

## CITY OF SALEM CLIMATE ACTION PLAN (CAP) COMMITTEE

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### COMMITTEE MEMBERS

Mayor Chuck Bennett, Chair  
Councilor Jose Gonzalez  
Councilor Chris Hoy  
Councilor Trevor Phillips

### CITY STAFF

Kristin Retherford, *Interim City Manager*  
Peter Fernandez, *Public Works Director*  
Robert Chandler, *Assistant Public Works Director*  
Heather Dimke, *Climate Action Plan Manager*  
Patricia Farrell, *Climate Action Plan Advisor*  
Eunice Kim, *Long Range Planning Manager*  
Julie Warncke, *Transportation Planning Manager*

It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity and source of income, as provided by Salem Revised Code Chapter 97. The City also fully complies with Title VI of the Civil Rights Act of 1964, and Americans with Disabilities Act of 1990, and related statutes and regulations, in all programs and activities.

### MEETING AGENDA

Monday, July 11, 2022

10:30 a.m. – 11:30 a.m.

**Watch on the City of Salem Public Meeting  
Channel (YouTube)**

<https://bit.ly/salemclimatemeetings>

To provide written comments, please email Heather Dimke at [hdimke@cityofsalem.net](mailto:hdimke@cityofsalem.net) or mail to Heather Dimke, Public Works Department, City of Salem, 555 Liberty St SE, Suite 325, Salem, OR, 97301 by 5:00 p.m. on July 8. Any comments received will be addressed during the public comment period.

1. Welcome and Call to Order
2. Public Comment (written comments received)
3. Approval of 5/5/2022 and 6/6/2022 Meeting Minutes
4. State Rulemaking, Our Salem, and Salem Transportation System Plan
  - Relation to Early Implementation Strategies for Transportation & Land Use (TL01, TL03, TL12, TL19, TL21, TL28, TL29, TL39, TL40, TL41)
5. TL 15: Supporting Super-Transit Network
6. Staff Updates
7. Adjourn



**CLIMATE ACTION PLAN COUNCIL COMMITTEE**  
**May 5, 2022**  
**ZOOM**  
**MEETING MINUTES**

**MEMBERS PRESENT**

Chuck Bennett, Mayor  
Jose Gonzalez, City of Salem Council  
Chris Hoy, City of Salem Council  
Trevor Phillips, City of Salem Council

**STAFF PRESENT**

Kristin Retherford, Interim City Manager  
Peter Fernandez, Public Works Director  
Heather Dimke, CAP Manager  
Patricia Farrell, Parks & Natural Resources  
Planning Manager  
Judy Postier Executive Assistant

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1. **Call To Order** – The meeting was called to order at 1:35 p.m.
  2. **Public Comment** Written comment accepted for the record. No one present from the public to speak.
  3. **Discussion Items**

**Overview**

Heather Dimke and Patricia Farrell provided an overview of the background and components of the draft plan. Items of discussion included sector-based omissions, transportation impacts, comparison cities, carbon off-sets, and activities of the Citizen CAP Task force.

**Summary: Climate Action Strategies**

Heather Dimke reviewed the Strategy List and primary goals. Seven proposed action area categories were reviewed.

**Discussion: Committee Goals/Expectations**

Early Implementation Strategies, proposed Short-List of action items , allocation of staff time, and next steps forward were discussed. Categorizing strategies by what has been completed, what is in progress, and future step were suggested. It was requested to invite staff and specialized professionals to make presentations regarding specific areas of expertise regarding the short-list of recommended action items to the next meeting.

4. **Next Meeting** June 6, 2022

The meeting adjourned at 2:43 p.m.

The PowerPoint presentation and audio file are available upon request. Please contact [jpostier@cityofsalem.net](mailto:jpostier@cityofsalem.net).



