May 14, 2026

Environment and Climate Committee Meeting

Agenda



- Public Comment
- Approval of Meeting Minutes
- City Council Update
- Staff Updates
- Climate Pollution Fee Update
- CCAP Work Plan: EV Readiness Plan
- CCAP Work Plan: Waste Prevention and Reuse Initiatives Continued
- Agenda Review

Public Comment

2 minutes each

Approval of Meeting Minutes

City Council Update

Staff Updates

- **Electrification Policy:**
  - Work session: 4/22
  - First reading of ordinance and public hearing: 6/3
  - Second reading of ordinance: 6/17
- **Go Electric: Sparking Conversation around Energy Efficiency**
  - *Weatherization for Income-Qualified Households* (panel): June 24, 5:30 – 7:30 p.m. TELL YOUR FRIENDS

- Update from DPL that the induction stove kit is being rented!
- Council adopted Small Business Assistance Grant Program

Staff Updates

- **Bend Growth Plan Joint Committee Working Group (JCWG)**
  - Will advise City staff on policy-related topics related to the Growth Plan
  - Will meet roughly 5 times between August/September 2026 and June 2027, plus additional meetings in FY27-29
  - Would like 2-3 Committee members to apply from each committee
  - Application open around July 6 and will close mid-July
  - City Manager will select committee members

Climate Pollution Fee Update

Next Steps: Climate Pollution Fee

- **June 3 (complete)** : First reading of ordinance establishing new code chapter
  - Includes public hearing
- **June 17:** Second reading of ordinance establishing new code chapter
- **February 2027**: Work session to review updated fee schedule
- **March 2027:** Council adopts fee resolution to establish
- **April 1, 2027**: Fee goes into effect

Next Steps: Electrification Incentives

- **July-December 2026 –** staff to begin outreach with developer community for input on nonmonetary incentives

- **August 2026 – January 2027 ECC Meetings:**
  - ECC to develop recommendations for financial incentives for electrification, using revenue from fee
  - ECC to provide input into nonmonetary incentives, after hearing from developer community

- **February 2027 Council Work Session** – ECC and/or staff recommendation regarding financial incentives and nonmonetary incentives

CCAP Work Plan: EV Readiness Plan



CCAP Work Plan

1. Develop and execute a CCAP outreach and education program
2. Develop and launch an energy navigator program
3. Develop electrification policies
4. Expand public EV charging infrastructure
5. Implement waste reduction and reuse initiatives
6. Encourage reduction in vehicle miles traveled (update every few months/every quarter)
7. Demonstrate clean energy leadership at the City

Goals of EV Readiness Plan

1. Provide equitable access to EV's and the benefits of electrified mobility to all users, including underserved and vulnerable communities, by making it easier to use, purchase/lease, charge, operate, and maintain an EV in Bend
2. Ensure EV charging infrastructure is equitably accessible to the broad range of residents, visitors and workers in Bend.
3. Develop criteria to strategically site EV charging infrastructure that fills key gaps and supports increased adoption by all user groups
4. Integrate the EV charging network into a clean power grid that redues GHG emissions and charging costs
5. Improve awareness of the costs, benefits, and performance of EV's among residents, visitors, and businesses in Bend
6. Lead by example by integrating EV's into municipal fleets
7. Position the City for current and upcoming funding opportunities that promote EV adoption
8. Address barriers to widespread electrified mobility adoption among all users through collaborative, coordinated action by the City, its stakeholders, and community partners

EV Adoption Goals

Goals set based on proportional share of achieving State of Oregon's goal of 250,000 registered EV's by 2025

Stay the Course

Reflects a continuation of current adoption growth rates in Deschutes County. Based on recent trends, countywide adoption grew by 44 percent from 2020 to 2021. This scenario is based on 45 percent annual growth, which results in 4,850 EVs in Bend in 2025.

Achieve the Goal

Reflects the level of growth in adoption needed to reach 6,250 EVs in Bend in 2025: 55 percent per year. The City will drive this growth by operating proactively and deploying charging infrastructure such that EV ownership becomes more attractive and accessible to all.

Exceed the Goal

Reflects adoption growing at an even more rapid rate of 65 percent per year, resulting in 8,150 EVs in Bend in 2025. This can be achieved through incentive programs, infrastructure deployment, fleet vehicle replacements, public outreach, and other proactive measures.

