of Automotive Engineers. Although the document referenced in the rule is entitled *Measurement of Exhaust Sound Levels of Stationary Motorcycles*, the measurement standard is commonly used to measure ATV noise and is republished under a separate document entitled *MIC Stationary Sound Test Manual for Off-Highway Motorcycles and ATVs*.

Analysis and Documents Supporting Determination of Small Business Effect:

Small businesses (ATV dealerships) could be affected by the loss of sales of ATV exhausts that exceed 96 decibels. Aftermarket ATV exhausts come in various models ranging from quiet 84 decibels to extremely loud, 110 decibels. However, the cost to small business due to trail closures from ATV noise in excess of 96 decibels would be much greater.

The cost of silencing a loud exhaust without changing the entire exhaust system can be accomplished for as little as \$159 with aftermarket products.

Anticipated Private Sector Costs:

The private sector that operates an ATV in excess of 96 decibels could experience costs as little as \$39 to retrofit an exhaust with a silencer/arrester or as much as \$300 depending on the quality and make of model to replace the exhaust system.

Effect on Small Business:

This rule is not expected to negatively effect small businesses that are not ATV dealerships.

Agency Contact Person:

Karl Brooks, karl.brooks@dnr.state.wi.us 608-266-7820

SECTION 1. NR 64.07 (3) is created to read:

NR 64.07(3) All-terrain vehicle noise emissions and testing. No person may manufacture, sell, rent or operate an all-terrain vehicle that is constructed or altered in a manner that noise emitted from the all-terrain vehicle exceeds 96 decibels on the A scale when measured in the manner prescribed in the reaffirmed 1998-07, Society of Automotive Engineers Standard J1287, entitled *Measurement of Exhaust Sound Levels of Stationary Motorcycles*.

SECTION 2. NR 64.07(4) is created to read:

NR 64.07 (4) Copies and amendments of the Society of Automotive Engineers Technical Report 1998-07, Society of Automotive Engineers Standard J1287, entitled *Measurement of Exhaust Sound Levels of Stationary Motorcycles*, is available for inspection in the following offices:

- (a) The Department of Natural Resources, 101 S. Webster St., Madison, Wisconsin 53707.
- (b) The Office of the Secretary of State, 30 W. Mifflin St., Madison, Wisconsin 53707.
- (c) The Revisor of Statutes Bureau, 131 W. Wilson St. Madison, Wisconsin.
- (d) The Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, Pennsylvania 15096

SECTION 3. EFFECTIVE DATE. This rule shall take effect the first day of the month following publication in the Wisconsin administrative register as provided in s. 227.22(2)(intro.), Stats.

SECTION 4. BOARD ADOPTION. This rule was approved and adopted by the State of Wisconsin Natural Resources Board on October 26, 2005.

Dated at Madison, Wisconsin _____.

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

By _____
Scott Hassett, Secretary

(SEAL)

**ORDINANCE NO 20__-XX
VILLAGE OF MOUNT HOREB**

All-Terrain Vehicle and Utility Terrain Vehicle Routes and Regulations

Chapter 7.21. All-terrain vehicles and utility vehicles

7.21 (1) Use and operation.

- A. Adoption of statutory provisions. The provisions of Section 23.33 of the Wisconsin Statutes, and subsequent amendments thereto, are hereby incorporated herein by reference as part of this section, except for those provisions therein which conflict with this section.
- B. This section shall in no way be deemed to supplant or otherwise invalidate any provision of the state statutes relating to the subject matter hereof. Any person entrusted with the enforcement of this section may, in the exercise of his or her discretion, proceed under applicable state statutes.
- C. Severability. Should any provision of this section, or its application to any person or circumstance, be held invalid, the remainder of the ordinance and the application of such provisions to other person's circumstances shall not be affected thereby.
- D. Definitions. For the purposes of this section, the definitions set forth in Section 23.33(1) of the Wisconsin Statutes, are hereby adopted and incorporated herein as reference.
- E. Designation of ATV and UTV routes:
 - (1) Except as otherwise specifically provided in Section 23.33 of the Wisconsin Statutes, no person shall operate any all-terrain vehicle (ATV) or utility terrain vehicle (UTV) on any Village street, alley, park or parking lot, on any public lands or parking lots held open to the public, or on any land within the Village of Mount Horeb except as hereinafter designated.
 - (2) All Village streets in the Village of Mount Horeb are designated ATV/UTV routes except the following:
 - (a) STH 78/W Main Street/E Main Street, Nesheim Trail to N Eighth Street, to Manor Drive. (Include Springdale from 8th to Lillehammer?)
 - (b) STH 92, Gonstead Road / Perimeter Road to STH 92/S Eighth Street, to Springdale Street.

