



Agenda

Climate Action Steering Committee Meeting

May 29, 2019 3:00 – 6:00 PM

Council Chambers, City Hall

710 NW Wall St

	Time	Topic	Lead	Action Required by CASC
Introduction	3:00	Housekeeping <ul style="list-style-type: none"> • Minutes • Vision Statement 	Mike	<ul style="list-style-type: none"> • Approve March CASC meeting minutes
	3:02	Meeting Objectives Overview	Cassie	
Preliminary Data Results	3:05	Review preliminary data results	Lindsey, Cassie	
	3:15	Q&A with Good Company about co-benefit results	Cassie, Josh Proudfoot	<ul style="list-style-type: none"> • ASK: Ask questions about co-benefit analysis
Timeline	4:00	Updates and Review of Timeline	Mike, Cassie	
BREAK 4:30-4:45				
Equity	4:45	Equity Update	Lindsey, Cassie	
CCAP Actions	5:00	Sub actions review, discussion	Mike, Cassie	<ul style="list-style-type: none"> • PROVIDE INPUT: provide recommendations to adapt sub actions
Outreach Planning	5:45	Outreach Planning	Lindsey, Cassie	<ul style="list-style-type: none"> • PROVIDE INPUT: help with outreach and brainstorm new outreach ideas
Adjourn	6:00	Adjourn	Lindsey	



**Community Climate
Action Plan**



CITY OF BEND



Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Cassie Lacy at clacy@bendoregon.gov or 541-323-8587; Relay Users Dial 7-1-1, and 541-385-6676.



Energy Supply

1. Expand distributed commercial and residential solar PV
 - a. Support community education that increases knowledge of renewable energy, promotes using renewable energy, increases awareness of available incentives for renewable energy.
 - b. City-led outreach to increase awareness of existing renewable energy incentives, targeted during the permitting process.
 - c. Create new incentives through the building permitting process to expand renewable energy projects on residential and commercial buildings
 - d. Create revolving loan funds from the City for financing renewable energy projects, with funds prioritizing low and moderate income residents
 - e. Develop community solar projects
 - f. Create solar easements to protect access to solar energy
 - g. Pilot microgrid and battery storage projects
 - h. Support training programs in renewable energy fields to build a skilled workforce in the community, such as a solar installer program
2. Install solar panels on public buildings like schools, libraries, and city buildings
3. Community purchases all renewable electricity
 - a. Develop a roadmap to achieve 100% renewable electricity supply for community
4. Build/explore a biodigester at the wastewater treatment facility
5. Contract for a natural gas offset program for community gas use

Energy in Buildings

1. Improve voluntary uptake of energy efficiency projects in buildings
 - a. Support community education that promotes the benefits of energy efficient buildings, improves awareness of energy efficiency practices, and improves awareness of existing incentives
 - b. City-led outreach to increase awareness of existing energy efficiency incentives, targeted during the permitting process.
 - c. Create new incentives through the building permitting process to expand energy efficiency projects on residential and commercial buildings
 - d. Create revolving loan funds from the City for financing energy efficiency projects, with funds prioritizing low and moderate income residents
 - e. Support training programs in energy efficiency skills to build a skilled workforce in the community for energy efficiency
 - f. Explore demand response programs with utilities
 - g. Create C-PACE program
2. Implement benchmarking and disclosure programs for energy performance
 - a. Implement a Home Energy Score program
 - b. Develop disclosure and benchmarking programs for commercial buildings and rental properties (i.e. require disclosure and build a database)



- c. Create and implement a low cost energy audit program
3. Support policies that increase energy efficiency of buildings, i.e. advocating for stricter energy efficiency state codes
 - a. Actively participate in code update processes and vote for advancing energy efficiency in code