## CLIMATE ACTION PLAN COUNCIL COMMITTEE

June 6, 2022

ZOOM

### MEETING MINUTES

#### **MEMBERS PRESENT**

Chuck Bennett, Mayor  
Jose Gonzalez, City of Salem Council  
Chris Hoy, City of Salem Council  
Virginia Stapleton, City of Salem Council

#### **STAFF PRESENT**

Kristin Retherford, Interim City Manager  
Robert Chandler, PW Assistant Director  
Josh Eggleston, Chief Financial Officer  
Patricia Farrell, Parks and Natural Resources Manager  
Heather Dimke, CAP Manager  
Jim Schmidt, Manager – Fleet, Facilities, Risk  
Shawna Self, Contracts and Procurement Manager

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1. **Call To Order** – The meeting was called to order at 1:30 p.m.
  2. **Public Comment** Written comment accepted for the record.
  3. **Early Implementation Strategies, Summary Sheets – Short List**  
Heather Dimke provided an update on the 55 identified implementation strategies and how the short list was created. Six of the seven identified strategies are already underway.
  4. **Strategy Discussions:**
    - a. **EC 7: Financial Assets/Investments**  
Josh Eggleston provided an overview the City's investment process and fiduciary responsibilities of the City. Discussion included possibly offering of an option for City employees to select regarding their private 401(k) or 457 investments that exclude fossil fuel, and ESG Investment parameters. Action is not needed today by the Committee.
    - b. **TL 30: City Fleet Electrification**  
Jim Schmidt provided an update on the conversion of the City fleet to electric. Discussion included funding, infrastructure, schedule for replacement for fire trucks, dump trucks, other City vehicles, size of the fleet to be replaced, and renewable diesel.
    - c. **MW 4-5: Sustainable Purchasing**  
Shawna Self provided an update on new practices that will be underway shortly: sustainable purchasing policy, specifications for bidding and contracting rules, addressing sustainable packaging, and action needed by Council to enact changes to bidding and contracting rules for the next fiscal year. Discussion included social equity and sustainable procurement practices, use of local businesses.

Heather gave an update on implementation of a City telecommuting and flexible work policy, reporting community greenhouse gas emissions, and charging for City-controlled parking downtown.

Further discussion included how to proceed with the remaining strategies, budget implications, future reports to Council, State Climate Action actions, Our Salem activities, and coordination of the various state and city programs.

The meeting adjourned at 2:31 p.m.

The PowerPoint presentation is available upon request. Please contact [jpostier@cityofsalem.net](mailto:jpostier@cityofsalem.net).

Watch: <https://www.youtube.com/watch?v=yMCtobAo0pE>

## **RECOMMENDED PRIORITY STRATEGIES FOR EARLY IMPLEMENTATION**

Strategies are listed in order of action categories and code numbers, not in order of priority. Action categories are: Transportation/Land Use (TL), Energy (EN), Economic Development (EC), Natural Resources (NR), Community (CM), Food (FD), and Materials and Waste (MW).

Code	Summary Sheet provided to Climate Action Plan Committee
Greenhouse Gas (GHG) Reduction Potential = High, Med, or Low	
	June 6, 2022
	July 11, 2022

### **GHG EMISSION REDUCTION PRIORITIES**

CODE	STRATEGY
TL 15 (Med)	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.
TL 24 (High)	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.
TL34 (Med)	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.
TL 39 (Med)	Continue to minimize setback requirements to allow for more dense development, which in turn promotes walkable neighborhoods. Note: Align with Our Salem.
TL 40 (Med)	Amend City code to eliminate parking minimums throughout Salem, with priority focus along Cherriots' Core Network. Note: Align with Our Salem.
EN 02 (Low)	Partner with PGE, Energy Trust of Oregon and EarthWise programs for energy benchmarking and transparency policies in existing buildings with a publicly available "reward" system recognizing those who do well and a "recommendations" system for property owners of lower-performing buildings to take action for improvement.
EN 30 (High)	In collaboration with PGE, design and adopt a Communitywide Clean Energy Program to reach 100% clean and renewable electricity for residential and small commercial customers in Salem before 2035 per guidance and requirements associated with HB 2021. (Same as Strategy as EN 09)
EN 32 (High)	Promote the incentives offered by Energy Trust of Oregon for new construction that is all-electric.

### **LEADERSHIP, GOVERNANCE, AND EQUITY PRIORITIES**

CODE	STRATEGY
TL 30 (Low)	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.

