



SALEM CLIMATE ACTION PLAN
Implementation Strategies – Summary Sheet
Updated July 2022

TL30 -TRANSPORTATION & LAND USE	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Implement a City policy that transitions all City-owned fleet vehicles to EVs, with priority emphasis on first replacing gas-powered vehicles. Consider electrifying City fleet vehicles at a faster rate than community members to lead by example.	Low	\$\$\$\$ \$5M and above	City	 	Short Now to 2 years
Lead: Enterprise Services Department (Fleet)					
Subject Matter Expert: Jim Schmidt					
Current Status: <ul style="list-style-type: none"> 4 new EV charging stations will be installed at Public Works Operations building (anticipated completion Summer 2023) A new Grant Coordinator position (1 FTE) has been recruited to assist in researching and writing grants for EVs, charging infrastructure and alternative fuels. Grant application submitted to ODOE for 4 new charging stations on July 8. Fleet and Engineering are investigating PGE Fleet Partner Program for 20 additional charging stations. City's obligation will be \$110K. Possible funding available from Fleet Fuel Fund savings. Police is considering purchasing all Hybrid patrol vehicles in FY 2023 Fleet has been using 99% Renewable diesel for last 2 years reducing CO₂ emissions of diesel engine vehicles by 66.1%. This simple change has produced the most cost-efficient reduction of GHG emissions and has reduced operating costs with reduced repairs to emission systems Current Diesel Use: 160,000 (not 600,000) gallons/year 					
Process: <ul style="list-style-type: none"> Implementation of Fleet Climate Action Plan (in process) Policy Development for Transition to EV's Planning for charging station locations and construction Prioritizing light-duty vehicles for replacement with comparable EVs. Current vehicle replacement schedule is 5-7 years or longer Researching costs/grants/budgetary requirements Budgeting Charging station installation and EV purchase 					

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Considerations:

Barriers of implementation:

- Charging Stations and infrastructure-
The City presently has zero EV chargers dedicated to Fleet vehicles.
- Advances in technology-
 - EV solutions for medium and heavy-duty vehicles are not currently available
 - Utility trucks, Dump trucks and Vac trucks
 - Ability to operate in cold weather
 - Snowplows and deicer equipment
 - Wireless EV charger technology – magnetic induction

Costs:

Staff time, construction and purchasing, maintenance:

- EV charging Infrastructure - chargers are \$4k each plus installation costs
- EV upfront costs are \$3-8k more than gas vehicles
- Long ROI - average City vehicle travels 5k miles annually

EV station maintenance contracts with outside vendors

Grants and ARPA funding may be available

Anticipated Timeline: In Process/Ongoing

Additional Information:

Recommendation-

- Amend TL30 - rename vehicle type from Electric Vehicle (EV) to Zero Emission Vehicles (ZEV) this allows more flexibility as technology advancement of propulsion sources become available.

Authority:

Departmental and City Manager Action.

Council action for future grants and overall budget.



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<u>TL24 -TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Charge for city-controlled parking (starting with on-street parking) using a supply/demand model intended to reduce parking in the central business district to 70-80% of supply.	High	\$\$ Up to \$500K	City	    	Short Now to 2 years
Lead: Urban Development Department					
Subject Matter Expert: Sheri Wahrgren					
Current Status: On Hold					
Process: <ol style="list-style-type: none"> 1) Council direction for staff to prepare an implementation strategy/plan for paid parking in downtown 2) Financial analysis to determine feasibility of converting free parking district model to paid on-street system 3) Determination of the number and locations of pay stations 4) Determination of cost estimates for removal of existing signage and installation of new. Cost estimates also for operating/maintaining budget assumption for paid parking system 5) Identification of funding source/budget for paid parking system 6) If RDURA is identified as funding source, an amendment to the RDURA Plan would be required 7) Development of communication strategy 8) Ordinance Bill to revise/delete SRC Chapter 7, Downtown Parking District 9) Revisions to Chapter 102, Parking <ul style="list-style-type: none"> Review equipment contract to determine if any amendment/revisions are required. Order equipment which comes from Sweden, so lead time for delivery can be months. Coordination of equipment installation and signage removal and new signage installation Public education about pay station operation/use 					
Considerations: <p>Public Outreach - Communication strategy to be developed which would include at a minimum, downtown businesses, downtown property owners, all neighborhood associations, and chamber.</p> <p>Initiate after November.</p> <p>The Downtown Advisory Board submitted a memo in conjunction with their FY2022-23 Parking Fund Budget recommendations requesting that Council consider a motion to move forward paid parking in downtown.</p> <p>Process and timing for eliminating current Parking Tax that businesses in downtown pay.</p> <p>Updating of data could be undertaken prior to November.</p>					



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Costs:

Anticipate consultant costs for communication strategy only.

Pending direction to move project forward.

Please note: Enforcement costs reside in the General Fund budget and would not be included as an expense against the revenue generated from paid on-street parking.

Anticipated Timeline: TBD

Additional Information:

Authority: Council direction to undertake this work. Agency action for RDURA Plan Amendment. Departmental Action. Council action for code changes.