Waste and Materials

1. Promote smaller home size with new incentives that encourage building smaller homes.
2. Develop outreach and education materials that promote waste prevention (support repair and reuse, reduce wasted food)
 - a. Outreach campaigns that promote reducing consumption and preventing waste, and connecting with resources available
 - b. Implement education and training programs in the community that train industry to use less waste
3. Improve waste recovery
 - a. Expand curbside composting program
 - b. Expand education for residents of single family homes to promote recovering food waste
 - c. Work with regional stakeholders to develop standard multifamily recycling program
 - d. Develop a recycling and food waste collection program targeting businesses, hotels and resort communities to reach tourist population
 - e. Investigate and invest in facility and infrastructure upgrades to meet long term needs of solid waste system
 - f. Expand and develop new programs aimed at increasing recycling of C&D materials

Transportation

1. Increase bicycle and pedestrian trips as transportation mode
 - a. Prioritize Bend's Bike/Pedestrian/Complete Streets policies in the Transportation System Plan, prioritizing projects in neighborhoods that have been historically underserved.
2. Support the transition to EV's with an EV Readiness Plan
3. Increase transit ridership
 - a. Create a Mobility Hub program
 - b. Expand frequent services routes (BRT)
 - c. Expand number and frequency of transit routes
4. Convert City and other public agency fleets to electric vehicles and alternative fuels (CNG, renewable diesel, and biodiesel)



EQUITY

Introduction: The City of Bend believes that communities thrive when all individuals, from all parts of our City, have affordable and equitable access to a full range of transportation choices to meet their daily needs for employment, housing, healthcare, education, recreation, and shopping. The City also recognizes that a significant portion of Bend's residents qualify as low-income and that their needs require particular attention in prioritizing and funding transportation investments, programs, and services.

Policies:

1. The City defines Transportation Equity as being achieved when everyone has access to safe, affordable, and reliable transportation choices to meet their daily transportation needs. Transportation equity helps ensure that disparities are mitigated and access to key destinations is fairly provided.
2. The City will equitably distribute the benefits and costs of transportation system plans and improvements. The City will prioritize and support programs and projects, both capital and maintenance, that eliminate transportation-related disparities faced by populations that have historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the limits of the existing transportation system. These populations include, but are not limited to:
 - a. *People who cannot drive*, including many older adults, children, and persons with disabilities.
 - b. *People experiencing challenges to self-sufficiency*, including those who do not have access to a car, are struggling with the high costs of car ownership, maintenance, and operation, or are struggling with the cost of transportation.
 - c. *Communities experiencing racism and discrimination*.
 - d. *People with limited mobility*. People in this category include many older adults and persons with disabilities.
 - e. *Isolated community members living far from community centers and lacking reasonable access to goods and services*.
3. The City will actively engage and support all populations, regardless of age, race, disability, gender, income, or geography in transportation planning issues, outcomes and decisions, with particular attention to engaging people who have experienced transportation barriers.
4. The City will avoid, minimize and/or mitigate disproportionately high and adverse human health or environmental effects of transportation projects, including social and economic effects, on minority and/or low-income populations.

Actions:

1. *Provide funding to collect data to identify historically under-represented populations in Bend that the Census doesn't normally reflect, in order to better identify and understand their transportation needs.*
2. *Create an equity lens for analyzing transportation benefits and shortcomings, via the City's Office of Performance Management. Analyze the impacts of transportation projects and programs on areas with greater proportions of low-income, health-challenged, minority, youth and/or elderly population than the City as a whole. Use national best practices for a guide.*
3. *Analyze crash and fatality data to determine if rates disproportionately effect neighborhoods that may be more diverse than the City as a whole. Ensure that the annual CIP process includes projects that will improve safety outcomes in these areas.*
4. *Develop, fund, and implement a set of citywide community outreach and engagement protocols that build trust and promote genuine community empowerment concerning transportation issues.*
5. *Ensure that transportation planning staff have the resources they need to address equity and diversity issues in infrastructure planning.*

BIKE/PEDESTRIAN/COMPLETE STREETS

Introduction: The City of Bend’s transportation system is an interconnected network of complete streets that provides safe, optimized travel for all modes. The system is designed to increase safety and travel time reliability, while encouraging walking, biking and taking transit. The following policies support this vision for Bend streets.