- (3) ATVs/UTVs are allowed to park in or along any roadways or alleyways within the Village, unless otherwise posted.
 - (4) ATV/UTV routes shall be open from 7:00 a.m. to 9:00 p.m. daily.
 - (5) ATVs/UTVs must stay on designated routes and shall not trespass on private property.
- F. Route signs. ATV/UTV routes shall be designated by route signs. The route signs shall only be installed if purchased by a third party and at no cost to the Village, and shall be installed by the Mount Horeb Public Services Department or Dane County Highway Department, in accordance with § 23.33(8)(e), Wis. Stats. and § NR 64.12(7), Wis. Admin. Code.
- G. Restrictions on operation. In addition to the provisions of Section 23.33 of the Wisconsin Statutes and Wisconsin Stats. Chapters 340 to 348, and as a condition for the use of ATV and UTV routes designated and authorized herein, the following restrictions shall apply to operators and passengers, on the use of the Village ATV/UTV routes permitted under this section as applicable:
- (1) No ATV/UTV shall be operated at a speed greater than 35 mph or the posted speed limit, whichever is lower. ATV/UTV operators shall follow all other applicable traffic regulations.
 - (2) ATV/UTV operators shall ride in single file.
 - (3) ATV/UTV headlamps and tail lamps must be turned on at all times and ATVs/UTVs must have operational brake lights.
 - (4) UTV operators and passengers must wear seat belts at all times.
 - (5) ATV/UTV operators shall possess a valid operator's license as defined in Section 340.01(41g) of the Wisconsin Statutes, as may be amended from time to time, including a safety certificate if required by state law.
 - (6) All ATV and UTV equipment is required to display valid registration and have applicable liability insurance and have proof of insurance with them.
 - (7) No person may possess on his or her person, in a privately owned ATV or UTV upon a public highway, any bottle or receptacle containing alcohol beverages or nitrous oxide if the bottle or receptacle has been opened, the seal has been broken or the contents of the bottle or receptacle have been partially removed or released as stated or defined in Section 346.935 of the Wisconsin Statutes.

H. Closures, suspension, or termination of route(s). The Police Chief shall have the authority to:

- (1) Temporarily close any and all ATV/UTV routes due to an emergency, complaint, or other condition necessitating closure as determined by the Village President.
- (2) Request the Village Public Safety Committee to review any ATV/UTV route enacted as designated herein for the purpose of suspending or terminating the route.

I. Enforcement and penalties shall be a forfeiture as set forth in the Village of Mount Horeb Code §7.16 and 7.17.

17.142. Loud and unnecessary noise prohibited. [Amended at time of adoption of Code (see Ch. 1, General Government, Art. V)]

It shall be unlawful for any person to make, continue or cause to be made or continued any loud and unnecessary noise. It shall be unlawful for any person knowingly or wantonly to use or operate, or to cause to be used or operated any mechanical device, machine, apparatus or instrument for intensification or amplification of the human voice or any sound or noise in any public or private place in such manner that the peace and good order of the neighborhood is disturbed or that persons owning, using or occupying property in the neighborhood are disturbed or annoyed.

- (1) Types of loud and unnecessary noises. The following acts are declared to be loud, disturbing and unnecessary noises in violation of this section, but this enumeration shall not be deemed to be exclusive:
 - (a) Horns, signaling devices. The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any street or public place in the Village for longer than three seconds in any period of one minute or less, except as a danger warning; the creation of any unreasonable loud or harsh sound by means of any signaling device and the sounding of any plainly audible device for an unnecessary and unreasonable period of time; the use of any signaling device except one operated by hand or electricity; the use of any horn, whistle or other device operated by engine exhaust and the use of any signaling device when traffic is for any reason held up.
 - (b) Radios, phonographs, similar devices. The using, operating or permitting to be played, used or operated any radio receiving set; musical instrument, phonograph or other machine or device for the producing or reproducing of sound in a loud and unnecessary manner. The operation of any set, instrument, phonograph, machine or device between the hours of 11:00 p.m. and 7:00 a.m. in a manner as to be plainly audible at the properly line of the building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this section.
 - (c) Loudspeakers, amplifiers for advertising. The using, operating or permitting to be played, used or operated of any radio receiving set, musical instrument, phonograph, loudspeaker, sound amplifier or other machine or device for the producing or reproducing of sound which is cast upon the public streets for the purpose of commercial advertising or attracting attention of the public to any building or structure. Announcements over loudspeakers can only be made by the announcer in person and without the aid of any mechanical device.
 - (d) Animals, birds. The keeping of any animal or bird which causes frequent or long continued unnecessary noise.
 - (e) Exhausts. The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine or motorboat except through a muffler or other device which will effectively prevent loud or explosive noises therefrom.
 - (f) Construction or repair of buildings. The erection (including excavation), demolition, construction, alteration or repair of any building, as well as the operation of any

