



Salem Climate Action Plan 2023 Annual Report January 17, 2024

The Salem Climate Action Plan (CAP) was finalized in 2022 and was developed under the guidance of a diverse stakeholder task force and with input from the community. The Plan includes 183 different strategies that are designed to reduce greenhouse gas (GHG) emissions and increase resiliency in Salem. These strategies are organized by seven different category areas: Transportation and Land Use, Energy, Economic Development, Natural Resources, Community, Food Systems, and Materials and Waste.

2023 Work Plan Activities

In January of this year, staff presented the City's CAP Committee with a draft Work Plan for 2023. This Work Plan identified 15 different strategies to focus on for the calendar year and provides the basis for this first Annual Report. The present status of each of the Work Plan strategies is summarized below. Additional CAP related highlights and achievements for the year are included at the end of this report.

Transportation & Land Use (TL)

TL 19: Salem Transportation System Plan (TSP) update.

The multi-year process to update the City's TSP ([Salem in Motion: Connecting People and Places](#)) has begun. This Plan update will integrate the new State rules for Climate Friendly and Equitable Communities (CFEC) and will be completed in phases. Many of the CFEC rules are aligned with the goals of the CAP and are intended to reduce greenhouse gas emissions from transportation and land use while also increasing housing choices.

Phase 1 of the TSP update requires collaboration with additional jurisdictions on a Regional Scenario Planning Study, the completion of a Regional Work Program to guide these efforts, and an Intergovernmental Agreement (IGA) with the Oregon Department of Transportation. The Regional Work Program was finalized and submitted to City Council on June 26, and it is anticipated that the IGA will be submitted in November. A staff-level kick-off meeting with local partners and consultants was held September 21. A separate *Study of Walkable, Mixed-Use Areas* was completed and submitted to City Council on September 25.

TL 21: Follow new DEQ commute trip reduction rules.

The Oregon Department of Environmental Quality (DEQ) initiated a process to revise and expand the Employee Commute Options Program in May of 2022. This program presently requires that all employers in the Portland metropolitan area with 100 or more employees prepare a plan and provide incentives for reducing employee commute trips. From May 2022 through April 2023 Transportation Planning staff participated on the Rulemaking Advisory Committee for the expanded rules. In May 2023,

notice was sent to this Committee informing that the rulemaking process has been temporarily paused to allow time for DEQ staff to review stakeholder feedback and the draft rule concepts in more detail. Additional detail from the DEQ on when this rulemaking process might move forward has not yet been received.

TL 24: Charge for City-controlled parking (starting with on-street) in central business district.

A *Downtown On-Street Paid Parking Implementation Plan* was submitted to City Council on June 26. This plan identifies a need for consultant support to prepare a financial analysis and a communication plan and provides an anticipated timeline for a list of critical tasks. Per this timeline, an amendment to the Riverfront-Downtown Urban Renewal Plan to add paid parking technology infrastructure and financial and communication consultant services as a new project was presented to and approved by the Urban Renewal Agency on August 28. In anticipation of this effort, \$2,100,000 in Urban Renewal Agency funds were identified in the 2024-28 Capital Improvement Plan for FY 2024.

TL 40: Amend City code to eliminate parking minimums.

This strategy has been completed. A public hearing on Ordinance 4-23 (code amendments to eliminate minimum off-street parking) was conducted at the April 10 City Council meeting, with a second reading of the proposed ordinance held on April 24. The ordinance passed and became effective on May 24, 2023. Parking maximums still apply per the State Climate Friendly and Equitable Communities Rules.

Energy (EN)

EN 12: Develop a comprehensive approach to increasing energy efficiency in municipal buildings.