Complete Streets Policy

1. Streets will be designed and constructed as “complete streets.” A complete street allows everyone to travel safely along and across the street. In addition to fulfilling a street’s basic transportation functions, complete streets will be designed to be attractive, safe, and accessible to individuals of all abilities.

Action:

- *Update Standards and/or Bend Development Code to identify how complete street elements will be upgraded during development and redevelopment, new construction, reconstruction, and maintenance activities.*

Active Transportation Policies

2. The City will provide bicycle and pedestrian facilities on all new roadways or in conjunction with capital improvement road reconstruction projects.
3. The City’s Bikeway Master Plan consists of a Low Stress network of interconnected bikeway facilities (see MAP), classified as Level of Traffic Stress 1 and 2. Within a short distance of their home, people can access a network of low-stress bikeways. The City uses the following definitions of bicycle Level of Traffic Stress 1 and 2:
 - a) Level of Traffic Stress 1 facilities are designed so those with limited experience riding a bicycle in traffic can readily use them. Typically, Level of Traffic Stress 1 bikeways are trails, separated paths, shared sidewalks, wide bike lanes on slow speed streets and neighborhood greenways.
 - b) Level of Traffic Stress 2 bicycle facilities are designed for use by the majority of mature riders and youth with adult supervision; they offer a suitable level of comfort by providing separation between bicyclists and motor vehicle traffic. Typically, Level of Traffic Stress 2 facilities are located along lower speed roadways using basic bike lanes and buffered bike lanes.

Actions:

- *Adopt the Low-Stress Network map as part of the TSP.*
- *Adopt a Bikeway Design Guide to identify the appropriate bikeway treatments.*
- *Amend the Bend Development Code to add criteria to allow segments of the low-stress network to be completed through development.*

DRAFT TRANSPORTATION POLICIES 4/16/2019: Equity, Bike/Pedestrian/Complete Streets, Technology/Transit/Transportation Demand Management, and Funding

- *Amend the Standard and Specifications to incorporate the Bikeway Design Guide into transportation system design.*
 - *Create an implementation program to complete the construction of the Low Stress Network.*
 - *Develop and implement a Wayfinding program for the Low Stress network.*
4. The City's bicycle Low Stress Network will be designed to accommodate small wheeled vehicles within local regulation and legal requirements.
 5. The City may use traffic calming and minor traffic management tools as appropriate to manage motor vehicle speed, volume, and turning movements to meet the requirements of the bicycle Low Stress Network.
 6. The City will work with the School District to develop Safe Routes to School plans so that students can safely and conveniently walk and bike to school on Level of Traffic Stress 1 facilities. Safe Routes to School plans will identify routes of travel, presence/absence of Level of Traffic Stress 1 bikeways and sidewalks, and appropriate crosswalks. The Safe Routes to School plans will include identified funding and a construction timetable for providing missing infrastructure.

Actions:

- *Create and fund Safe Routes to School Plans and implementation program.*
 - *Amend the Bend Development Code to require SRTS plans for new schools.*
7. The City recognizes the Bend Park and Recreation District Trail Plan as an element of the transportation system, and coordinates City bikeway and pedestrian facility planning with the District.