construction equipment or any other similar equipment attended by loud or unusual noise, other than between the hours of 7:00 a.m. and 8:00 p.m. on weekdays and 8:00 a.m. and 8:00 p.m. on weekends. The Village Administrator may modify or waive the hour restrictions identified in the preceding sentence for a particular project for a specified duration if modifying or waiving the hour restrictions is in the public interest. At a minimum, a requested waiver shall include the project description, the location of the project, the time line for the requested exemption, and a plan to monitor compliance with stationary noise limits. The Village Administrator may grant the request, deny the request or grant the request with conditions. The Village Administrator may review, amend, or rescind an approved waiver at its discretion. Any party aggrieved by the Village Administrator's decision may appeal the decision to the Village Board by submitting written notice to the City Clerk within 30 days of the decision.

- (g) Schools, courts, churches, hospitals. The creation of any excessive noise on any street adjacent to any school, institution of learning, church or court while in use, or adjacent to any medical facility, which unreasonably interferes with the normal operation of that institution, or which disturbs or unduly annoys patients, provided that conspicuous signs are displayed in those streets indicating a school or medical facility. No person, while on public or private grounds adjacent to any building, or while within any building in which a school or any class thereof is in session, shall willfully make or assist in the making of any noise or diversion which disturbs or tends to disturb the peace or good order and operation of such school session or class thereof.
- (2) Exceptions. The provisions of this section shall not apply to a) any vehicle of the Village while engaged in necessary public business; b) excavations or repairs of streets or other public construction by or on behalf of the Village, county, or state when public welfare and convenience render it impossible or unsafe to perform such work during the hours identified in Subsection (1)(f) above. For this exception to apply, the party performing the work must receive permission from the Village Administrator to perform the work outside of the hours identified in Subsection (1)(f) above; c) the reasonable use of amplifiers or loudspeakers in the course of public addresses which are noncommercial in nature.
- (3) Permits for amplifying devices.
 - (a) Permit required. The use of loudspeakers or amplifying devices on the streets or in the parks of the Village of Mount Horeb is prohibited unless the party desiring to use such loudspeaker or amplifying device first obtains a permit from the Village Clerk.
 - (b) Grounds or reasons for denial or allowance. The Chief of Police shall have the authority to revoke such permit when he believes such loudspeaker or amplifying device is becoming a nuisance because of the volume, the method in which it is being used or the location in which it is being operated.
 - (c) Time restrictions. The Chief of Police shall not grant a permit to use a loudspeaker or amplifying device before the hours of 9:00 a.m. or after 10:00 p.m. No permit shall be granted to anyone who, in the opinion of the Chief of Police, uses said loudspeaker or amplifying device in such a manner or for such a purpose as to constitute a nuisance.
- (4) Stationary noise limits.

- (a) No operation or activity shall transmit any noise exceeding 75 dBA from 7:00 a.m. to 11:00 p.m. and 70 dBA from 11:00 p.m. to 7:00 a.m.
- (b) The following are exempt from the regulations 1) noises not directly under the control of the property owner; 2) noises from temporary construction or maintenance activities during daylight hours; 3) noises from emergency, safety, or warning devices.
- (c) Sound levels under this subsection shall be measured with a Type 1 sound level meter manufactured according to standards prescribed by the American National Standards Institute in specification S1.4 (revised 1971). Measurements shall be made using an A-weighted network of the sound level meter. Under this subsection, noises capable of being accurately measured with such equipment shall be deemed to be those noises which cause fluctuations of the needle of the sound level meter with a variation of no more than plus or minus two decibels.