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<u>TL34 -TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Implement telecommuting and flexible work hour policies for City employees when appropriate to work assignments. Encourage other employers in Salem, such as State agencies, to adopt similar policies.	Medium	\$ Up to \$200K	City	  	Short Now to 2 years
Lead: Human Resources Department					
Subject Matter Expert: Human Resources & All Department Directors					
Current Status: Existing Administrative Policy and Procedure (APP. 4.8 – Remote Work Policy)					
Process: APP 4.8 was approved in 2021. This policy establishes procedures for City employees that are eligible to work from a remote worksite. Department Director's approve remote work options based on individual Department need.					
Considerations: Potential impacts from DEQ Rule on Commute Trip Reduction Program – currently under development (see TL21). DEQ Rulemaking Advisory Committee has been established.					
Costs: City Issued Equipment					
Anticipated Timeline: In Process - Ongoing					
Additional Information:					
Authority: City Manager Approval					



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<u>EN04 -ENERGY</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Begin reporting community greenhouse gas emissions on a regular basis using a reporting platform that aligns with the Global Covenant of Mayors Common Reporting Framework.	Low	\$ Up to \$200K	City		Med Next 3-5 years
Lead: Public Works Department					
Subject Matter Expert: TBD					
Current Status: Latest Community Greenhouse Gas (GHG) Inventory was completed in 2019 (Cascadia Partners)					
Process: Staff have begun to request cost estimates for the collection of updated GHG data and new emissions report.					
Considerations: ICLEI – Local Governments for Sustainability USA recommends that GHG Inventories be updated every two years.					
Costs: Initial estimate (ICLEI) for updated inventory (data collection and inventory report) is \$6,500. Additional estimates will be solicited. Costs can increase substantially for the development of an automated tracking tool and external facing dashboard. This may be a future consideration.					
Anticipated Timeline: Initiate next update in 2022					
Additional Information:					
Authority: Departmental Approval					



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<u>EC07 -ECONOMIC DEVELOPMENT</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
<p>Conduct a review of City financial assets/investments to determine extent of holdings in fossil fuel companies. (a) Based on review, divest from fossil fuel holdings and</p> <p>(b) provide options to employees for alternative investment strategies in climate-friendly financial portfolios.</p>	Low	\$ Up to \$200K	City	   	Short Now to 2 years
Lead: Finance and Human Resources Department					
Subject Matter Expert: Josh Eggleston, Michelle Bennett					
<p>Current Status:</p> <p>(a) Inclusion of Environmental, Social, and Governance (ESG) Parameters in scoring investments of City funds.</p> <p>To meet the requirements of the new ESG parameters of the investment policy, a company must meet the following criteria:</p> <ul style="list-style-type: none"> ○ Issuer's ESG Risk Rating must be medium or lower as rated by Sustainalytics (less than 30 on a scale of 0-100, with lower scores indicating less ESG related risk) ○ Cannot be a company in the industries of energy services, oil & gas producers, or refiners & pipelines <p>The Finance Committee reviewed the proposed changes to the Policy at its meeting held on December 13, 2021 and approved forwarding the changes to the City Council.</p> <p>February 28, 2022, Council approved amending Council Policy No. C-7, Investment Policy and Portfolio Guidelines to include ESG parameters and industry exclusions.</p> <p>The Oregon Short Term Fund Board approved the changes in the City's investment policy.</p> <p>Public meeting held February 28, 2022.</p> <p>(b) Discussion with VOYA in process for potential of adding fossil-fuel free fund option for employees Currently Employees can opt to pay \$50/year to move funds into other investments outside of VOYA portfolio</p>					
<p>Process:</p> <p>(a) Divestment of investments to meet new policy in process. ESG scoring to be reviewed quarterly.</p> <p>(b) Adding new fund options must be approved by Deferred Compensation Plan Committee New funds must fall within credit rating criteria and meet ERISA (Employee Retirement Investment Security Act) requirements.</p>					



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Once new fund option added VOYA will announce.

Considerations:

(a) Rate of divestment strategy

(b) Opportunity for VOYA to provide more information to employees about climate friendly financial options in their retirement portfolios

Costs:

(a) Staff and consultant costs for ESG scoring and ranking reviews (proposed quarterly)

Anticipated Timeline: In-Process

Additional Information:

Authority: Departmental Approval for (a) and (b)



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<u>MW04 -MATERIALS & WASTE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Write and implement a sustainable purchasing policy for the City to be informed by best practices, reducing GHG emissions, limiting harmful chemicals, prioritizing local businesses, and ensuring safe and fair supply chains.	Low	\$ Up to \$200K	City	 	Short Now to 2 years
Lead: Finance Department					
Subject Matter Expert: Shawna Self					
Current Status: City has an existing Administrative Policy and Procedure for Sustainable Business Operations (APP #3.11) that was created in 2011. This policy can be reviewed and updated to ensure practices are in line with the City's Climate Action Plan.					
Process: Purchasing will initiate the review process of existing policy, provide recommended updates, and forward on to other Departments for feedback and review. Purchasing is reviewing policies from other nearby cities (Eugene, Multnomah County, Bend) to help inform the updates.					
Considerations:					
Costs: Staff Time					
Anticipated Timeline: Completion in Fall/Winter 2022					
Additional Information:					
Authority: Departmental and City Manager Approval					