Action:

- *Adopt the BPRD Trail Plan as an element of the Transportation Plan.*
8. The City will coordinate with Bend Park and Recreation District to provide safe and convenient access for people walking and biking to parks and trails, including roadway crossings.
 9. The City will create a pedestrian network to safely and comfortably serve the community year round. The City's Pedestrian Master Plan will include identification of key pedestrian routes, including crossings, which provide at least a minimum pedestrian Level of Traffic Stress 1 for the certain land use and end user contexts, including but not limited to: downtown and other commercial districts, Safe Routes to School, access to parks, and access to transit stops. The City will require pedestrian Level of Traffic Stress 2 at a minimum for all other new and reconstructed sidewalks and crosswalks. The City uses the following definitions for pedestrian Level of Traffic Stress 1 and 2:

- a) Pedestrian Level of Traffic Stress 1 facilities are designed to be suitable for all users, including children 10 years or younger, and people using a wheeled mobility device. Pedestrian Level of Traffic Stress 1 facilities are generally buffered, along lower speed roadways and have suitable crosswalk facilities such as safety islands.
- b) Pedestrian Level of Traffic Stress 2 facilities are not be suitable for children under 10 without supervision as more attention to traffic is required. Pedestrian Level of Traffic Stress 2 facilities are also generally buffered, but traffic speeds may be higher.

Actions:

- *Create a Pedestrian Master Plan that identifies key Level of Traffic Stress 1 or 2 routes including enhanced crossing locations. The Pedestrian Master Plan will include an infill program to systematically fund the construction of missing sidewalks and crosswalks on key routes.*
 - *Identify and map pedestrian Level of Traffic Stress (including sidewalk condition) for existing sidewalk facilities for use in developing the City's Pedestrian Master Plan and the City's Sidewalk Maintenance Program.*
 - *Create a Sidewalk Maintenance Program, including winter operations, ADA compliance, enhanced crosswalks, and sidewalk condition. The Sidewalk Maintenance Program will allow shared maintenance responsibilities between the facility owner and the abutting property owner to ensure routes are usable regardless of the responsible party.*
 - *Amend the BDC and Standards and Specifications to provide pedestrian Level of Traffic Stress 1 and 2 requirements and criteria for sidewalk construction.*
 - *Develop and implement a Wayfinding program for the pedestrian network.*
10. The City requires buffered sidewalks or the equivalent pedestrian facilities and crosswalks as part of roadway construction, reconstruction, and development, except as specifically exempted.

Actions:

- *Develop clear and objective standards for exemptions to sidewalk and crosswalk requirements.*
11. The City requires enhanced crosswalks at key intervals across arterial and collector roadways to complete the walking and bicycling networks (established by the respective Master Plans), including school and trail crossings. All intersections are legal crosswalks; "enhanced" means that there are additional treatments such as but not limited to striping, safety islands, and flashing beacons where warranted, and other tools to enhance pedestrian safety.

Actions:

DRAFT TRANSPORTATION POLICIES 4/16/2019: Equity, Bike/Pedestrian/Complete Streets, Technology/Transit/Transportation Demand Management, and Funding

- *Develop requirements and clear and objective criteria for the installation of enhanced crosswalks*
- *Create a Street Lighting Program to update standards to provide adequate illumination at crosswalks and intersections.*

12. The City recognizes the importance of maintaining the biking and walking system for year-round use.

Action:

- *Develop a program to provide year-round operations and maintenance of key walking and biking routes, including sidewalks, shared use paths, bikeways, access to transit stops and crosswalks.*

DRAFT

TECHNOLOGY/TRANSIT/TRANSPORTATION DEMAND MANAGEMENT

Introduction: Technology, transit, and transportation demand management tools (including parking management) are critical tools for maximizing the regional and local environmental, economic and social benefits of the Bend transportation system.

Policies

1. The City will partner with public and private sectors to test and implement new mobility technologies. Pilot and/or demonstration projects will create efficient opportunities to test emerging mobility techniques and technologies to better understand their impacts, costs, and opportunities.
2. The City will develop a centralized system for managing, integrating and analyzing transportation data to provide a foundation for data-driven decision making for the City. All mobility providers, connected vehicle infrastructure, and any private data communications devices installed in the City right of way will be required to use open data standards to report accurate, complete and timely information on use, compliance and other aspects of operations.