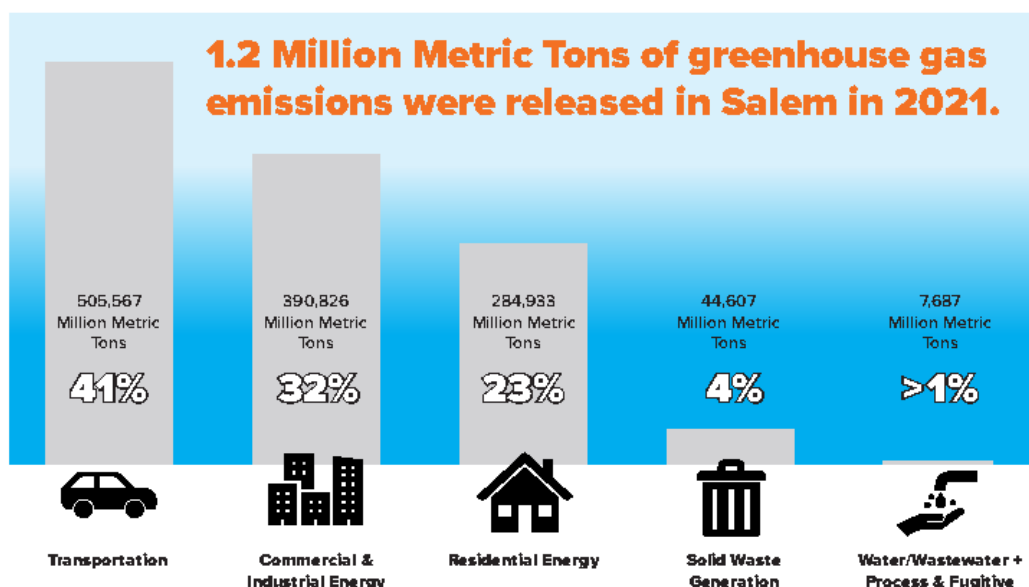
The Salem Planning Commission reached out to the National Renewable Energy Lab (NREL) this summer and connected City staff to the Communities to Clean Energy (C2C) Expert Match Pilot Program. This program is funded by the Department of Energy (DOE) and provides the City with up to 60 hours of expert technical assistance at no cost. Through this effort, NREL staff have researched municipal and community energy plans across the country, and are providing assistance with the development of a Scope of Work for a Municipal Energy Plan that would help the City improve the energy efficiency of City buildings and infrastructure, and help to accelerate the implementation of additional energy related strategies in the CAP. Staff will submit a grant application to the DOE through the Energy Efficiency and Conservation Block Grant Program for the funds that will be needed to complete an energy plan.

In June of this year, it was announced that the City had received a second \$1M grant from the Oregon Department of Energy (ODOE) through the Community Renewable Energy Grant Program to replace a hot water boiler system that works with the Cogeneration system at the Willow Lake Wastewater Treatment Facility. This cogeneration system captures the gases that are released during the wastewater treatment process and converts it into heat and electricity that is used onsite at Willow Lake.

Staff from the Willow Lake Wastewater Treatment Facility and the Geren Water Treatment Facility have just signed on to an agreement with the Energy Trust of Oregon to participate in a Strategic Energy Management program. This program provides training, technical support, and cash incentives to the City for completing low and or no-cost operational adjustments that reduce overall energy use. These efforts will help to inform future energy planning at the City.

EN 04: Begin reporting community GHG emissions on a regular basis.

The 2021 Inventory of Community Greenhouse Gas Emissions was completed in February, and the results were presented to the CAP Committee on March 6. Based on the results of this sector-based inventory, an estimate of more than 1.2 million metric tons of greenhouse gas emissions were released in Salem in 2021 from emission producing activities that include energy use, waste disposal, water and wastewater treatment, and transportation. The single largest source of emissions was from transportation (41%), which includes gas/diesel vehicles, public transit, aviation, and rail travel. This was followed by emissions from local commercial and industrial energy use (32%), and residential energy use (23%), which includes the use of electricity as well as natural gas and other home heating fuels. These results are displayed in the graphic below. It is recommended that the City complete another sector-based community-wide inventory of emissions in the next two to five years.



EN 07: Hire a full time City Climate Action Plan Manager.

In November 2022, the CAP Committee approved a motion to fund a dedicated Climate Action Plan Manager staff position. The job announcement for this new position was posted for a 2-week open external recruitment period on June 26. Position interviews were conducted on August 10, and a final candidate was selected and has accepted. The new Climate Action Plan Manager begins work at the City on November 6.

EN 11: Create a Climate Champion Partnership Program.

Staff initiated research and has identified example Climate Champion Partnership programs from other jurisdictions that could potentially be replicated or recreated in Salem. One relevant program in Dane County, Wisconsin (The Climate Champions Program) provides an opportunity for local businesses and organizations to receive formal recognition for meeting sustainability criteria in multiple category areas (i.e., building energy use, building design, fleet operations, employee commuting, water saving and waste diversion practices, net carbon emissions, etc.).