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<u>MW05 -MATERIALS & WASTE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Develop more comprehensive sustainable specifications for City bidding/RFP processes.	Low	\$ Up to \$200K	City	 	Short Now to 2 years
Lead: Finance Department (Contracting & Purchasing)					
Subject Matter Expert: Shawna Self					
Current Status: Salem's Public Contracting Rules (Rules) are updated, as needed, based on legislative changes. The City's Rules were last amended in 2018. Rules should be reviewed and updated to ensure practices are in line with the City's Climate Action Plan.					
<p>Process: Purchasing to meet with Legal and City Leadership to review potential updates. Suggested revisions would be forwarded on to other Departments for feedback and review. City Council is the Local Contract Review Board and approves updates to Purchasing Rules.</p> <p>All updates will need to be posted on City website (with links to Sustainable Purchasing and Climate Action Plan) and disseminated to City staff and posted on the City Intranet page.</p> <p>Rule updates will trigger updates to contract language and could impact Engineering design standards.</p>					
Considerations:					
Costs: Staff Time					
Anticipated Timeline: Initiate in Summer 2022					
Additional Information:					
Authority: City Council Approval					



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<u>TL01 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Review the bike network in the Salem Transportation System Plan (TSP) to identify and prioritize E-W and N-S routes that connect major employment centers with areas of high-density housing, essential services (schools, grocery stores, food pantries, health care), and entertainment (restaurants, retail, event venues). Priority emphasis should be placed on connecting underserved areas with essential services.	Low	\$\$ Up to \$500K	City	  	Short Now to 2 years
Lead: Public Works Dept.					
Subject Matter Expert: Julie Warncke					
Current Status: Programmed to start in FY2022-2023					
Process: An update to the TSP will follow adoption of the Our Salem Project. The update will include a review and prioritization of the planned bike network. This update will also need to meet new State Transportation Planning Rules that were developed through the Climate Friendly and Equitable Communities Rulemaking.					
Considerations: The Land Conservation and Development Commission approved temporary rules in May 2022. Adoption of final rules is anticipated later this summer.					
Costs: Costs to the City may be higher; state funds may be available to help pay for a portion of the TSP update.					
Anticipated Timeline: Initiation in FY2022-2023. Update will be multi-year project.					
Additional Information: Identification of bike routes will build on existing Bike & Walk Salem Plan (as adopted in the Salem TSP).					
Authority: City Council					



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<u>TL03 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Complete Salem's sidewalk network throughout the city, with a priority emphasis on areas within a 1/4 mile of transit route. Assess safety levels of walking routes within 1/4 mile of bus stops and improve areas of greatest needs, such as northeast Salem that have been historically and currently neglected. Reference and revise Salem's sidewalk inventory as needed. Repair existing sidewalks to increase safety and mobility, include assessment and improvement of lighting along sidewalks for safety.	Medium	\$\$\$\$ \$5M and above		  	Short Now to 2 years
Lead: Public Works Dept.					
Subject Matter Expert: Brandon Klukis, PW Operations, and Julie Warncke, Transportation Planning					
Current Status: In-Process					
<p>Process: Public Works Operations is working on sidewalk repairs and responding to safety concerns on an on-going basis. Public Works is also launching a project to collect inventory and condition data for the street system, including sidewalks. This project will support project prioritization and ongoing asset management.</p> <p>The update to the Transportation System Plan (TSP) will identify and prioritize improvements needed to sidewalk infrastructure to meet requirements to plan for high quality pedestrian infrastructure.</p>					
<p>Considerations: The Land Conservation and Development Commission approved temporary rules in May 2022. Adoption of final rules is anticipated later this summer. The TSP update will include public outreach and engagement.</p> <p>The City is updating its ADA Transition Plan for Public Rights-of-way, starting with an assessment of barriers created by curb ramps and inaudible pedestrian signals. ADA requirements influence priorities and allocation of resources.</p> <p>Salem's sidewalk repair program results in shared responsibility for sidewalk repair with the City having the primary responsibility for older sidewalks (pre-1992), until brought up to standard, and repairs associated with street trees.</p>					
Costs: Significant ongoing program costs.					
Anticipated Timeline: Ongoing					
Additional Information:					
Authority: City Council and Departmental Approval					



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<u>TL12 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Amend City regulations so that where a transit stop is required, on-street parking shall be restricted in the area of the stop as defined by the Transit District in order to ensure unobstructed access by transit.	Low	\$ Up to \$200K	City	  	Short Now to 2 years
Lead: Community Development Dept.					
Subject Matter Expert: Eunice Kim					
Current Status: Completed.					
Process: Salem Revised Code amendments that address this strategy have been completed and are included in SRC 803.035(r).					
Considerations:					
Costs:					
Anticipated Timeline: Completed					
Additional Information:					
Authority: City Council					

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<u>TL 19 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Review and update the Salem Transportation System Plan (TSP) goals, policies, projects, and priorities to align with Our Salem, Climate Friendly and Equitable Communities Rulemaking, Statewide Transportation Strategy, and Oregon Bicycle and Pedestrian Safety Strategy Report in the areas of walking, bicycling, and transit use.	Low	\$\$ Up to \$500K	City	  	Short Now to 2 years
Lead: Public Works Dept.					
Subject Matter Expert: Julie Warncke					
Current Status: Pending State Rulemaking and Regional Work Plan					
Process: Final Climate Friendly and Equitable Community Rulemaking is expected in July of 2022. A temporary rule is presently in effect but subject to minor revisions. Once the rulemaking is final, the City will coordinate with regional partners to develop a Work Plan.					
Considerations:					
Costs: Costs may be higher depending on final requirements. Intend to seek state funding assistance.					
Anticipated Timeline: Final Rulemaking anticipated for July of 2022.					
Additional Information: DLCDC Climate Friendly and Equitable Communities Rulemaking Webpage: https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx					
Authority: City Council					