Environmental Fact Sheet

Frequently Asked Questions: Environmental Impacts of Recreational Vehicles and Other Nonroad Engines

In September 2001, the U.S. Environmental Protection Agency (EPA) published a Notice of Proposed Rulemaking (NPRM) seeking public comment on our plan to set emission control standards for recreational and other nonroad vehicles. This information sheet addresses common questions about the environmental impacts of this proposal.

What vehicles and engines are covered in this proposal?

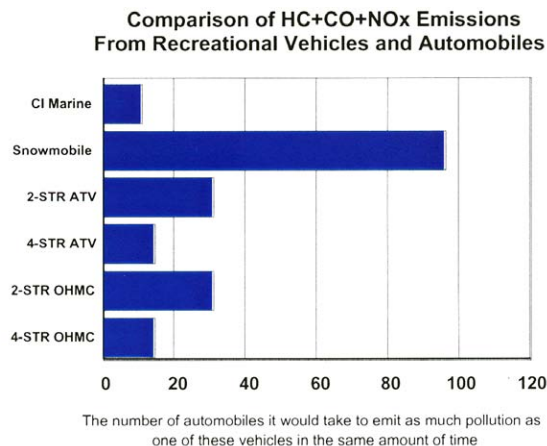
We are proposing new emission control standards for three groups of previously unregulated nonroad engines and vehicles that cause or contribute to air pollution:

- **Large Industrial SI Engines:** Spark-ignition nonroad engines rated over 25 horsepower (19 kW) used in commercial and industrial applications, including forklifts, electric generators, airport baggage transport vehicles, and a variety of other construction, farm, and industrial equipment.
- **Recreational Vehicles:** Spark-ignition nonroad engines used in off-highway motorcycles, all-terrain-vehicles (ATVs), and snowmobiles.
- **Diesel Marine Engines:** Diesel engines rated at or above 50 horsepower (37 kW) used in recreational boats.

How do these engines and vehicles affect air quality?

Nationwide, these engines and vehicles are a significant source of mobile-source air pollution. In 2000, they accounted for about 13 percent of national mobile-source hydrocarbon (HC) emissions, 6 percent of mobile-source carbon monoxide (CO) emissions, 3 percent of mobile-source oxides of nitrogen (NO_x) emissions, and 1 percent of mobile-source particulate matter (PM) emissions. Recreational vehicles by themselves account for nearly 10 percent of national mobile-source HC emissions and about 3 percent of national mobile-source CO emissions. If left uncontrolled, these engines will contribute 33 percent of national mobile source HC emissions, 9 percent of CO emissions, 9 percent of NO_x emissions, and 2 percent of PM emissions in 2020.

On an individual basis, these vehicles can have very high emission rates. This is illustrated in the figure below, which shows that a two-stroke ATV or motorcycle can emit as much pollution in one hour as over 30 automobiles operating for one hour. Similarly, a snowmobile can emit as much as nearly 100 automobiles.



What are the human health and welfare effects of these pollutants?

The engines that are covered by this proposal contribute to ozone formation and ambient PM and CO levels. These pollutants are subject to our National Ambient Air Quality Standards (NAAQS), and states that exceed NAAQS levels are required to take measures to reduce emissions. In addition, these engines also emit Mobile Source Air Toxics.

- **Ozone.** Ground-level ozone, the main ingredient in smog, is formed by complex chemical reactions of volatile organic compounds (VOC) and NO_x in the presence of heat and sunlight. Ozone forms readily in the lower atmosphere, usually during hot summer weather. Volatile organic compounds are emitted from a variety of sources, including motor vehicles, chemical plants, refineries, factories, consumer and commercial products, and other industrial sources. Volatile organic compounds also are emitted by natural sources such as vegetation. Oxides of nitrogen are emitted largely from motor vehicles, off-highway equipment, power plants, and other sources of combustion. Hydrocarbons (HC) are a large subset of VOC, and to reduce mobile source VOC levels we set maximum emissions limits for hydrocarbon as well as particulate matter emissions.

Elevated ozone concentrations remain a serious public health concern throughout the nation. In 1999, 90.8 million people lived in 31 areas designated nonattainment under the 1-hour ozone NAAQS. Increases in ozone concentrations in the air have been associated with increases in hospitalization for respiratory causes for individuals with asthma, worsening of symptoms, decrements in lung function, and increased medication use, and chronic exposure may cause permanent lung damage. The risk of suffering these effects is particularly high for children and for people with compromised respiratory systems. There is strong and convincing evidence that exposure to ozone is associated with exacerbation of asthma-related symptoms.