## **RECOMMENDED PRIORITY STRATEGIES FOR EARLY IMPLEMENTATION (continued)**

EN 01 (Low)	Coordinate efforts to meet citywide goals for greenhouse gas reduction using a climate justice lens so that solutions are developed in an equitable way.
EN 04 (Low)	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.
EN 07 (Low)	Hire a full time City Climate Action Plan Manager to implement Council plan priorities, track progress, establish and manage a CAP work group with agency/implementation/equity partners.
EN 12 (Med)	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.
EN 14 (High)	Collaborate with PGE, NW Natural, Salem Electric, Energy Trust of Oregon and Mid-Willamette Community Action Agency to develop and implement a program that helps residents and business owners weatherize and increase the efficiency of residential and commercial buildings, with a priority emphasis on properties with low-income renters, homeowners, and business owners. Such a program may include low-cost energy audits and energy modeling for homes and businesses. Include in the program a one-stop shop type of experience for residents and business owners to learn about current incentives, audits, retrofit opportunities, and any current offerings from the City, utility companies, or local businesses/organizations. NOTE: Utilize HB 2842 Healthy Homes program for funding.
EC 07 (Low)	Conduct a review of City financial assets/investments to determine extent of holdings in fossil fuel companies. Based on review, divest from fossil fuel holdings, and provide options to employees for alternative investment strategies in climate-friendly financial portfolios.
NR 07 (Med)	Ensure adequate funding for the preservation and maintenance of existing City trees as well as the planting of replacement and additional trees.
NR 10 (Low)	Continue to increase community-wide tree canopy cover, with priority emphasis on increasing coverage in underserved areas and neighborhoods. Provide assistance to local institutions to increase their own tree coverage and create spaces such as urban forests, community gardens, and pollinator habitats.
CM 01 (Low)	Create an environmental screening tool that identifies Salem neighborhood by census track that are disproportionately burdened by, and vulnerable to, urban heat islands, flooding, and multiple sources of pollution. Formalize the use of the screening tool in City planning efforts to prioritize the needs of the most vulnerable residents.
CM 13 (Low)	Coordinate with existing community-based organizations to ensure equitable implementation of strategies from the Climate Action Plan.
CM 15 (Low)	Seek input and representation from residents and community organizations about their specific needs and wants, incorporate input and feedback into planning and development for neighborhood hubs/mixed-use projects in low-income and underserved communities.
CM 16 (Low)	Compensate community participants for the time they spend providing needed input to planning processes. Compensation may include transportation vouchers, meals, and childcare as needed to allow for participation from a broad range of voices.

### **RECOMMENDED PRIORITY STRATEGIES FOR EARLY IMPLEMENTATION (continued)**

CM 17 (Low)	Assess the cultural effectiveness of City communications and messaging in languages other than English and determine opportunities for improvement. Improve the effectiveness of City communications and increase language accessibility through strategies such as creating and sharing videos and announcements in languages other than English commonly spoken by Salem residents.
CM 21 (Low)	Collaborate with indigenous communities to develop and implement outreach and engagement programs to help residents cope with trauma associated with climate-related displacement.
CM 24 (Low)	Engage residents in neighborhoods projected to be most impacted by climate change to understand local risks and develop strategies to increase resilience. Pursue and advance "opportunities that allow communities to identify their own needs, interests, and vision for the future" (State of Oregon Equity Blueprint)
MW 01 (Low)	Calculate a baseline, track, and report a diversion rate for City of Salem using Marion County data.
MW 04 (Low)	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.
MW 05 (Low)	Develop more comprehensive sustainable specifications for City bidding/RFP processes.
MW 09 (Low)	Set goals and determine practices (e.g., using reusable materials over single-use items) to reduce waste at City-funded events, including all meetings and conferences.
MW 13 (Low)	Engage City employees in activities to encourage behavior change, like training, discussion, competitions, presentations, awards, etc.
MW 14 (Low)	Establish a city-wide waste reduction education program.

### **IN PROCESS OR ONGOING ACTIONS**

CODE	STRATEGY
TL 03 (Med)	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.
TL 04 (Low)	Repair existing sidewalks to increase safety and mobility, include assessment and improvement of lighting along sidewalks for safety.
TL 12 (Low)	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.

## **RECOMMENDED PRIORITY STRATEGIES FOR EARLY IMPLEMENTATION (continued)**

EC 01 (Low)	In partnership with LAUNCH Mid-Valley, the collaboration of partners working to support the growth of Salem area entrepreneurs, collaborate with the Chamber of Commerce, SEDCOR, local universities, and business leaders to develop, nurture and attract climate-smart entrepreneurship in Salem. Invest in a nation-wide marketing campaign (partnering with Travel Salem and the City of Salem's Cultural and Tourism Promotion Advisory Board).
NR 01 (Low)	Continue to require open space in multifamily developments. Incentivize the inclusion of smaller, walkable parks/open space in new, large, subdivision developments.
NR 02 (Low)	Add and maintain quality parks in NE Salem.
NR 03 (Med)	Continue to conserve, preserve, and expand Salem's green spaces and parks. Adopt management policies that reduce chemicals, increase biodiversity, and build climate resilience.
NR 08 (Low)	Ensure adequate planting strip space between roads and sidewalks to provide for buffer and tree health. Work with utility companies to ensure proper setbacks from powerlines.