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<u>TL21 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Follow the DEQ rule requiring commute trip reduction program for Salem employers with more than 100 employees. City role as employer will be informed by State rules and necessary adaptations at the City-level. DEQ will require designated employers to provide employees incentives to commute to work by means other than driving alone in fossil fueled vehicles.	Medium	\$ Up to \$200K	DEQ/City	  	Short Now to 2 years
Lead: Department of Environmental Quality (DEQ)					
Subject Matter Expert: Julie Warncke					
Current Status: In Process, led by DEQ					
Process: DEQ Rulemaking Advisory Committee has been established (includes Julie Warncke for the City). Final Rule adoption anticipated early 2023 by DEQ. City (likely Human Resources Dept.) will need to develop commute reduction program. Anticipated that rule will require City to survey employees to meet requirements of rule. May require updates to the Salem Transportation System Plan, Transportation Demand Management Element.					
Considerations: Internal Outreach: As large employer, City-led outreach process to employees about commute reduction options. Coordination with Cherriot's Transportation Options Program for communications.					
Costs: Costs will depend on elements included in Commute Trip Reduction Program. Could include cost to subsidize transit passes or provide other incentives for employees to reduce single-occupancy vehicle trips.					
Anticipated Timeline: Anticipate final rule adoption in early 2023.					
Additional Information: DEQ Rulemaking Webpage: https://www.oregon.gov/deq/rulemaking/Pages/tripreduction2021.aspx					
Authority: City Manager and possibly City Council (for budget allocations)					



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<u>TL28 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Facilitate the provision of expanded electrical service capacity for charging electric vehicles in new developments with more than five parking spaces in accordance with HB 2180.	Medium	\$ Up to \$200K		   	Short Now to 2 years
Lead: Community Development Dept. – Building & Safety					
Subject Matter Expert: Rebai Tamerhoulet					
Current Status: HB 2180 passed in Legislature					
Process: <ul style="list-style-type: none"> HB 2180 requires Director of Department of Consumer and Business Services to amend state building code to require that new construction of certain buildings include provisions for electrical service capacity for specified percentage of parking spaces. Requires director to make code amendments effective July 1, 2022. Allows municipality to adopt local percentage of parking space requirements higher than state building code requirements. Salem automatically complies with State Building Code 					
Considerations:					
Costs:					
Anticipated Timeline: Permanent rule filed June 30, 2022					
Additional Information: https://www.oregon.gov/bcd/laws-rules/Pages/proposed-rules.aspx (once adopted, will be listed on Recently adopted rules page at https://www.oregon.gov/bcd/laws-rules/Pages/adopted-rules.aspx)					
Authority: Oregon State Department of Consumer and Business Services – Building Codes Division					



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<u>TL29 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
<p>Amend City code to align with the proposed State rule from the Climate-Friendly and Equitable Communities Rulemaking regarding all major remodel and renovation projects to provide EV charging to existing parking garages or commercial buildings with more than 40 parking spots, and residential developments and mixed-use buildings with five or more parking spaces on a lot or parcel.</p> <p>Note: Adjustments to this strategy may be informed by updated Transportation Planning Rules and related administrative rules for Oregon as implemented through the Climate-Friendly and Equitable Communities rulemaking process.</p>	Medium	\$ Up to \$200K	City	   	Medium 3-5 years
Lead: Community Development Dept. – Building & Safety					
Subject Matter Expert: Rebai Tamerhoulet					
<p>Current Status: In Process. Wording has changed from TL 29 strategy.</p> <p>Climate Friendly and Equitable Communities draft rule requires 40% of new parking spaces be EV ready. “...for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.”</p>					
<p>Process:</p> <ul style="list-style-type: none"> May 19, 2022 LCDC adopted temporary Climate Friendly and Equitable Communities Rule July 2022 LCDC expects to adopt final Climate Friendly and Equitable Communities Rule with minor amendments to temporary Rule 2022-2023 Salem adopts code changes in accordance with State rules (deadline in temporary rules is March 31, 2023) 					
Considerations:					
Costs:					
Anticipated Timeline: Adoption by March 31, 2023					
Additional Information:					
Authority: City Council					



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<u>TL39 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
<p>Continue to minimize setback requirements to allow for more dense development, which in turn promotes walkable neighborhoods.</p> <p>Note: Align with Our Salem.</p>	Medium	\$ Up to \$200K	City	  	Short Now to 2 years
Lead: Eunice Kim					
Subject Matter Expert: Eunice Kim					
Current Status: In-Process with proposed map changes and code amendments through Our Salem					
<p>Process: Setbacks are proposed to be minimized in mixed-use areas through the Our Salem project. The project includes map changes and code amendments that address this strategy.</p> <p>July 11, 2022, scheduled for Council deliberations.</p>					
<p>Considerations: Potential for appeal following adoption</p>					
Costs:					
Anticipated Timeline: Completion in 2022					
Additional Information:					
Authority: City Council					