- **Carbon Monoxide.** Carbon monoxide (CO) is a colorless, odorless gas produced through the incomplete combustion of carbon-based fuels. Carbon monoxide enters the bloodstream through the lungs and reduces the delivery of oxygen to the body's organs and tissues. The health threat from CO is most serious for those who suffer from cardiovascular disease, particularly those with angina or peripheral vascular disease. Healthy individuals also are affected, but only at higher CO levels. Exposure to elevated CO levels is associated with impairment of visual perception, work capacity, manual dexterity, learning ability and performance of complex tasks.

In 1999, 30.5 million people lived in 17 areas designated nonattainment under the CO NAAQS. High concentrations of CO generally occur in areas with elevated mobile-source emissions. Peak concentrations typically occur during the colder months of the year when mobile-source CO emissions are greater and nighttime inversion conditions are more frequent. Snowmobiles, which have relatively high per engine CO emissions, contribute to ambient CO levels in CO nonattainment areas.

- **Particulate Matter.** Particulate matter represents a broad class of chemically and physically diverse substances. It can be principally characterized as discrete particles that exist in the condensed (liquid or solid) phase spanning several orders of magnitude in size. All particles equal to and less than 10 microns are called PM_{10} . Fine particles can be generally defined as those particles with an aerodynamic diameter of 2.5 microns or less (also known as $PM_{2.5}$), and coarse fraction particles are those particles with an aerodynamic diameter greater than 2.5 microns, but equal to or less than a nominal 10 microns.

Particulate matter, like ozone, has been linked to a range of serious respiratory health problems, including premature mortality, aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions and emergency room visits, school absences, work loss days, and restricted activity days), aggravated asthma, acute respiratory symptoms, including aggravated coughing and difficult or painful breathing, chronic bronchitis, and decreased lung function that can be experienced as shortness of breath.

The most recent PM_{10} monitoring data indicate that 14 designated PM_{10} nonattainment areas with a population of 23 million violated the PM_{10} NAAQS in the period 1997-99. In addition, there are 25 unclassifiable areas that have recently recorded ambient concentrations of PM_{10} above the PM_{10} NAAQS. According to our national modeled predictions, there were a total of 76 million people (1996 population) living in areas with modeled annual average $PM_{2.5}$ concentrations at or above $16 \mu\text{g}/\text{m}^3$ (29 percent of the population), a level that is associated with harmful human health effects, including premature mortality.

Sources contribute to ambient PM levels directly, through PM in their emissions, and indirectly, through their emissions of organic carbon, especially NO_x and SO_x. Organic carbon accounts for between 27 and 36 percent of fine particle mass depending on the area of the country. Secondary PM is dominated by sulfate in the eastern U.S. and nitrate in the western U.S. The vast majority (>90 percent) of the direct mobile source PM emissions are in the fine PM size range.

- **Air Toxics.** Emissions from the engines covered by this proposal also contain several Mobile Source Air Toxics, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, and acrolein. Users of these engines and vehicles can experience high levels of personal exposure to these substances. For example, snowmobile riders and those directly exposed to snowmobile exhaust emissions can be exposed to benzene levels two to three orders of magnitude greater than the 1996 national average benzene concentrations. These elevated levels are also known as air toxic “hot spots,” which are of particular concern to EPA.
- **Visibility.** Fine PM is the major cause of reduced visibility in parts of the United States, including many of our national parks. In particular, HC emissions from snowmobiles in the winter months can contribute significantly to the organic carbon fraction of fine particles which are largely responsible for visibility impairment. In Yellowstone National Park, a park with high snowmobile usage during the winter months, snowmobile HC emissions can exceed 500 tons per year, as much as several large stationary sources, and account for nearly 65 percent of annual HC emissions in the park.

How would the proposed standards affect emissions and air quality?

When the proposed emission standards for Large SI, recreational engines, and marine diesel engines are fully implemented in 2020, we expect a 70 percent reduction in HC emissions from these engines, a 75 percent reduction in NO_x emissions, and a 56 percent reduction in CO emissions. These emission reductions will help reduce ambient concentrations of ozone, CO, and fine PM. In addition, they will reduce personal exposure for people who operate or who work with or are otherwise in close proximity to these engines and vehicles. They will also improve visibility in national parks.