Marion County has also recently partnered with Lane County to create an Oregon Green Business Engagement Network, called “Oregon ReThink”. This new platform will allow business certification data and recertification data to be stored in one space and linked to a metrics dashboard where various sustainability factors can be tracked and compared (e.g., CO2 reductions, water conservation and energy use). There may be future opportunities to partner or collaborate with Marion County on this program.

EN 29: Work to create a network of renewable-base microgrids throughout Salem.

The City’s first \$1M grant from the Oregon Department of Energy (ODOE) Community Renewable Energy Grant Program was received in 2022 to construct Oregon’s first-ever community microgrid in Southeast Salem. The microgrid will be connected to the City’s new Public Works Building and Portland General Electric’s distribution system and can serve multiple customers independently in the event of a power outage. It will be able to supply emergency power to the Public Works Building, six apartment buildings with 96 units, 34 homes, four government buildings and one business.

The Performance Agreement with ODOE for this grant was finalized in June and the solar photovoltaic panels at the new Public Works Building that will feed the constructed microgrid are now operational. Per the ODOE Grant Agreement, this project needs to be completed by December 31, 2024.

EN 30: Adopt a Communitywide Clean Energy Program per House Bill 2021.

Portland General Electric (PGE) provided an update to CAP Committee on May 8 on the 2023 Clean Energy Plan and Integrated Resource Plan that was filed with the Oregon Public Utilities Commission in March. This Plan details how PGE intends to meet growing energy needs and address greenhouse gas emission targets identified in House Bill 2021. A draft “Community Supported Renewables” tariff framework (also per HB 2021) is still under development by PGE. Where adopted, this tariff would automatically enroll residential and small business customers within a given community into a premium subscription program to support new renewable energy resources. Once the tariff framework is finalized it will need to be filed with and approved by the Oregon Public Utilities Commission before it can be rolled out to interested communities. Each jurisdiction will need to develop a unique Participation Agreement with PGE upon approval and/or resolution by elected officials.

EN 32: Promote incentives offered by Energy Trust of Oregon.

Staff met with Energy Trust of Oregon (ETO) Public Relations staff this year to discuss options for promoting incentives and services. ETO sent several boxes of printed materials summarizing existing energy incentive programs offered. These materials were shared at the Public Works Day event and have been placed at the new Customer Service Center, the Permit Application Center at City Hall, and the Salem Library. Next steps for promoting ETO may include an additional breakdown of available incentives and programs on City website, and the development of digital materials that could potentially be shared via Planning staff through Pre-Application memos and/or other correspondence.

Community (CM)

CM 01: Create an environmental screening tool and formalize use in City planning efforts.

Transportation Planning staff developed a Sociodemographic Equity Scoring Tool (Beta Version) this year using American Survey Data and Census Blocks within the City. There may be options for expanding this tool and for pulling in additional Equity and Environmental Justice data. A review of other existing screening tools and the collection of additional localized data (e.g., local Urban Heat Islands) will likely be needed. Staff also met with Marion County’s Environmental Health Resiliency Coordinator in August

and learned that the County will soon initiate work on a GIS based Heat Vulnerability Index that will be similar to a mapping tool developed and released by Multnomah County earlier this year. It is anticipated that this tool will include Urban Heat Island data (from existing data sources) as well as additional environmental justice related data. There may be a potential for future collaboration and sharing through this effort.

CM 37: Create a public engagement campaign to reduce GHG emissions.

Public outreach and engagement efforts this year have included a news story on GHG emissions in Salem, participation in the Marion County Earth Day Event (April 22), a presentation to Marion County Resources Movement (Master Recyclers - May 2), and participation at Public Works Day (June 15). Staff worked with the City's Desktop Publishing staff to create "Climate Actions for Individuals" handout (English and Spanish) and pulled together additional outreach materials for the public events. Staff also provided information on the Salem CAP during an on-air KBZY radio interview in July and provided a presentation on the City's completed GHG Emissions Inventories to the Salem Planning Commission on August 15, 2023.

As part of the Sustainable City Year Program Partnership the City has an opportunity to work with a University of Oregon Public Relations Capstone Class that has agreed to help develop messaging related to the City's Climate Action Plan. For ten weeks this fall, a team of five students will work to develop campaign materials to help provide education on behavior changes that reduce GHG emissions in Salem.

Materials & Waste (MW)

MW 21: Explore incentives to reduce food waste, including use of a pay structure.