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<u>TL40 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
<p>Amend City code to eliminate parking minimums throughout Salem, with priority focus along Cherriots' Core Network.</p> <p>Note: Align with Our Salem.</p>	Medium	\$ Up to \$200K	City	  	Short Now to 2 years
Lead: Community Development Dept.					
Subject Matter Expert: Eunice Kim					
Current Status: Already eliminated for multi-family					
<p>Process:</p> <p>The City has already eliminated parking minimums for multi-family housing along the Cherriots' core network and for middle housing (e.g. townhouses, two family, three family, four family, and cottage clusters). Through the Our Salem project, parking minimums are proposed to be further eliminated for mixed-use development that contains multifamily housing along the core network.</p> <p>Climate Friendly & Equitable Community Rulemaking - the City (within the next year) will need to make policy decisions related to parking regulations and parking management to comply with new rulemaking, or certain changes to parking regulations will be automatically applied. One option will be to consider eliminating minimums across the city for all uses.</p> <p>Map of Core Network: https://www.cityofsalem.net/home/showpublisheddocument/5428/637852684124670000 </p>					
<p>Considerations:</p> <ul style="list-style-type: none"> May 19, 2022 LCDC adopted temporary Climate Friendly and Equitable Communities Rule July 2022 - LCDC expects to adopt final Climate Friendly and Equitable Communities Rule with minor amendments to temporary Rule 					
Costs:					
Anticipated Timeline: Will be bringing to Council policy decisions regarding parking mandates, likely within the next 12 months.					
Additional Information:					
Authority: City Council					



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<u>TL41 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
<p>Coordinate with long range transit plan to encourage the majority of new housing and employment developments to be built in walkable, compact mixed-use neighborhoods and in areas that are well served by transit. Incentivize (e.g., through higher heights and higher minimum density requirements) in high impact areas, such as the core transit network. Note: Adjustments to this strategy may be informed by updated Transportation Planning Rules and related administrative rules for Oregon as implemented through the Climate-Friendly and Equitable Communities rulemaking process.</p>	Medium	\$\$ Up to \$500K	City		Short Now to 2 years
Lead: Community Development Dept. - Planning					
Subject Matter Expert: Eunice Kim					
Current Status: In-Process					
<p>Process:</p> <ul style="list-style-type: none"> • 2022 Salem coordinates with Cherriots on its long-range transit plan • 2022 Salem City Council adopts the Our Salem project • 2022 State adopts Climate Friendly and Equitable Communities rules • 2022-2023 Salem develops regional work program in accordance with State rules, including timeline for amendment Salem Transportation System Plan to incorporate Cherriots long-range transit plan • 2023 Salem completes study of potential Climate Friendly Areas per State rules 					
Considerations:					
Costs:					
Anticipated Timeline: See timeline above.					
Additional Information:					
Authority: City Council					



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<u>TL15 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Support super-transit network efforts to reduce external VMT by lobbying the State for intercity transit resources and improvements within the Willamette Valley, including optimizing the timing of trains to better support commuting to/from Salem.	Medium	\$ Up to \$200K	City	    	Short Now to 2 years
Lead: TBD					
Subject Matter Expert: Robert Melbo, Oregon Department of Transportation					
Current Status: Intercity Draft Oregon State Rail Plan Implementation Plan under review by Rail Advisory Committee (2022). Oregon Passenger Rail Service Development Plan (SDP) completed in 2021. Extension of the Westside Express (WES) Commuter Rail line to Salem/Keizer on hold due to variety of barriers identified in 2010.					
<p>Process: There are 3 components embedded in this strategy as worded:</p> <ul style="list-style-type: none"> • “super-transit network”- an integrated multi-modal network, such as linking rail stations with bike share or bus systems. • “intercity transit”- Amtrak provides intercity transportation in the region but is not allowed to optimize the timing of trains for commuters. “High Speed Rail” could also be provided by Amtrak but would require dedicated rail tracks as not compatible with freight trains. • “optimizing timing” for commuter use. To optimize for commuters a dedicated “Commuter rail” would be needed. Example is the WES line which currently terminates in Wilsonville. <p>Intercity The Oregon Passenger Rail Service Development Plan (SDP) was completed in February 2021. It lays out the overall scope and approach for expansion of intercity passenger rail service between Eugene and Portland, Oregon, over the next 20 years. Scope of the SDP is to significantly increase passenger rail service in the region, with up to six daily round-trip trains connecting communities within the Willamette Valley and to cities in Washington state and Vancouver, British Columbia (BC).</p> <p>The SDP builds off the Oregon Department of Transportation (ODOT) State Rail Plan and the Environmental Impact Statement (2020). This is currently being updated.</p> <ul style="list-style-type: none"> • It is federally required that the SDP be updated every 4 years. The Rail Advisory Committee is reviewing the final Rail Implementation Plan. <p><i>Final Oregon Passenger Rail Tier 1 Final Environmental Impact Statement and Record of Decision (April, 2021) selects a preferred alternative. It would provide improved passenger rail service to meet future intercity travel demand, improve rail facilities, reduce journey times, and improve connections with regional public transit services for improved passenger rail service for the 130-mile corridor between Eugene-Springfield and Portland, Oregon.</i></p>					