Action:

- *The Office of Performance Metrics will establish a centralized transportation data system.*
3. The City will develop clear guidelines governing the location and management of Shared Active Transportation (or “micromobility”) vehicles in the right of way. This refers to small wheeled vehicles (bikes, e-bikes, e-scooters, etc.) provided for rent in short time increments which provide increased mobility options over short distances.

Action:

- *Create guidelines for placement of Shared Active Transportation vehicles, amend the Standards and Specifications and Bend Development Code to implement*
4. The City will encourage the use of electric vehicles by installing electric car charging stations in public and private parking facilities and will act as a role model by replacing City fleet vehicles with electric as replacement opportunities occur.
 5. The City recognizes that autonomous vehicles (which do not require the performance of a human operator for part or all of their functions) will be a part of the City’s transportation system in the near future. The City will prioritize autonomous vehicles that employ shared ownership and are shared by multiple passengers over those that are privately owned. The City will develop and implement autonomous vehicle strategies to ensure travel time reliability and system efficiency, reduce vehicle miles traveled, and have a positive effect on carbon emissions.
 6. The City will manage the curb zone area of the right of way to ensure flexibility and adaptability as parking and mobility technologies change. The City will use adjacent

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land use to determine the appropriate curb use (e.g., on-street parking, pick-up/drop off of passengers or freight, Shared Active Transportation facilities, bikeways, transit stops, and enhanced transit stops).

Action:

- *Create guidelines for curb management, amend the Standards and Specifications and Bend Development Code to implement*

7. The City will implement the Intelligent Transportation System Plan and work with ODOT and the MPO to regularly update the Plan.
8. The City will develop a program to require institutions and businesses with more than 150 employees/members/students to implement and track a Transportation Demand Management plan that outlines targets, strategies, and evaluation measures to reduce vehicle miles traveled and reduce single-occupancy vehicle trips, particularly at peak hours.

Action:

- *Create Transportation Demand Management program, amend the Bend Development Code to implement, identify and fund staff to manage the program*

9. The City will establish Mobility Hubs in all four quadrants of the City, in the core, and in regional centers to improve the accessibility of all forms of transportation and transportation technologies.

Action:

- *Create a Mobility Hub program, identify and fund staff to develop and manage the program*

10. The City will continue to develop, document and promote its own Transportation Demand Management plan to serve as a role model for others.
11. In order to increase transportation options and support existing and planned land uses, the City will work with Cascades East Transit to improve the efficiency and effectiveness of existing services in Bend, expansion of services to underserved areas and support for regional systems that encourage residents of nearby communities to travel to Bend by public transit.
12. The City will plan, prioritize, and implement needed improvements on corridors identified for high-capacity transit, including complete street elements and signal prioritization.
13. The City will work with Cascades East Transit to develop Mobility on Demand and Mobility as a Service trip planning and payment tools across multiple mobility platforms.
14. The City will work with Cascades East Transit to replace the fleet of transit vehicles with energy-efficient vehicles, where applicable, that minimize the transit system's impact on the environment as replacement opportunities occur.

15. The City will fully implement the Downtown Parking Plan (2017).
16. The City will adopt the use of parking management and enforcement technologies to optimize use of existing public and private parking supply, to reduce conflicts, and to reduce the share of land occupied by parking.
17. The City will enable the creation of parking districts in areas where residents or stakeholders have identified an issue that could be resolved by parking management, and/or in locations where data supports the development of a parking district.

Action:

- *Amend the Bend Development Code to implement parking districts, identify and fund staff to manage parking districts.*

18. The City will monitor and update parking requirements on a 5-year cycle to allow for adjustments based on changes in behavior and parking demand over time.