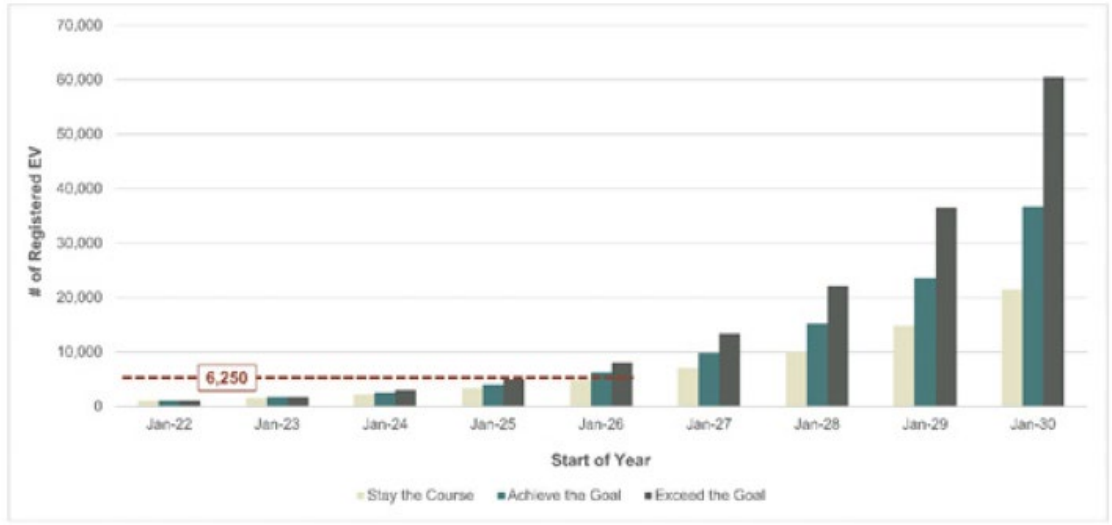


Figure 3-1: Bend Electric Vehicle Adoption Projections

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Existing Charging Infrastructure - 2022

Table 3-1: Existing Charging Infrastructure Inventory

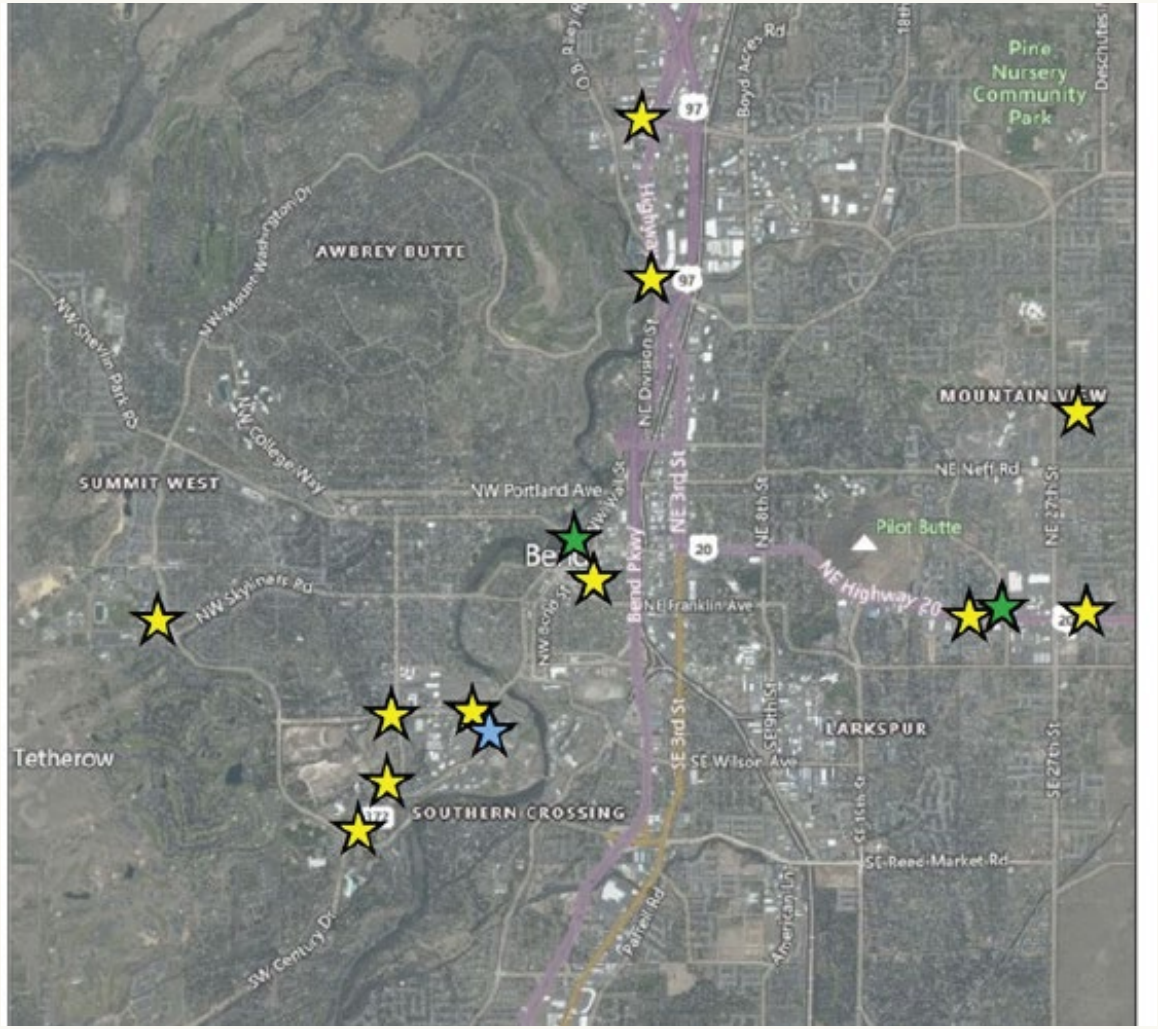
Access Type	Level 1	Level 2	Dc Fast	Tesla Destination	Tesla Supercharger
Public Access					
stations	*1*	15	3	--	--
plugs	*1*	37	17	--	--
Private Access					
stations	*1*	15	1	--	--
plugs	*1*	25	1	--	--
Tesla Network					
stations	--		--	*9*	*1*
plugs	--		--	*15*	*8*