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High Speed Rail

- Defined as having speeds of 125 mph or more
- Connects major metropolitan areas
- Would require acquisition and development of grade separated lines
- Would require dedicated right-of-way with catenary overhead system (OCS)
- Difficult to share tracks with freight rail due to vast differences in operating speed
- Typical trip lengths 150 miles

WES Commuter Rail System Extension to Salem/Keizer

- Urban/suburban services provided over conventional railroad trackage. Rail network considered part of the general railroad system
- When Congress created Amtrak in 1970, it mandated that the freight system must allow Amtrak to operate intercity passenger service on the system, but exempted commuter rail. Therefore, the railroads do not have to accommodate commuter rail service on their lines.
- WES currently runs between Beaverton and Wilsonville
- 2009 HB 2408 requested report by October 1, 2010 on feasibility of extending WES to Salem
- 2010 Oregon Rail Study Chapter 6 discusses WES extension
- “Extension of the WES commuter rail line to Salem would involve many jurisdictions, including the State of Oregon; Washington, Marion and Clackamas counties; the cities of Wilsonville, Woodburn, Keizer and Salem; the PNWR and BNSF railroads; and the transit agencies throughout the corridor—TriMet, SMART, CAT, and Cherriots. These agencies would need to work together to implement the extension. One of the lessons from WES was that successful implementation of the new commuter rail service was the result of visible and consistent local champions throughout the planning and construction of the project. A similar coalition of proponents from the Wilsonville to Salem area local agencies has not yet emerged.” (Oregon Rail Study, 2010 pg.149)
- ODOT plans to eventually build out to six Cascades roundtrips daily between Portland and Eugene to function, at least partially, as “commute” trains between Salem and Portland. But even with six trains running each direction between Eugene and Portland, the schedules of these trains will not necessarily be timed for the needs of commutation between Salem-Portland.

Considerations: ODOT is focused on improvements to Amtrak intercity service. The current Rail Needs Inventory does have some projects in Salem. All projects will go through scoring and prioritization process by RAC. This process still being determined. Prioritized projects do not need approval from Legislature

Most of the projects are conceptual and are not “shovel ready”. The idea is that these are identified needs that are potential candidates for development through preliminary engineering, etc. into projects that could be funded by various grant programs, depending upon how their characteristics match the objectives of grant opportunities.

- Consider focus on local improvements to integrated multi-modal network, such as linking Amtrak rail station with bike lanes and bus system. Bike lockers and bike share options currently exist at the station.
- Future ODOT projects may benefit from letters of support from City.

Costs: Infrastructure and Jobs Act could provide grants for improvements to Amtrak Cascades intercity service. Matching funds for grants an issue for ODOT.



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Anticipated Timeline: Draft Rail Inventory going to RAC in September 2022. This includes 7 projects in Salem.

Additional Information:

<https://www.oregon.gov/odot/RPTD/Pages/Passenger-Rail.aspx>

<https://www.oregon.gov/odot/RPTD/Pages/Oregon-State-Rail-Plan-Implementation.aspx>

Authority: Oregon Department of Transportation and Federal Transit Authority / Federal Rail Authority



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<u>EN12 – ENERGY</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Develop a comprehensive approach to increasing energy efficiency in municipal buildings, including setting a goal for increased energy efficiency in all City-owned buildings, benchmarking, deep energy retrofits, policies to require energy efficient practices and regular reporting.	Medium	\$\$ Up to \$500K	City	 	Short Now to 2 years
Lead: TBD					
Subject Matter Expert: Roger Kainu (Residential) & Blake Shelide (Commercial), Oregon Department of Energy (ODOE)					
Current Status: Need to develop baseline of present energy use in City-owned buildings					
<p>Process:</p> <p>There are 5 components related to municipal buildings embedded in this strategy as worded:</p> <ol style="list-style-type: none"> 1) Setting a goal for energy efficiency –Goals are intended to reduce energy over a specified time frame as defined in a SMAET manner (SMART = specific, measurable, attainable, relevant and time-bound). Goals could be set as % improvement over baseline for low performance buildings for example. 2) Energy benchmarking – benchmarking measures a building’s energy use and compares it to the average for similar buildings. Benchmarking assesses current energy use (baseline) and compares it to similar building types. Standard is to use Energy Star Portfolio Manager software for data input. This provides a score of 1-100. This step should occur before #1. 3) Energy retrofits – A qualified energy auditor would be needed to assess identified low-performance buildings for energy retrofits to improve their performance. Costs and timelines will vary depending on the recommended retrofits. 4) Policies requiring energy efficiency – A new City policy would need to be developed. May tie back to goal and/or LEED standards for new buildings or increasing energy performance in specific existing buildings. 5) Reporting – run Energy Star Portfolio Manager on regular basis to track progress. <p>A free online tool developed by the EPA (Energy Star Portfolio Manager) is available that provides an assessment of energy use and comparison to other similar building types. Use of this tool requires some initial training and dedicated staff time for data entry. This would provide a baseline of energy use in City-owned buildings but will not identify potential retrofits for increased efficiency. This will require an energy audit that is conducted by qualified firms.</p>					
Considerations: May need to hire an energy assessor/consultant for energy audits and retrofit recommendations/cost estimates of priority city owned buildings.					
Costs: Varies depending on consultant costs, retrofits undertaken					