For More Information:

See Chapter 1, Health and Welfare Concerns, of the Draft Regulatory Support Document for this proposal. That document can be found on our website: <http://www.epa.gov/otaq/nonroad.htm>. You can also obtain additional information by contacting the Assessment and Standards Division at asinfo@epa.gov or (734) 214-4636:

U.S. Environmental Protection Agency
Office of Transportation and Air Quality
Assessment and Standards Division
2000 Traverwood Drive
Ann Arbor, MI 48105



Express Lanes

Building Choices for South County

Traffic Noise Basics Fact Sheet

December 2014

What Creates Traffic Noise?

Traffic noise is created by vehicle exhaust systems, engines, and by contact of tires with the road during travel. Of these, tire contact with the road accounts for 75 to 90 percent of the overall traffic noise. It is also the only one that Caltrans can partly control or affect along the Interstate 805 (I-805) South corridor.

Other factors that may increase traffic noise are heavier truck volumes, higher speeds, and large trucks. In addition, steep grades or faulty vehicle equipment can cause strain on vehicle engines resulting in an increase in traffic noise.

How Noisy is Traffic?

Traffic noise levels are dependent on a number of factors, including the number of traffic lanes, traffic volume and speed, and topography. People generally can perceive a noise level change that is three decibels (dB), the unit used to measure the intensity of a sound, or greater.

To help associate traffic noise with other sounds people experience, Figure 1 shows the typical A-weighted decibel levels (dBA), measuring the relative loudness of sound as perceived by the human ear, for traffic noise and other common outdoor and indoor activities.

Typical Noise Levels		
Common Outdoor Activities	dBA	Common Indoor Activities
Jet Engine, 300m (100ft)	110	Rock Band
Gas Lawn Mower, 1m (3ft)	100	
Diesel Truck, 15m (50ft) at 80km/hr (50 mph)	90	Food Blender, 1m (3ft)
Noisy Urban Area, Daytime	80	Garbage Disposal, 1m (3ft)
Gas Lawn Mower, 30m (100ft)	70	Vacuum Cleaner, 3m (10ft)
Commercial Area	60	Normal Speech, 1m (3ft)
Heavy Traffic, 90m (300ft)	50	Large Business Office
Quiet Urban Daytime	40	Dishwasher Next Room
Quiet Urban Nighttime	30	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	20	Library
Quiet Rural Nighttime	10	Bedroom at Night, Concert Hall (Background)
	0	Broadcast/Recording Studio
Lowest Threshold of Human Hearing		Lowest Threshold of Human Hearing

Figure 1

Source: Caltrans, District 11

When is Traffic the Most Noisy?

Traffic noise is often loudest during free-flowing or non-stop traffic, just before or just after peak travel periods. During peak travel periods, noise levels are generally lower due to congestion, which lowers traffic speeds and reduces other contributing factors.

Can Environmental Factors Change Traffic?

Yes, environmental conditions can have a profound effect on noise levels between the source (a highway) and a receiver (a residence or other building) that is within 200 feet of a highway. Wind is the single most important meteorological factor within 500 feet of a highway. Other factors such as air temperature, humidity, and turbulence also have significant effects on noise levels.

The distance between a highway and a residence can also affect noise levels. Doubling the distance between the highway and residence will result in a noise level reduction of three to 4.5 decibels, depending on the surface composition over which the noise is traveling. Figure 2 demonstrates how the distance between the highway and a residence can reduce noise, and by what intervals.

Topography or site geometry also plays an important role in determining a residence or other building's exposure to highway noise. Residences and buildings located farther from a highway may be exposed to higher noise levels, depending on how far above or below the highway the building is located. For this reason, it can be challenging to abate noise for residences up or down hill from a highway.

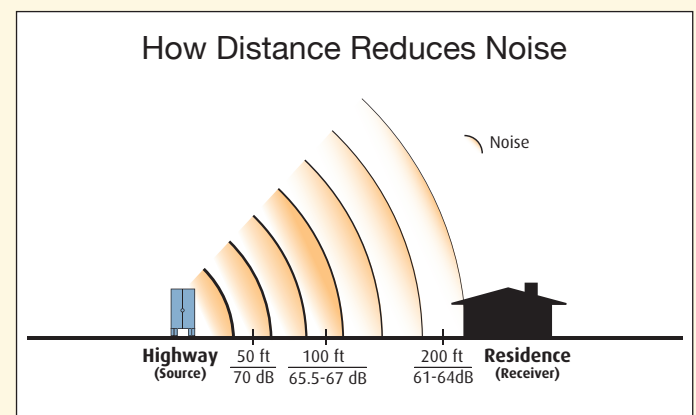


Figure 2

Source: Caltrans, District 11

How Will Traffic Noise be Addressed Along the I-805 South Corridor?