Table 3-2: Existing Charging Infrastructure Demand

Scenario	Public Level 2	Public DC Fast	Workplace Level 2
Existing Network			
plugs	*37*	17	--
Existing Need [1,000 EVs]			
plugs	*40*	10	49
gap	*3*	-7	--

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Existing Charger map



Level 1 charger

Level 2 charger

DC Fast Charger (out of image)

Level 2 + DC Fast Chargers

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Future Charging Needs to Meet Goals in 2025

Stay the Course

Results in a need for 169 public Level 2, 45 public DC Fast Charge, and 217 workplace Level 2 plugs to support 4,850 EVs, or an additional 132 Level 2 charging plugs and 28 DC Fast Charge plugs. Even this level of growth will require measurable investment and support from the City, which will need to include support for workplace charger installations through a combination of information distribution and financial support.

Achieve the Goal

Shows a need for 214 public Level 2, 57 public DC Fast Charge, and 278 workplace Level 2 plugs. This indicates a gap of 177 Level 2 and 40 DC Fast Charge plugs that will need to be filled to support 6,250 EVs in Bend. The City must work proactively and quickly for Bend to contribute its proportional share toward reaching the statewide goal.

Exceed the Goal

Creates a need for 273 public Level 2, 73 public DC Fast Charge, and 361 workplace Level 2 plugs to support 8,150 EVs, or an additional 236 Level 2 and 56 DC Fast Charge plugs. To achieve this, the City would need to actively seek out funding, develop financial incentives, support private charger installations, and conduct significant public outreach.

Table 3-3: Future Charging Infrastructure Needs

Scenario	Public Level 2	Public DC Fast	Workplace Level 2
Existing Network			
plugs	37	17	--
Scenario 1: Stay the Course [4,850 EVs]			
plugs	169	45	217
gap	132	28	--
Scenario 2: Achieve the Goal [6,250 EVs]			
plugs	214	57	278
gap	177	40	--
Scenario 3: Exceed the Goal [8,150 EVs]			
plugs	273	73	361
gap	236	56	--

Equity in EV Charging

Existing charging infrastructure is largely concentrated in Downtown Bend, just west of the Deschutes River, and along key highway corridors.