NR 12 (Med)	Amend City code to protect large canopy trees from removal and impacts of development wherever possible. Use professional best management practices to protect existing trees during construction. Inspect and enforce tree protection measures.
NR 13 (Med)	Develop and implement an outreach and education program for property owners (residential and commercial) to raise awareness about the value of healthy trees to Salem residents and the city's GHG emissions reduction goal, how to care for trees on their property, how to select native or ecologically well-adapted species, and how to avoid power lines when planting and trimming trees. Include specific information about how property owners can select and site trees to help lower energy use and cost of heating/cooling. Consider including a "Call before you cut" public outreach campaign component to help residents and business owners understand how to best cut/trim their trees. Set a goal to at least maintain the current levels of urban tree canopy cover on private property.
NR 20 (Low)	Promote water conservation to protect potable water supply and reduce impacts during drought through existing conservation programs and plans, such as the Clean Streams program, Drought Contingency Plan, Water Conservation and Management Plan, as well as any new initiatives.
CM 14 (Low)	Increase the accessibility, diversity, and inclusivity of public meetings, including City Council meetings, through best practices and multiple modes of engagement (e.g., virtual and in-person attendance options, electronic/online and hard copy materials).
CM 20 (Low)	Continue to work with indigenous communities, including but not limited to the Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, and the Confederated Tribes of Warm Springs. Follow best practices for collaboration and decision-making, such as those described in the "Characterizing Tribal Cultural Landscapes Volume I: Project Framework" from the Bureau of Ocean Energy Management (BOEM) and existing MOUs.
CM 22 (Low)	Collaborate with indigenous communities to reinstate their connection with the land within the City of Salem's jurisdiction, including facilitating traditional celebrations and other activities.



### **RECOMMENDED PRIORITY STRATEGIES FOR EARLY IMPLEMENTATION (continued)**

FD 04 (Low)	Allow and support production of plant-based food on private property.
FD 07 (Low)	Explore public and private partnerships that encourage cooperatives or other frameworks of social and economic support for local producers, including community gardeners.
MW 03 (Low)	Continue reducing emissions and minimizing waste through current practices, including following State guidance on prioritizing sustainable products, limiting deliveries to two days per week, and facilitating electronic RFP/bid processes.

### **ALREADY PLANNED FOR INITIATION WITHIN TWO YEARS**

CODE	STRATEGY
TL 01 (Low)	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.
TL 19 (Low)	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.

NR 23 (Low)	Inventory and adopt Statewide Planning Goal 5 goals and guidelines for natural resources, such as wetlands and riparian areas, following Oregon Land Conservation and Development process and OAR 660-016-0000. This process includes mapping and assessing the quality and quantity of each resource and determining ecological significance.
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### **CURRENT OR PENDING STATE REQUIREMENTS**

CODE	STRATEGY
TL 21 (Med)	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.
TL 28 (Med)	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.
TL 29 (Med)	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. <i>Note:</i> 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.

**RECOMMENDED PRIORITY STRATEGIES FOR EARLY IMPLEMENTATION (continued)**

TL 41 (Med)	<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.</p> <p><i>Note:</i> 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>
NR 09 (Low)	<p>Amend City code to increase the amount of shade trees that must be planted in parking lots to increase the shading of impervious surfaces and reduce heat island effects.</p> <p><i>Note:</i> 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>

**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL01 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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
<b>Lead:</b> Public Works Dept.					
<b>Subject Matter Expert:</b> Julie Warncke					
<b>Current Status:</b> Programmed to start in FY2022-2023					
<b>Process:</b> 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.					
<b>Considerations:</b> The Land Conservation and Development Commission approved temporary rules in May 2022. Adoption of final rules is anticipated later this summer.					
<b>Costs:</b> Costs to the City may be higher; state funds may be available to help pay for a portion of the TSP update.					
<b>Anticipated Timeline:</b> Initiation in FY2022-2023. Update will be multi-year project.					
<b>Additional Information:</b> Identification of bike routes will build on existing Bike & Walk Salem Plan (as adopted in the Salem TSP).					
<b>Authority:</b> City Council					