Noise barriers, typically sound walls or earthen berms (barriers created by mounds or banks of earth) or a combination of both, have been analyzed and are being designed to address traffic noise along the I-805 South corridor. Noise barriers are effective in reducing traffic noise if they can effectively break the line of sight between the highway and residences or other buildings and block, absorb, or redirect noise, as Figure 3 demonstrates. However, the hills, mesas, and canyons along I-805 make the use and effectiveness of noise barriers a challenge.

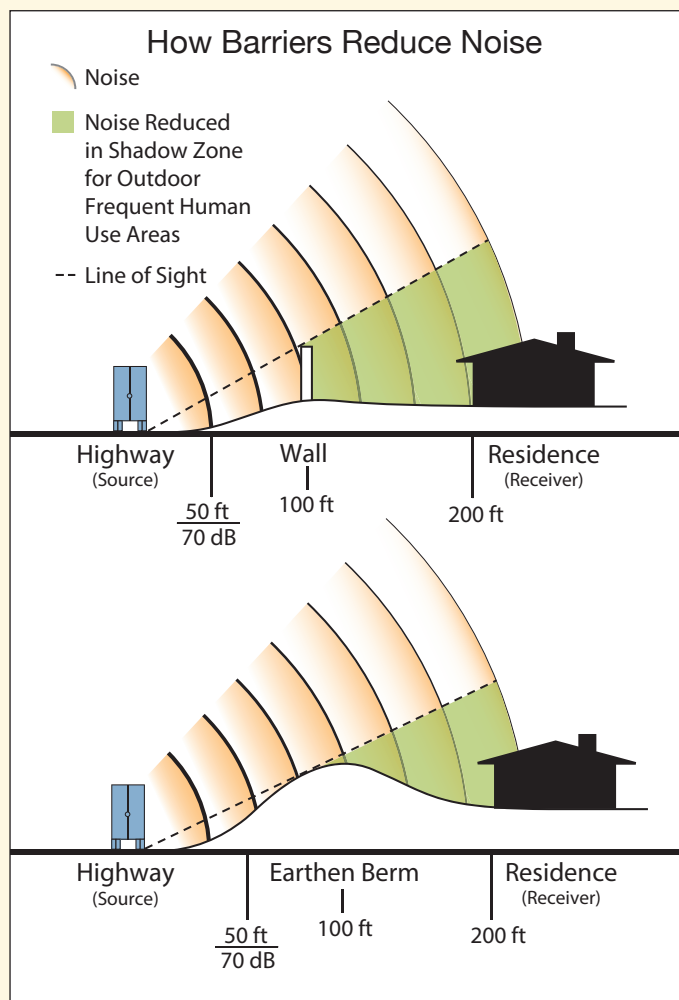


Figure 3

Source: Caltrans, District 11

Can Trees Block Traffic Noise?

Generally, no. In order for trees to effectively reduce traffic noise, they would have to be planted closely together, to block any visual path between the highway and a residence or other building, and the group of planted trees would have to be at least 100 feet thick or wide. In addition, the trees' heights would have to extend at least 16 feet above the line of sight. A single row of trees would not be an effective noise abatement measure, as Figure 4 demonstrates. It is not practical to plant enough trees alongside a highway to use this approach as an abatement strategy.

