

RESOLUTION NO. 3430

A RESOLUTION OF THE CITY COUNCIL DIRECTING THE DEVELOPMENT OF AN ELECTRIC-FIRST POLICY FOR PURCHASING FLEET VEHICLES

Findings

- A. The scientific consensus is that human activities, principally the extraction and combustion of fossil fuels, have contributed to the warming of the planet that is accelerating global climate change, a threat to human well-being and planetary health.
- B. Central Oregon is increasingly experiencing extreme weather events due to a warming planet—from decreased winter snowpack to drought, summer smoke and wildfire risk, and rising temperatures. Without significant reductions in greenhouse gas emissions, Oregon's average annual temperature is projected to increase by 5°F by mid-century and by 8.2°F by the 2080s, and will be more pronounced in the summer with a 6.3°F projected increase by mid-century and 10.2°F by the 2080s. This level of warming is expected to exacerbate the impacts to the natural and human environments that have already started to manifest in the state.
- C. Climate change impacts communities differently. Communities that face socioeconomic and health inequities will be the most severely impacted by risks, including children, older adults, people of color, low-income residents, and those who experience houselessness.
- D. The Intergovernmental Panel on Climate Change (IPCC), a United Nations body for assessing the science related to climate change, concluded in its most recent study published in 2023 that limiting global average temperature increase to 1.5°C is still achievable, but only if greenhouse gas emissions are reduced immediately, rapidly and on a large scale. Emissions need to be reduced by at least 43% by 2030 compared to 2019 levels, and at least 60% by 2035. The IPCC recommends urgent climate action to achieve those targets as specified in its report.
<https://www.ipcc.ch/report/ar6/syr/>
- E. The City of Bend committed to reducing fossil fuel consumption by 40% by 2030 and by 70% by 2050 compared to 2016 baseline levels in City facilities and operations in Resolution 3044, adopted September 7, 2016.
- F. Resolution 3044 also established a City goal of carbon neutrality for City operations and facilities by the year 2030.
- G. The City's vehicle fleet contributes 17% of the City's overall fossil fuel consumption and of its Scope 1 and 2 greenhouse gas emissions. Transportation emissions across the whole community contribute 44% of communitywide emissions.

- H. Electric vehicles emit no tailpipe pollution, protecting local air quality, and can reduce the amount of greenhouse gas emissions associated with vehicle use, depending in part on the source of the electricity.
- I. On December 8, 2020, the City Manager adopted the Strategic Energy Management Plan, which is a plan to reduce fossil fuel use and greenhouse gas emissions in City facilities. The Strategic Energy Management Plan includes several actions to decarbonize the City's fleet, including transitioning vehicles to electric and hybrid as replacement opportunities occur, to plan and build new City facilities to support an electrified fleet, to use alternative low-carbon fuels, and other strategies that reduce greenhouse gas emissions from fleet vehicles.
- J. The City's Public Works Campus is currently being constructed, and will include infrastructure to support a largely electrified vehicle fleet.
- K. The Council desires to lead by example and formalize the City's commitment to reducing fossil fuel consumption from fleet vehicles to the greatest extent practicable.
- L. For small and medium-duty vehicles that have a gross vehicle weight rating (GVWR) of 9,000 pounds and below, electric or hybrid vehicles exist for the vast majority of departmental vehicle needs, from both an operational use perspective and from a cost effectiveness perspective. Based on the analysis of Fleet staff, powering a vehicle with electricity currently costs 75% less than filling a vehicle with other fuel. Because of these decreased costs, the marginal additional costs for each vehicle typically have a quick return on investment and are considered cost-competitive with a comparable internal combustion engine (ICE) vehicle.
- M. For large-duty vehicles that have a GVWR rating of over 9,000 lbs, electric and hybrid options with necessary functionality are more limited and are often not cost-competitive, even factoring in the life cycle cost of the vehicle over time.
- N. The Council understands that with the current grid-supplied energy mix, renewable energy strategies will also be required to maximize the greenhouse gas emissions reduction potential of electric vehicles.
- O. In 2021, the State of Oregon passed House Bill 2021, which sets milestones for electric utilities to transition toward 100% clean electricity by 2040, including interim targets of 80% clean electricity by 2030 and 90% clean electricity by 2035. The transition to clean electricity will further enhance the greenhouse gas reduction benefit of electric vehicles.
- P. The Council recognizes that there are additional important strategies to reduce greenhouse gas emissions from fleet vehicles, including staff's ongoing work on administrative policies intended to reduce idling time in vehicles and to use

renewable diesel for diesel vehicles. These strategies will work in conjunction with transitioning the fleet to hybrid and electric to achieve desired emissions reductions.

- Q. Eliminating fossil fuels in the City fleet will help achieve the City of Bend's greenhouse gas reduction targets.


Now, therefore, based on these findings,

THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

1. The City Manager is authorized and directed to adopt and implement an administrative policy regarding the purchase of electric vehicles for City use.
2. The administrative policy shall:
 - a. Require the purchase of all-electric vehicles for any vehicle with a gross vehicle weight rating (GVWR) of 9,000 lbs or less if an all-electric vehicle is available for the intended operational use.
 - b. Allow the purchase of a hybrid or a plug-in hybrid vehicle in lieu of an electric vehicle with approval of the Fleet Manager if there is not a an electric vehicle available for the intended operational use for vehicles with GVWR of 9,000 lbs or less
 - c. Include an administrative process for requesting exemptions from the City Manager for single vehicle purchases. Exemptions may be requested for reasons including but not limited to:
 - i. The all-electric or hybrid vehicle options cannot perform the intended operational use of the vehicle
 - ii. The asset life cycle cost analysis does not show a positive return on investment
 - d. Vehicles with GVRW of greater than 9,000 lbs will not be subject to this policy
3. The City Manager shall consider this Resolution and the administrative policy when making recommendations to Council for vehicle purchases with a contract value exceeding \$250,000. However, nothing in this Resolution shall displace Council's authority as Local Contract Review Board to approve or disapprove of vehicle purchases with a contract value exceeding that amount.
4. Department Directors may request an exemption from the City Council if they deem a class of all-electric or hybrid vehicles not to be suitable for the intended use.

Adopted by the Bend City Council on June 4, 2025.

YES: Kebler, Franzosa, Méndez, Norris, Perkins, Platt, Riley
NO:



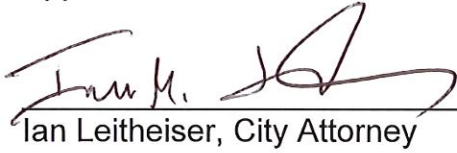
Melanie Kebler, Mayor

Attest:



Ashley Bontje, City Recorder's Office

Approved as to form:



Ian Leitheiser, City Attorney