Public Health



Environmental Quality



Mobility Choice






Community Equity Local



Economy

**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL03 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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
<b>Lead:</b> Public Works Dept.					
<b>Subject Matter Expert:</b> Brandon Klukis, PW Operations, and Julie Warncke, Transportation Planning					
<b>Current Status:</b> <span style="color: blue;">In-Process</span>					
<p><b>Process:</b> 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><b>Considerations:</b> 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>					
<b>Costs:</b> Significant ongoing program costs.					
<b>Anticipated Timeline:</b> Ongoing					
<b>Additional Information:</b>					
<b>Authority:</b> City Council and Departmental Approval					



Public Health



Environmental Quality



Mobility Choice






Community Equity Local






Economy

**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL12 – TRANSPORTATION &amp; LAND USE</u></b>	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
<b>Lead:</b> Community Development Dept.					
<b>Subject Matter Expert:</b> Eunice Kim					
<b>Current Status:</b> Completed.					
<b>Process:</b>  Salem Revised Code amendments that address this strategy have been completed and are included in SRC 803.035(r).					
<b>Considerations:</b>					
<b>Costs:</b>					
<b>Anticipated Timeline:</b> Completed					
<b>Additional Information:</b>					
<b>Authority:</b> City Council					

**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL 19 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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
<b>Lead:</b> Public Works Dept.					
<b>Subject Matter Expert:</b> Julie Warncke					
<b>Current Status:</b> Pending State Rulemaking and Regional Work Plan					
<b>Process:</b> 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.					
<b>Considerations:</b>					
<b>Costs:</b> Costs may be higher depending on final requirements. Intend to seek state funding assistance.					
<b>Anticipated Timeline:</b> Final Rulemaking anticipated for July of 2022.					
<b>Additional Information:</b> DLCDC Climate Friendly and Equitable Communities Rulemaking Webpage: <a href="https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx">https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx</a>					
<b>Authority:</b> City Council					



Public Health



Environmental Quality



Mobility Choice






Community Equity Local



Economy

**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL21 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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
<b>Lead:</b> Department of Environmental Quality (DEQ)					
<b>Subject Matter Expert:</b> Julie Warncke					
<b>Current Status:</b> In Process, led by DEQ					
<b>Process:</b> 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.					
<b>Considerations:</b> Internal Outreach: As large employer, City-led outreach process to employees about commute reduction options. Coordination with Cherriot's Transportation Options Program for communications.					
<b>Costs:</b> 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.					
<b>Anticipated Timeline:</b> Anticipate final rule adoption in early 2023.					
<b>Additional Information:</b> DEQ Rulemaking Webpage: <a href="https://www.oregon.gov/deq/rulemaking/Pages/tripreduction2021.aspx">https://www.oregon.gov/deq/rulemaking/Pages/tripreduction2021.aspx</a>					
<b>Authority:</b> City Manager and possibly City Council (for budget allocations)					



Public Health



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Community Equity Local



Economy

**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL28 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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
<b>Lead:</b> Community Development Dept. – Building & Safety					
<b>Subject Matter Expert:</b> Rebai Tamerhoulet					
<b>Current Status:</b> <a href="#">HB 2180 passed in Legislature</a>					
<b>Process:</b> <ul style="list-style-type: none"> <li>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.</li> <li>Allows municipality to adopt local percentage of parking space requirements higher than state building code requirements.</li> <li>Salem automatically complies with State Building Code</li> </ul>					
<b>Considerations:</b>					
<b>Costs:</b>					
<b>Anticipated Timeline:</b> Permanent rule filed June 30, 2022					
<b>Additional Information:</b> <a href="https://www.oregon.gov/bcd/laws-rules/Pages/proposed-rules.aspx">https://www.oregon.gov/bcd/laws-rules/Pages/proposed-rules.aspx</a> (once adopted, will be listed on Recently adopted rules page at <a href="https://www.oregon.gov/bcd/laws-rules/Pages/adopted-rules.aspx">https://www.oregon.gov/bcd/laws-rules/Pages/adopted-rules.aspx</a> )					
<b>Authority:</b> Oregon State Department of Consumer and Business Services – Building Codes Division					