The Orchard District has the highest concentration of people experiencing poverty, with no access to chargers outside of those downtown.

The Old Farm District has a high concentration of people experiencing poverty and a large non-white population, but no nearby access to chargers.

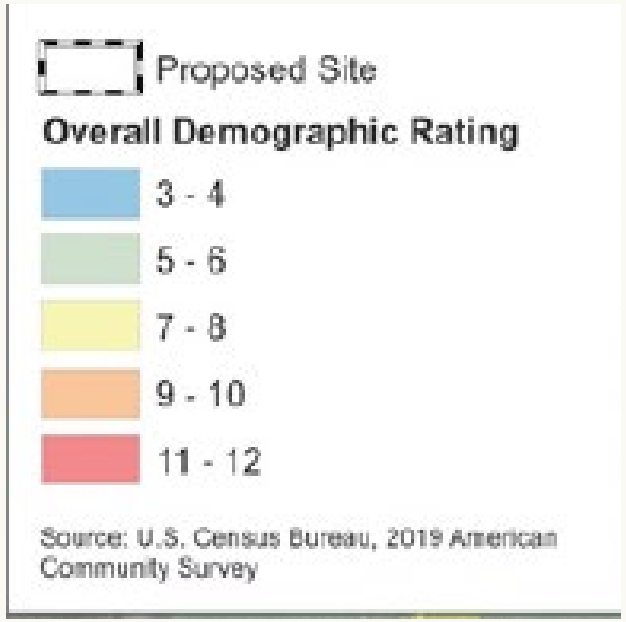
Areas with the most multifamily housing, particularly those north and east of Downtown Bend, are largely underserved by the existing charging network.

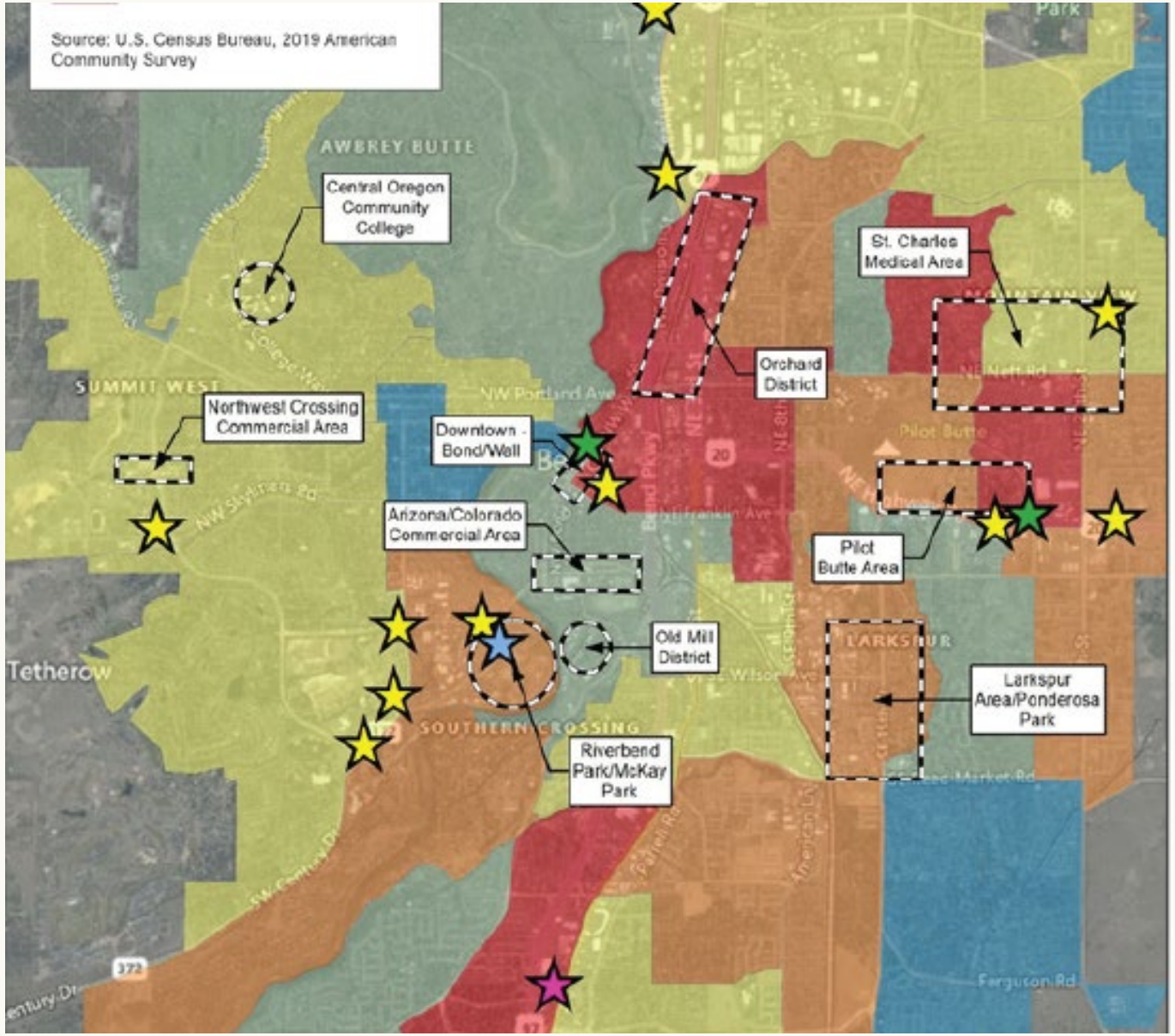
These gaps leave many communities without chargers near residences. The City must focus on these communities and others like them as it works toward making its charging network equitably accessible to all.

