

City of Bend Climate Friendly and Equitable Communities 2025 Major Report

October 30, 2025



CITY OF BEND



DLCD

Department of
Land Conservation
& Development

Introduction

The Climate-Friendly and Equitable Communities (CFEC) program aims to meet the state's greenhouse gas reduction targets by providing more transportation and housing choices and promoting equitable land use planning outcomes. Oregon Administrative Rules (OAR) include requirements for jurisdictions in regions with populations over 50,000 people to set performance targets and track progress on a specified set of performance measures. As a component of the target setting and measuring process, jurisdictions must periodically report on their progress towards meeting the performance targets in the form of a major report, as defined in [OAR 660-012-0900\(7\)](#).

The major report is intended to provide detail on how jurisdictions are working to meet the locally adopted performance targets. The major report details the following:

- **Performance Measure (PM) Progress.** Baseline measurement and measurement of the current reporting period with an assessment of how they align with the adopted performance target. Progress will also include a description of past period and future period benchmarks.
- **Performance Measure Policy Actions.** Policy efforts or investments that most contributed to the change in the measure this period, including trends, opportunities, and challenges in meeting the next milestone. Identify how state agencies and regional partners can help stay on track.
- **Corrective Action.** Actions will be taken over the next reporting period to improve performance for any measure that does not meet the target.
- **Performance Measure Metadata.** Background information to describe the performance measure and include or point to documentation on how it was calculated, processed from the raw data.

Section 1: Narrative Summary

Major reports are required to include the information of the annual minor report (OAR 660-012-0900(6)). The Department of Land Conservation and Development collects minor reports through a reporting portal. For the major report, please include this information in the form below.

- Provide a summary of the state of coordinated land use and transportation planning in the planning area over the reporting year, including any relevant activities or projects undertaken or planned by the city or county.

The City of Bend continues to implement its \$180 million 2020 General Obligation (GO) Bond program, investing in transportation projects of all types of travel modes (see [2020 Transportation GO Bond | City of Bend](#)). Capital projects were identified in Bend's 2020 TSP, and many of these investments are aimed at improving conditions for people walking and rolling, such as the Midtown Crossings, Wilson Avenue, and Olney Avenue projects, as well as construction of the 12 Key Routes for Biking and Walking citywide. The City was awarded funding for the landmark [Hawthorne Overcrossing for Bikes and Pedestrians](#) and is currently in design for construction in 2026/27, and is continuing completion of the [Bend Bikeway Project](#) to create safe north/ south and east/ west bicycle routes through the City.

Beyond capital projects, in 2024/ 2025, the City approved master plans for Stevens Road Tract, which provides a complete community concept on the east side of Bend, with a new library, commercial, a mix of housing types, and transportation networks comprised of low stress bike and pedestrian facilities. Additional land use and transportation coordination was completed for Caldera Ranch, a 100-acre UGB expansion (through SB 1537), that will provide low stress biking and walking facilities to serve approximately 716 housing units of varying size, type, and affordability ranges. Approximately 254 units are required to be affordable to residents earning 80% of the area's median income, for rent, and up to 130% of AMI for homebuyers. The Ponderosa Master Plan, in southwest Bend, will connect to existing transportation networks and will provide a minimum of 251 housing units, including a minimum of 39 townhomes and 146 multi-unit, duplex, triplex, and/or quadplex units, as well as limited mixed-use and commercial uses, parks and open space, with connections to the City's low stress bike network and transit.

In 2024/2025, the City completed its ["Low Car/ No Car District \(or People Streets\) Study"](#), which provides guidance for implementation of the requirements of OAR 660-012-330(7). This Study may inform an update to the City's Standards and Specifications for transportation infrastructure to begin in fall 2025, and the upcoming TSP update.

The City also adopted a Transportation Utility Fee (TUF), and is in Phase 2 of implementation, providing needed funding for road and facility maintenance, as well as an increased transportation System Development Charge (SDC) to fund necessary capital projects of all modes related to growth.

1. Provide the planning horizon date of the jurisdiction's acknowledged transportation system plan (TSP), a summary of amendments made to the TSP over the reporting year, and a forecast of planning activities over the near future (up to the TSP horizon date) that may include amendments to the TSP.

1-a. Planning horizon of the acknowledged TSP:

1-b. Provide a short summary of TSP amendments in 2024:

The Bend City Council approved a TSP amendment to implement the Stevens Road Tract Concept Plan through Ordinance 2492 on February 21, 2024. The amendment was part of a package of planning amendments to implement the requirements of HB 3318, which added 261 acres to Bend's UGB. The Stevens Road Tract Concept Plan includes a complete community concept with deed-restricted affordable, workforce, and market rate housing, along with parks, mixed uses, and employment opportunities. The concept plan provides transportation options that support walking, biking, rolling, and transit.