Action:

- *Create program to regularly monitor parking utilization, identify and fund staff to manage the program.*

FUNDING

Policies:

1. The City's transportation funding plan will use a variety of tools to achieve balance and resilience, targeted to generate revenues that are stable and flexible over the planning period, that generate revenue across economic market cycles, and that fund the full range of project types and programs.
2. The City's transportation funding will ensure that all users of the transportation system, including but not limited to visitors, commuters, residents, new development, institutions, and businesses (including property tax exempt businesses) pay a fair share for transportation system development and maintenance.
3. The City's transportation funding program will generate sufficient capital and operations/maintenance revenue to cover the full life-cycle costs (from initial construction to on-going maintenance) of priority projects (including depreciation), programs, and needed staffing to manage and accomplish project with an explicit focus on near-term and priority projects.
4. The City will implement a funding plan that is broadly supported by the community.

Action:

- *Build community support buy-in for new funding tools, especially those that require a public vote, through outreach, polling, education.*
 - *Where possible and appropriate, identify alternate tools (a "Plan B") for those funding sources that require public votes or that Bend does not fully control.*
5. The transportation funding plan will recognize that technologies will change in ways that affect costs and also change the City's ability to monitor use and collect revenues. The transportation funding plan should consider funding for innovation and adaptation/inclusion of new technologies that may become available over time.
 6. The City will regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.
 7. The selection of transportation improvements to be funded within the City's yearly Capital Improvement Program plan will be based on the prioritized list of projects included in this Transportation Plan, subject to public review and comment through a City Council public hearing process.

CCAP Key Dates and Decisions: May 2019-October 2019

JUNE

- *CASC meeting*: final data analysis, decide prioritization, select 4-5 more strategies
- Outreach for public comment period

JULY

- Public comment period (1-15)
- *CASC meeting*: review public comments, select 1-2 strategies based on comments
- Council Stewardship Sub Committee meeting: Overview of CCAP

AUGUST

- *CASC meeting*: review final analysis, final approval on strategies
- Report drafting and review
- Council Stewardship Subcommittee meeting: Policy direction

SEPTEMBER

- *CASC meeting*: review final strategy analysis and final approval
- Report drafting and finalizing
- Council Stewardship Subcommittee Meeting: Policy Direction

OCTOBER

- Council Decision: Wednesday, October 2



What is the Bend Community Climate Action Plan?

Bend's Community Climate Action Plan (CCAP) is a set of strategies that will guide the City and community as we work together to reduce the fuel we consume. Our fuel consumption includes:

- Direct fuel consumption from our cars and heat.
- Indirect consumption through electricity, food and other goods we purchase.

This plan is being developed by the City and the Climate Action Steering Committee (a volunteer committee made up of Bend residents) through extensive participation with the Bend community.

Why this is important

In addition to making Bend safer from climate change, the CCAP can also help members of the Bend community:



Save money over time by improving the energy efficiency of buildings and vehicles.



Save money through the reduction of food waste and goods we consume (think reuse, repair, resale and recycle).



Improve our health. Reducing fuel consumption will reduce air pollution in Bend, which will bring health benefits to residents.



Travel around Bend faster, easier, and more safely by supporting a robust system of public and active transit.



What we've done so far

- Collaborated with the public via community workgroups to identify over 350 climate actions.
- Collected feedback from the public on the actions developed with the community workgroups and identified which actions have public support.
- Worked with City partners and technical experts to identify 15 specific strategies and supporting actions to include in the CCAP.

What's next?

This summer we will be prioritizing these 15 strategies as we complete the CCAP. We will host another comment period in July to collect public feedback on the actions.

Visit the CCAP website to stay up to date on the project: www.bendoregon.gov/ccap



Community Climate Action Plan



CITY OF BEND

Organization Name:

Tell us what you think!

Bend's Community Climate Action Plan (CCAP) is a set of strategies that will guide the City and the community as we work together to reduce our fuel use. As we prepare the final CCAP, we want to hear what you think about the following equity considerations and potential impacts.

1. Have you previously heard of the Bend Community Climate Action Plan?
2. Does the community you serve feel impacted by climate change? If so, how?
3. Does the community you serve feel impacted by other environmental or economic issues associated with Bend's Climate Action Plan? If so, how?