- Incentives for EV purchases and leases by LMI residents, or prioritization of rebate applications from LMI residents
- Incentives for installing public charging stations in LMI communities
- Incentives for LMI community members installing home chargers
- Incentives for electrification of transit vehicles and school buses, with priority given to buses operating in or traveling through LMI communities
- Incentives for off-peak electricity use and optimized charging programs

Proposed Priority EV Infrastructure Siting

- Different siting criteria for Level 2 and DC fast chargers





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Actions: Promote EVs

ACTION 1A:

INCREASE COMMUNITY AWARENESS OF THE BENEFITS, COSTS, SAFETY, AND AVAILABILITY OF EVS

- **1-1A.1** Develop and maintain an EV-specific page, hosted on the City website, that includes links to available information, including charger locations and types; permitting guidance; building codes; Federal, State, and local incentives; available and upcoming EV lists; and current and planned projects.
- **1-1A.2** Distribute information to the public related to the growing used EV market by partnering with and providing information to local auto dealers.
- **1-1A.3** Coordinate with key partners like Oregon Department of Energy (ODOE) and Columbia-Willamette Clean Cities Coalition (CWCCC) to distribute specific educational materials focused on vehicle performance in local weather and terrain conditions.
- **1-1A.4** Leverage social media to show City progress and build excitement toward EV adoption and EVSE deployment.
- **1-1A.5** Maintain a back-and-forth with the public through continued feedback opportunities and surveys posted to the EV website and advertised online and in local print sources.

ACTION 1B:

INCENTIVIZE COMMUNITY ADOPTION OF EVS, PRIVATE INVESTMENT IN EV CHARGING INFRASTRUCTURE, AND LOCAL SERVICE SUPPORT FOR EVS

- **1-1B.1** Publicize incentives for employers investing in workplace EVSE, such as the grants for charging infrastructure offered by Pacific Power.
- **1-1B.2** Work with local businesses to develop a generic employee survey template for use by any employer to determine if workplace charging is appropriate.
- **1-1B.3** Work with nonprofit organizations such as Forth Mobility to provide business owners with the information needed to educate employees on the use and benefits of workplace chargers.

ACTION 1C:

ENSURE EQUITY THROUGH COORDINATED OUTREACH TO BEND'S UNDERSERVED AND HISTORICALLY DISADVANTAGED COMMUNITIES

- **1-1C.1** Work with local nonprofit organizations, such as NeighborImpact, to focus outreach on historically disadvantaged communities.
- **1-1C.2** Partner with outreach organizations such as Forth Mobility to distribute information to underserved communities about the benefits of EVs and financial incentives for purchasing or leasing an EV.
- **1-1C.3** Translate all information into Spanish when staff resources can support follow-up contact.