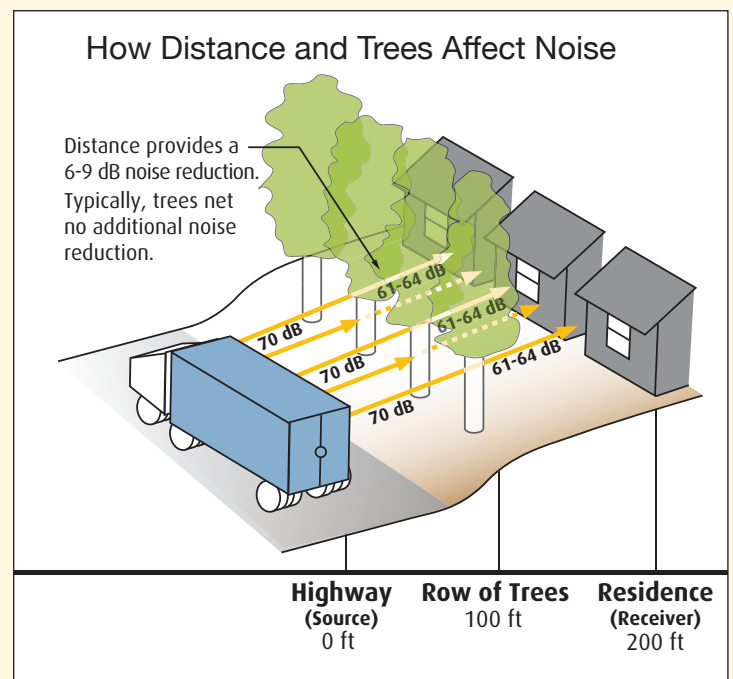


Figure 4

Source: Caltrans, District 11

Get updates on the I-805 South Project by visiting
KeepSanDiegoMoving.com
or **511sd.com**
or call the Construction Hotline at
(888) 941-5005
or email us at
I-805@KeepSanDiegoMoving.com

The environmental, social, health and economic impacts of recreational use of all terrain vehicles (ATVs) in North America:

The documented evidence
Environmental impacts

There are three fundamental concerns regarding the environmental impacts of recreational ATVing.

The first is landscape destruction, the second relates to vehicle emissions, and the third is noise. Experience in North America suggests that landscape damage from recreational ATVing is extensive and cannot be easily contained once ATVing gains a foothold.

The second concern, one that has more direct health implications is ATV exhaust emissions. According to the US Environmental Protection Agency, ATVs produce from 16 to 35 times the amount of air pollution of the average family car, and the exhausts contain several carcinogens. Such high levels of exhaust plumes, particularly given the propensity of users to ride in large convoys, present a very real yet uncharted health hazard to users.

The third environmental health concern is noise.

Noise is a key irritant for host communities and ambient noise is recognized by the World Health Organization as a significant health hazard. While there are numerous popular media accounts of nuisance noise from ATVs, and the State of California among other jurisdictions, has measured ATV noise levels and established standards, the health hazard to host communities is yet to be systematically assessed. Be that as it may, ATVs are said to have a large auditory footprint, over a kilometer as one approaches and similar distance as an ATV retreat.



LET'S CLEAR THE AIR IN MOUNT HOREB



- Let's not sit idly by with our motors running. We can save money and help improve our community's air quality with a simple turn of a key.  Opportunities include:
- Waiting to pick someone up (e.g., school or work)
- Drive-through transactions (e.g., pharmacies, banks, fast food, Las Vegas weddings)
- Warm up your vehicle not by idling, but by driving with gentle acceleration.
- Also: Limit the use of remote starters.
- For your next vehicle, consider a vehicle equipped with stop-start technology or even an electric vehicle.

FRONT

- Personal vehicle idling is the source of about half of all idling emissions.
- Idling of personal vehicles generates about 30 million tons of CO₂ every year.

- If each car in the United States idles just 6 minutes per day, nearly 3 billion gallons of fuel are wasted annually, costing drivers more than \$7 billion (when fuel is \$2.50/gal).



**Cleaner Air
For
Mount Horeb**

**Big Savings On
Fuel For
Residents**



BACK



AGENDA ITEM REPORT

MEETING DATE

January 28, 2025

PREPARED BY

Nicholas Owen, Administrator

AGENDA ITEM # 4.e

Shared Calendar Discussion

BACKGROUND

At last meeting there was some discussion on having a shared calendar so the committee can view the committees upcoming meetings, grant deadlines, events, etc. I had a little time to work on this and will try to have something tangible to present at the meeting.

RECOMMENDATION**ATTACHMENTS**

None



AGENDA ITEM REPORT

MEETING DATE

January 28, 2025

PREPARED BY

Nicholas Owen, Administrator

AGENDA ITEM # 4.f

Energy Plan/EIG Grant Update

BACKGROUND

The energy use data for Village vehicles and buildings has been given to Slipstream; from there they will prepare benchmarks to use in preparation of the energy plan. I still do not have a date for when Slipstream will present this information to the SNR committee but will keep you updated as this progresses.

RECOMMENDATION

ATTACHMENTS

None



AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
January 28, 2025	
AGENDA ITEM # 4.g	
Future Agenda Items	
BACKGROUND	
RECOMMENDATION	
ATTACHMENTS	
None	