The following tables identify the 15 climate strategies selected for inclusion in the CCAP and potential actions that could reduce barriers to implementing these strategies. We want to hear if you think these actions would be effective and any other ideas on how we can further overcome barriers and avoid unintended consequences when implementing the climate strategies within the community(ies) you serve. What are we getting right? What could we improve?

ENERGY		
Strategies	Actions to Reduce Barriers	Feedback on Action
<ul style="list-style-type: none"> Expand distributed commercial and residential solar photovoltaics. Set community-wide renewable energy use goals. Investigate low carbon energy sources for the community, like a biodigester. Investigate establishing a natural gas offset program. 	<ul style="list-style-type: none"> Utilize on-bill repayment for renewable energy and energy efficiency projects. 	
	<ul style="list-style-type: none"> Build a community solar project so renters and those without solar access can benefit renewable energy. Consider a rate structure that assists low- and moderate-income households. 	
	<ul style="list-style-type: none"> Promote incentives that the Energy Trust of Oregon has for landlords to add renewable energy or provide energy efficiency upgrades to their properties. 	
	<ul style="list-style-type: none"> Promote renewable energy and energy efficiency incentives that are available for low- and moderate-income residents. 	

<ul style="list-style-type: none"> • Install solar panels on public buildings like schools and libraries. • Increase voluntary uptake of energy efficiency projects in buildings. • Implement benchmarking and disclosure programs for energy performance. • Support policies that increase energy efficiency of buildings. 	<ul style="list-style-type: none"> • Promote incentives for new/replacement manufactured homes. 	
	<ul style="list-style-type: none"> • Support workforce development training and internship programs in renewable energy and energy efficiency skills to provide underserved communities with career development opportunities. 	

WASTE AND MATERIALS		
Strategies	Actions to Reduce Barriers	Feedback on Action
<ul style="list-style-type: none"> • Create incentives to decrease home size, targeted at homeowners and builders. 	<ul style="list-style-type: none"> • Encourage lower costs of homes by scaling the development fees applied to new developments based on size to promote smaller homes. 	

<ul style="list-style-type: none"> • Develop outreach materials that link material consumption to climate impacts. • Create outreach and education programs to increase awareness of available resources to reduce waste. • Create programs that reduce waste like curbside composting and repair cafes. 	<ul style="list-style-type: none"> • Develop internship and training opportunities in repair and reuse fields to develop workforce skills in these trades. 	
	<ul style="list-style-type: none"> • Encourage multifamily property owners to include space for recycling and composting at new developments through either incentives or requirements. 	

TRANSPORTATION		
Strategies	Actions to Reduce Barriers	Feedback on Action
<ul style="list-style-type: none"> • Prioritize Bend’s Complete Streets and Active Transportation policies that are in the Transportation System Plan. • Support the transition to electric vehicles with an 	<ul style="list-style-type: none"> • Prioritize complete streets – or streets that support all modes of transportation – and active transportation projects in neighborhoods that have higher proportions of low-income and residents of color. 	

<p>electric vehicle plan and electric vehicle infrastructure.</p> <ul style="list-style-type: none"> • Increase transit routes and services. • Convert City and other public agency fleets to electric vehicles and/or compressed natural gas vehicles. 		
	<ul style="list-style-type: none"> • Create programs that improve access to transit for low-income residents (i.e. transit passes). 	
	<ul style="list-style-type: none"> • Promote affordable and accessible housing development along transit routes. 	

3. Are there other considerations we need to think about to ensure these actions bring the most benefit to the Bend community and the community that you serve?

4. Are there other barriers that we have not thought of, and do you have ideas on how to overcome these barriers?

5. The City of Bend is committed to increasing representation on communitywide planning efforts. Would you be interested in participating in future Task Forces and Planning Groups related to Climate Action and other associated issues? If not, is there someone from your community that you recommend?

Thank you! We appreciate hearing from you.

Please email your responses to Cassie Lacy, Sustainability Coordinator at Clacy@bendoregon.gov