ACTION 1D:

COORDINATE WITH OTHER LOCAL PROJECTS AND PARTNER GROUPS TO IMPROVE ACCESS TO, AND VISIBILITY OF, E-MOBILITY IN BEND

- **1-1D.1** Work with CET to incorporate micromobility in new mobility hubs.
- **1-1D.2** Partner with CET to publicize new battery electric buses through promotion events.
- **1-1D.3** Partner with CWCCC and local groups (e.g., Bend Electric Vehicle Club) to operate EV ride-and-drives and other community events promoting EVs.

Actions: Enable EVs

ACTION 2A:

INCORPORATE E-MOBILITY AND EV CHARGING INFRASTRUCTURE IN PLANNING AND BUDGETING EFFORTS

- **1-2A.1** Plan for the transition of the City's municipal fleet to electric or otherwise 'clean' vehicles.

ACTION 2B:

ENABLE EV OWNERSHIP AND EVSE DEPLOYMENT THROUGH POLICY

- **1-2B.1** Define EV- and EVSE-related terms in the Bend Development Code.
- **1-2B.2** Adopt requirements for EV-Ready parking spaces in new or major renovation construction consistent with the 2022 Transportation Planning Rules amendments, or the most recent legislated requirements.
- **1-2B.3** Update zoning regulations to ensure EVSE installations are allowed by designating EVSE as permissible uses in all zoning designations.
- **1-2B.4** Investigate the value and feasibility of on-street residential charging.

ACTION 2C:

DEVELOP AND ENFORCE CRITERIA FOR DEDICATED EV PARKING SPACES

- **1-2C.1** Adopt language restricting charging station parking to EVs and enabling enforcement.
- **1-2C.2** Adopt parking enforcement criteria for EVSE, including time limits based on location and power level of the charger, to facilitate turnover and increase utilization.
- **1-2C.3** Enforce EV parking criteria
- **1-2C.4** Establish consistent design criteria for dedicated EV parking spaces, including space size, allowable locations (e.g., parking lot, on-street), and accessibility requirements.
- **1-2C.5** Adopt standardized signing and marking practices for easy identification of EV parking spaces, consistent with Manual on Uniform Traffic Control Devices standards.

Actions: Deploy EVSE

ACTION 3A:

STRATEGICALLY SITE NEW EV CHARGING INFRASTRUCTURE TO BEST SERVE THE NEEDS OF THE BEND COMMUNITY

- **1-3A.1** Coordinate and plan the charging network with a holistic approach that considers existing and planned chargers and sites chargers where gaps exist in the network.
- **1-3A.2** Prioritize equity in EVSE deployment by evaluating population diversity, income distribution, and multifamily housing density when siting new chargers.
- **1-3A.3** Dedicate initial funding to DC Fast Chargers at short-stay destinations and along key highway corridors to support community quick charging and long-distance travel.
- **1-3A.4** Build out an initial Level 2 charging network focused on multifamily housing and locations with mid-range dwell times, including parks, trailheads like Pilot Butte and Mt. Bachelor, and popular areas like the Old Mill District.
- **1-3A.5** Develop a partnership mechanism with partner entities, such as Bend Park and Recreation District, for funding, installation, operations, and maintenance of EVSE at parks and trailheads.
- **1-3A.6** Locate chargers in convenient and accessible spaces, such as near parking garage elevators or business entrances.
- **1-3A.7** Where appropriate, consider allowing DC Fast Charger installations of at least 50 kW rather than an ideal 150 kW, minimizing costs and demand per charger and maximizing the reach of the City's funding.
- **1-3A.8** Work with Pacific Power and CEC to investigate innovative public charging locations in the public right-of-way, such as in lampposts.

ACTION 3B:

TAILOR CONTRACTS TO THE SPECIFIC NEEDS OF EACH EVSE INSTALLATION

- **1-3B.1** Leverage private sector efficiencies with Charging-as-a-Service contracts, selecting a Design-Build-Operate Maintain or Design-Build-Own-Operate-Maintain contracting scheme based on the availability of capital funds.
- **1-3B.2** Define enforceable, performance-based metrics for all new EVSE contracts to be sure real-world performance will meet City needs and community expectations.

Actions: Deploy EVs

ACTION 3C:

RELY ON EXISTING INDUSTRY PRODUCTS AND EXPERTISE TO MANAGE AND COMMUNICATE DATA SAFELY AND RELIABLY

- **1-3C.1** Focus on installing networked (smart) chargers managed by private EMPs, such as ChargePoint, EVoCharge, and SemaConnect, to improve the customer experience and further promote the ease and convenience of charging EVs.
- **1-3C.2** Require use of the Open Charge Point Protocol 2.0 for all new EVSE.
- **1-3C.3** Define security needs for incoming and outgoing data shared with third parties.