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Anticipated Timeline: TBD

Additional Information: <https://www.energystar.gov/buildings/benchmark>

Authority: City of Salem – Departmental Approval



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<u>EN18 - ENERGY</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Incentivize the construction of smaller and more energy efficient houses. - Continue to allow attached housing and accessory dwelling units (ADUs) - Amend code to allow cluster and cottage developments in single-family areas.	Medium	\$\$\$ Up to \$5M	City	 	Short Now to 2 years
Lead: Community Development & Public Works					
Subject Matter Expert: Bryce Bishop and Glenn Davis					
Current Status: <ul style="list-style-type: none"> Unified Development Code was amended in March 2022 to allow cottage cluster developments in single-family zoned areas. A cottage cluster is defined under SRC Chapter 111 as, “...a group of five to twelve detached dwelling units, each with a maximum building footprint of 900 square feet, that are located on an individual lot and include a common courtyard.” Cottage clusters are allowed now as a special use in the City’s single family residential zones. Because they’re allowed as a special use, they must meet the additional standards of SRC 700.011. These standards include such things as the minimum required size of the central common courtyard, orientation of the cottages to the courtyard and/or the street, pedestrian access requirements, off-street parking location and setback requirements, etc. 					
Process: <ul style="list-style-type: none"> Code revisions to allow ADUs and cottage cluster developments have been completed ADU’s are presently exempt from System Development Charges (beginning June 30, 2019 to July 1, 2024) per Salem Revised Code Chapter 41.150(9) Consider extension to SDC exemption for ADU’s beyond 2024 Additional incentives have not been established 					
Considerations: <ul style="list-style-type: none"> Continued SDC exemption will require an amendment to SRC Ch. 41 					
Costs:					
Anticipated Timeline: Code amendment and SDC waiver have been completed					
Additional Information:					
Authority: City Council					



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<u>EN20 – ENERGY</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Implement a City ordinance that requires a Home Energy Score be provide to prospective home buyers. Follow guidance from Home Energy Score programs established in other Oregon cities, including Portland and Milwaukie.	Low	\$ Up to \$200K	City	 	Medium 3-5 years
Lead: TBD					
Subject Matter Expert: Roger Kainu, Oregon Department of Energy					
Current Status:					
Process: Code and Ordinance development, public outreach					
<p>Considerations: Home Energy Scores (HES) estimate energy use, associated costs, and energy solutions to cost-effectively improve the building’s energy efficiency. Each energy score is shown on a simple one-to-ten scale, where a ten represents the most efficient buildings. Energy assessments should be done by certified energy assessors.</p> <p>Portland, Milwaukie, and Hillsboro have adopted mandatory requirement for HES. Corvallis, Eugene and Bend also in process of new ordinances requiring HES.</p> <p>Some cities provide financial assistance or no-cost energy assessments for low-income residents.</p>					
Costs: Cost for single family residential home energy score estimated at \$125-250, depending on size of home (2021).					
Anticipated Timeline: TBD					
Additional Information: https://www.oregon.gov/energy/save-energy/pages/heps.aspx					
Authority: City Council					



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<u>MW21 – Materials & Waste</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Explore incentives for residences and businesses that reduce food waste, including the use of a pay structure for municipal waste disposal services based on lower overall costs for lower rates of contamination.	Medium	\$ Up to \$200K	City		Long Beyond next 5 years
Lead: Finance					
Subject Matter Expert: Ryan Zink					
Current Status: <ul style="list-style-type: none"> Public Hearing for 2023 Solid Waste Rates has been scheduled for August 22, 2022 Proposal includes new option for every other week 20-gallon service (residential customers) and an enhanced discount program for low-income and disabled residents 					
Process: <ul style="list-style-type: none"> This strategy specifically calls out food waste. Efforts that help to reduce other forms of solid waste can also be explored Potential impacts on low-income and marginalized communities should be considered with any potential adjustments to pay structures and/or development of other incentives State statute (ORS 458.017(b) gives local jurisdictions the responsibility for the management of solid waste Salem Revised Code Chapter 47 provides framework for the citywide solid waste management program Interest in new rate structures for residential and commercial service has been received (e.g., “pay-as-you-throw”, “zero-waste”) Staff have initiated research into programs from other jurisdictions Potential impacts from the adoption of Senate Bill 582 (beginning July 2025) should be factored into future program A Council adopted Solid Waste Policy is recommended (2023-24) to clarify the direction forward 					
Considerations: <ul style="list-style-type: none"> Revisions to Salem Revised Code may be needed Program changes will require extensive public outreach and engagement 					
Costs: TBD					
Anticipated Timeline: Initiate Policy development in 2023					
Additional Information:					
Authority: City Council					