An update on the Plastic Pollution & Recycling Modernization Act (SB 582) was provided to the CAP Committee on May 8. This new law became effective in Oregon in January of 2022, will require producers of certain products to share in the responsibility of post use handling, and will provide funding opportunities for local governments to expand recycling and reduce contamination. Program implementation is scheduled to begin in July 2025.

In July, the newly formed Solid Waste Committee began meeting monthly to guide future solid waste policy development and rate setting. A recommendation from this Committee regarding 2024 and 2025 Solid Waste Rates will be presented to City Council in November.

Additional 2023 Program Highlights

TL 30: Transition City-owned fleet vehicles to electric vehicles.

Fleet Services has established a "Zero Emission Vehicle First" replacement procedure that prioritizes the purchase of electric vehicles over vehicles using internal combustion engines when the replacement cost is within defined cost thresholds. In preparation for this transition the City submitted an application to Portland General Electric's (PGE's) "Make-Ready Infrastructure" Grant Program in November of 2022. Through this program the City will receive more than \$185,000 in funds for the construction of electric vehicle charging infrastructure that will serve the City's Fleet vehicles at the Library Parkade and the new Public Works Operations Building. In all, thirty-six new charging stations will be installed in the coming

years at these two locations. Beginning in November of 2023, each location will receive two level-2 chargers. The number of chargers will increase as electric vehicles are added to the City's fleet.

In 2023, an application was submitted to PGE's "Drive Change Fund" Grant Program to purchase an electric battery-powered mini-street sweeper that could be used in alleyways, park pathways, bike lanes, plazas, and other public spaces. The City received notice in October that \$225,000 in funds had been awarded for this purchase. The City's required cost match of 10% (\$25,000) will be paid for out of the Utility Fund. The new sweeper is expected to be in service by Spring of 2024.

TL 26: Expand electric vehicle charging network.

This year, two additional level-2 electric vehicle charging stations were added to City Hall and the new Public Works Operations Facility. This brings the total number of public charging stations that the City has installed up to twenty two across the following locations: Salem Public Library (Main), Salem Public Library (West Salem), City Hall, Chemeketa Parkade, Liberty Parkade, Marion Parkade, the Salem Convention Center, Riverfront Park, and the Public Works Operations Facility.

In May of this year, staff submitted a letter of support to the City of Tualatin to participate in a joint grant application under the Charging and Fueling Infrastructure Discretionary Grant Program issued by the U.S. Department of Transportation (USDOT). Other participating municipalities include Gresham, Lake Oswego, Milwaukie, McMinnville, Newberg, Tigard, Sherwood, and Woodburn. This grant would provide up to \$15M in funding to support an expanded network of fast, reliable, and publicly accessible EV charging infrastructure in each city. The final grant recipients have not yet been announced.

At the October 23 meeting, City Council approved an Interagency Agreement with PGE to install Electric Vehicle chargers on PGE-owned poles in the public right-of-way. Per this Agreement, PGE will install the chargers at their cost in areas that have been identified as underserved and that are near multi-family housing and/or rental housing. The initial target is to establish 20 charging locations through this program. Additional locations may be installed in future years.

City Council also approved (October 23) a 25-year lease with WattEV Salem Inc. to develop a charging depot for electric trucks on unimproved ground at the Salem Municipal Airport.

NR 11: Support increased tree planting in underserved areas.

In September, staff received notice from the US Department of Agriculture Forest Service that the City will receive \$1 million in grant funds through the Urban and Community Forestry Program. These funds will be used to develop a tree equity and resilience program that will focus on providing assistance to property owners in low income and low canopy areas in Salem to preserve and increase tree canopy cover on their properties.

NR 23: Inventory and adopt Statewide Planning Goal 5 goals and guidelines.

Staff provided an update to the CAP Committee on Goal 5 activities at the September 11 meeting. Natural Resources staff are presently leading an effort to complete a citywide Riparian Corridor Inventory and assessment. This effort was initiated by a letter to City Council from the Salem Planning Commission. The inventory is anticipated to be completed by the end of 2024 and will be used to develop a citywide Riparian Protection Plan.

Airport Solar Feasibility Study. (Relates to EN 25).

In May of this year, the Salem Planning Commission submitted a letter to City Council recommending that the City conduct a solar feasibility study at the Salem Municipal Airport in conjunction with the Airport Master Plan. This study is moving forward and will evaluate the potential for carport or ground mounted photovoltaic systems at parking and land locations across the Airport. The results of this study are expected to be completed by early 2024.