ACTION 3D:

DEVELOP AND IMPLEMENT AN APPROACH TO CHARGING FEES THAT BALANCES USER COSTS, POWER DEMAND, AND MUNICIPAL REVENUE

- **1-3D.1** Negotiate a pricing structure that balances user costs and revenue for new chargers operated by e-Mobility Service Providers (EMPs) in all new EVSE contracts.
- **1-3D.2** Define a pricing structure for City-owned EVSE installations based on area characteristics and utilization rates.
- **1-3D.3** Locate chargers at destinations with nearby services drivers want to use, such as fueling stations with convenience stores, grocery stores, and short-stay restaurants, to promote local spending while charging.

ACTION 3E:

BUILD AND MAINTAIN A CHARGING NETWORK THAT INCORPORATES INDUSTRY BEST PRACTICES, PROMOTES THE USE OF RENEWABLE ENERGY, AND REDUCES STRAIN ON THE LOCAL POWER GRID

- **1-3E.1** Facilitate a smooth construction permitting process by establishing consistent design criteria for new EVSE.
- **1-3E.2** Include industry best practices for incorporating preventative designs (e.g., housekeeping pads, screen and collision protection, cord length and management) in EVSE design criteria to minimize maintenance needs and costs.
- **1-3E.3** Identify responsibility (i.e., site host, charging network, installer) for maintenance costs and activities in all new EVSE contracts.
- **1-3E.4** Secure warranties for the full length of new EVSE contracts through the EMP.
- **1-3E.5** Incorporate placemaking, branding, and/or public education at charging stations, such as messaging about the source of energy powering the charger or a carbon offset tracker.
- **1-3E.6** Incorporate wayfinding signage to guide drivers to nearby charging stations.

Implementing EV Readiness Plan: Previous Actions

- Installed public charging stations at the Public Works Campus
  - Free charging
  - Owned, operated, maintained by the City
- Commitment to incorporating EV charging stations at Mobility Hubs, when developed
- Had planned on identifying charging locations and sites to fund with federal grant funds, when they were available
- Preference was to leverage charging-as-a-service and Design-Build-Operate-Own-Maintain if possible. Reduce reliance on City funds for infrastructure.
- Explored lightpost chargers with Pacific Power, on deck to be a pilot location
- Currently working with Forth Mobility on Charge Smart Certification (silver level)

EV Readiness Challenges

- Resources and momentum that were available in 2022/2023 no longer available
  - Federal grants
  - Pacific Power lamppost pilot
  - Staff turnover at City and some other partners
- City does not own very many appropriate sites for chargers. Partnership model needed for other sites, like parks.
- Dedicated funding not allocated, specific projects not yet identified
- Competing priorities
- Data has not been monitored over the last several years

EV Readiness: Next Steps

- Monitor use of public chargers at Public Works Campus
- Re-establish key City and external partners to identify low-hanging fruit projects
- Update data on charger availability and charging need
- Review updated best practices from other cities
- Identify specific projects for next biennium, in advance of Council Goals and budgeting?

ECC Discussion

- Questions?
- General thoughts and feedback?

- Do you have thoughts on ideas on which aspects of supporting EV readiness we should be focusing our resources and time?
  - Additional questions/data needed to provide input on this?
  - Examples of best practices you have experienced?

CCAP Work Plan: Waste Prevention and Reuse Initiatives Continued

CCAP Work Plan

1. Develop and execute a CCAP outreach and education program
2. Develop and launch an energy navigator program
3. Develop electrification policies
4. Expand public EV charging infrastructure – April/May
5. Implement waste reduction and reuse initiatives
6. Encourage reduction in vehicle miles traveled (update every few months/every quarter) – April/May
7. Demonstrate clean energy leadership at the City (march)

Agenda Review

Agenda Review

July ‘26	August ‘26	September ‘26
• Summer Break – no meeting	• Climate Action Partner Grant Program year 2 • Electrification Incentives • Waste & Materials	• Small Business Assistance Grant Awards • Electrification Incentives • Waste and Materials Con’t

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