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Updated 7/26/2022

<u>MW22 – Materials & Waste</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Explore how to send waste to landfill rather than Covanta plant.	Medium	\$\$ Up to \$500K	City	 	Medium Next 3-5 years
Lead: TBD					
Subject Matter Expert: Ryan Zink					
Current Status: <ul style="list-style-type: none"> Less than 50% of municipal solid waste in Marion County is presently sent to the Waste-to-Energy Facility (Covanta) in Brooks Remainder of municipal solid waste is presently routed to the Coffin Butte landfill north of Corvallis. Coffin Butte and Covanta are presently the only locations that are available for the disposal of municipal solid waste in Marion County Marion County has legal authority to direct the flow of solid waste generated within the County to disposal locations that it designates (ORS 489.125) 					
Process: <ul style="list-style-type: none"> No other alternatives presently exist in Marion County Consider increased and focused efforts to reduce solid waste as a priority step 					
Considerations: <ul style="list-style-type: none"> An expansion of Coffin Butte landfill is needed (within the next 3-4 years) to continue to accept solid waste The proposed expansion of Coffin Butte is not yet approved Not everyone is supportive of waste stream from Marion County being transported to Coffin Butte Long distance transport of solid waste (by road or by rail) may be present 					
Costs: TBD					
Anticipated Timeline: TBD					
Additional Information:					
Authority: Marion County, City Council					



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TL08 – TRANSPORTATION & LAND USE	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
Increase bus service, e.g., a majority of routes should operate with at least 30-minute intervals until midnight, seven days a week. Work with City to communicate updated services through community partners and media outlets (e.g., both Spanish and English radio stations).	High	\$\$\$\$ \$5M and up	Cherriots	   	Short Now to 2 years
Lead: Cherriots					
Subject Matter Expert: Ted Stonecliffe and Chris French, Cherriots					
Current Status: Cherriots Long Range Transit Plan is currently under development. This Plan will provide an outline for the continued expansion of services and funding priorities over the next 20 years.					
Process: <ul style="list-style-type: none"> The Long Range Transit Plan (LRTP) was initiated in 2021 with an Existing Conditions Snapshot Report, review of local, regional, and state transportation plans, and stakeholder outreach & engagement activities designed to collect data and feedback on public transit service needs and priorities. A Public Engagement Report (with summary of collected data and findings) was completed in February 2022. Feedback highlights desires for increased frequency of service, an increase in the number of geographic areas served, and interest in reduced and/or free bus fares for riders. An online Open House that provides a summary of the information received, potential scenarios/strategies forward, and an additional opportunity for the public to weigh in and provide input went live on July 20, 2022. The LRTP will be drafted in the fall of 2022 and finalized by the end of the year. Once finalized, this plan will help to inform updates to the Metropolitan Transportation Plan (SKATS) and the City's Transportation System Plan, and prioritized improvements for all Cherriots services. City and Regional plans can incorporate design options that help to reduce traffic congestion and increase the efficiency and speed of local buses (e.g., short sections of dedicated travel lanes). The City of Salem can continue to help share and amplify Cherriots messaging and opportunities through City social media platforms, newsletters, and local media partners. 					
Considerations: The LRTP is a 20-year plan to outline needed improvements and funding. This plan will inform system improvement priorities for the short-term service plans that are completed every 2-3 years.					
Costs: An increase in funding through HB 2017 (employee payroll tax) and the potential future development of an Employer Payroll Tax (2026) will help to fund system improvements.					



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Anticipated Timeline: Long Range Transit Plan will be completed by the end of 2022.

Additional Information: <https://www.cherriots.org/LRTP/>

Authority: Cherriots



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<u>TL09 – TRANSPORTATION & LAND USE</u>	GHG Reduction Potential	Cost	Lead Agency	Co-Benefits	Suggested Timeframe
As part of developing a Long Range Transit Plan, identify currently-underserved areas and determine opportunities for first expanding transit service to these currently-underserved areas. Place priority emphasis on increasing the connectivity between West Salem and key locations throughout the City. Transit expansion should also include increasing service to employment centers in outlying areas (e.g., Cordon Road/Mill Creek Corporate Center).	Medium	\$\$\$ Up to \$5M	Cherriots	  	Short Now to 2 years
Lead: Cherriots					
Subject Matter Expert: Ted Stonecliffe and Chris French, Cherriots					
Current Status: Cherriots Long Range Plan is currently under development.					
Process: <ul style="list-style-type: none"> Long Range Transit Plan (LRTP) was initiated in 2021 with an Existing Conditions (Snapshot Report), review of regional transportation plans, and stakeholder outreach & engagement activities designed to collect data and feedback on public transit service needs and priorities. A Technical Advisory Committee includes transportation experts from the City's Transportation and Land Use Planning departments as well as Traffic Engineering to give in-depth review of the project's analysis and development of the plan. Plan development includes the collection of data and information on existing use, potential gaps in areas served, and anticipated future need. Cherriots is assessing the expanding need for services both citywide and in outlying areas. 					
Considerations: Public feedback and computer modeling support frequency enhancements to Cherriots Core Network routes (those serving major corridors like Lancaster Drive NE/SE, Commercial Street SE, and Center Street NE), while establishing new transit routes in areas currently underserved or not served at all.					
Costs: An increase in funding through HB 2017 (employee payroll tax) and the potential future development of an Employer Payroll Tax (2026) will help to fund system improvements.					
Anticipated Timeline: Long Range Transit Plan will be completed by the end of 2022.					



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Additional Information: <https://www.cherriots.org/LRTP/>

Authority: Cherriots



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