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**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL29 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
<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
<b>Lead:</b> Community Development Dept. – Building & Safety					
<b>Subject Matter Expert:</b> Rebai Tamerhoulet					
<b>Current Status:</b> <a href="#">In Process. Wording has changed from TL 29 strategy.</a>					
<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>					
<b>Process:</b> <ul style="list-style-type: none"> <li>May 19, 2022 LCDC adopted temporary Climate Friendly and Equitable Communities Rule</li> <li>July 2022 LCDC expects to adopt final Climate Friendly and Equitable Communities Rule with minor amendments to temporary Rule</li> <li>2022-2023 Salem adopts code changes in accordance with State rules (deadline in temporary rules is March 31, 2023)</li> </ul>					
<b>Considerations:</b>					
<b>Costs:</b>					
<b>Anticipated Timeline:</b> Adoption by March 31, 2023					
<b>Additional Information:</b>					
<b>Authority:</b> City Council					



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**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL39 – TRANSPORTATION &amp; LAND USE</u></b>	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
<b>Lead:</b> Eunice Kim					
<b>Subject Matter Expert:</b> Eunice Kim					
<b>Current Status:</b> <a href="#">In-Process with proposed map changes and code amendments through Our Salem</a>					
<p><b>Process:</b> 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><b>Considerations:</b> Potential for appeal following adoption</p>					
<b>Costs:</b>					
<b>Anticipated Timeline:</b> Completion in 2022					
<b>Additional Information:</b>					
<b>Authority:</b> City Council					



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**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL40 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
<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
<b>Lead:</b> Community Development Dept.					
<b>Subject Matter Expert:</b> Eunice Kim					
<b>Current Status:</b> <i>Already eliminated for multi-family</i>					
<p><b>Process:</b> 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 &amp; 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: <a href="https://www.cityofsalem.net/home/showpublisheddocument/5428/637852684124670000">https://www.cityofsalem.net/home/showpublisheddocument/5428/637852684124670000</a></p>					
<p><b>Considerations:</b></p> <ul style="list-style-type: none"> <li>May 19, 2022 LCDC adopted temporary Climate Friendly and Equitable Communities Rule</li> <li>July 2022 - LCDC expects to adopt final Climate Friendly and Equitable Communities Rule with minor amendments to temporary Rule</li> </ul>					
<b>Costs:</b>					
<b>Anticipated Timeline:</b> Will be bringing to Council policy decisions regarding parking mandates, likely within the next 12 months.					
<b>Additional Information:</b>					
<b>Authority:</b> City Council					



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**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b><u>TL41 – TRANSPORTATION &amp; LAND USE</u></b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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.	Medium	\$\$ Up to \$500K	City	    	Short Now to 2 years
<b>Lead:</b> Community Development Dept. - Planning					
<b>Subject Matter Expert:</b> Eunice Kim					
<b>Current Status:</b> In-Process					
<b>Process:</b> <ul style="list-style-type: none"> <li>• 2022 Salem coordinates with Cherriots on its long-range transit plan</li> <li>• 2022 Salem City Council adopts the Our Salem project</li> <li>• 2022 State adopts Climate Friendly and Equitable Communities rules</li> <li>• 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</li> <li>• 2023 Salem completes study of potential Climate Friendly Areas per State rules</li> </ul>					
<b>Considerations:</b>					
<b>Costs:</b>					
<b>Anticipated Timeline:</b> See timeline above.					
<b>Additional Information:</b>					
<b>Authority:</b> City Council					



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**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

<b>TL15 – TRANSPORTATION &amp; LAND USE</b>	<b>GHG Reduction Potential</b>	<b>Cost</b>	<b>Lead Agency</b>	<b>Co-Benefits</b>	<b>Suggested Timeframe</b>
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
<b>Lead:</b> TBD					
<b>Subject Matter Expert:</b> Robert Melbo, Oregon Department of Transportation					
<b>Current Status:</b> 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><b>Process:</b></p> <p>There are 3 components embedded in this strategy as worded:</p> <ul style="list-style-type: none"> <li>“super-transit network”- an integrated multi-modal network, such as linking rail stations with bike share or bus systems.</li> <li>“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.</li> <li>“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.</li> </ul> <p><b>Intercity</b></p> <p>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"> <li>It is federally required that the SDP be updated every 4 years. The Rail Advisory Committee is reviewing the final Rail Implementation Plan.</li> </ul> <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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## SALEM CLIMATE ACTION PLAN

### Implementation Strategies – Summary Sheet

#### **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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**SALEM CLIMATE ACTION PLAN**  
Implementation Strategies – Summary Sheet

**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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