1-c. Provide a forecast of future planning activities that may include TSP amendments:

The City of Bend will begin a major update to its TSP and Comprehensive Plan beginning in early 2026. The City has been coordinating with DLCD on a strategy to integrate the City's long-term needs for residential, commercial, and employment land, along with updated transportation system needs to support forecasted land use needs. This multi-year effort will be conducted to bring the City's plans into compliance with new state rules including CFEC and Oregon housing rules. The City anticipates adoption of these updated guiding policy documents in 2028-2030.

2. Provide a summary of any equity analyses conducted as defined in OAR 660-012-0135, as well as the status of planning and involvement activities centering underserved populations. Include any reports or documentation on these activities completed during the reporting year.

2-a. Were any reports or equity analysis conducted during the reporting year? If yes, please attach a copy of any reports as required in OAR 660-012-0130.

Yes ☐ No ☒

2-b. Provide a summary of any equity analyses conducted as required in OAR 660-012-0135.

N/A. No major updates to the Bend TSP were completed during the reporting year, and therefore no equity analyses as required by OAR 660-012-0135 have been conducted.

3. Provide a description of any alternatives reviews undertaken on roadway expansions, including those underway or completed, as required in OAR 660-012-0830.

The City has not completed any alternative reviews in accordance with OAR 660-012-0830. Bend's TSP was adopted in 2020, and the roadway projects within the TSP are not subject to review as of this reporting period. In early discussions with ODOT Region 4 staff and the Bend Metropolitan Planning Organization (MPO), it is likely that Bend will not have any projects that will require enhanced review when the City updates its TSP.

Section 2: Regional Transportation Plans

1. What immediate actions have the city or county considered to reduce greenhouse gas emissions, as required in ORS 184.899(2)?

Beyond the multi modal transportation investments and complete communities approach to master planning previously discussed in Section 1 of this report, Bend's updated SDC methodology added more than \$58 million to the SDC transportation project list for level of traffic stress 1 and 2 bicycle and pedestrian facilities citywide. These projects will be constructed based on a proportional share of the impact of private development(s) on the transportation system. [System Development Charges | City of Bend](#) The City is investing in increased Transportation Options programs, and regulating parking through additional parking districts and demand management. Additionally, the City's [Community Climate Action Plan](#) was updated in 2025, and provides policies and actions to reduce fossil fuel use and pollution in Bend, with key strategies and actions directed towards achieving outcomes in energy supply, energy in buildings, transportation, and materials and waste. The City tracks progress towards meeting targets and goals regularly.

2. Describe how the city or county consulted with the Metropolitan Planning Organization on how the Regional Transportation Plan can reduce greenhouse gas emissions, as required in ORS 184.899(2).

The Bend MPO adopted the MTP in September 2024, prior to the full implementation of the CFEC requirements. It is anticipated that actions to reduce greenhouse gas emissions beyond those listed above in this report will take place as part of the next MTP update.

Section 3: Major Report

Reporting performance measure progress relative to targets

Please use the following section to report progress on each performance measure relative to targets. For each performance measure category, report for the current reporting cycle using data from the most recent available year.

Compact Mixed-Use Development

Provide data for the *current reporting* using the most recent available year for each of the *Compact Mixed-Use Development* performance measures in the table below:

	LU.1		LU.2		LU.3	
	Number of publicly supported affordable housing units in climate-friendly areas (CFAs).		Number of existing and permitted dwelling units in CFAs and percentage of existing and permitted dwelling units in CFAs relative to total number of existing and permitted dwelling units in the jurisdiction.		Share of retail and service jobs in CFAs relative to retail and service jobs in the jurisdiction	
Reporting Year	Target (2024 set)	Reporting	Target (2024 set)	Reporting	Target (2024 set)	Reporting
2024		24		841 (1.7%)		13.1%
2050	6,481 (30%)		21,602 (30%)		15.3%	

Provide additional relevant information and context on progress towards achieving each of the *Compact Mixed-Use Development* performance measures for the following:

1. Describe the baseline projections or expected outcomes from adopted/acknowledged plans:

The Bend Comprehensive Plan and area, refinement, and concept plans include housing, land use, and economic development policies that align with the desired outcomes of the CFEC land use performance measures, such as encouraging denser housing, housing and employment in complete communities. As described in Section 1 (Q 1) of this report, the City approved several master plans that accommodate affordable housing citywide over time. While the City has not yet designated CFAs, many existing plan policies are consistent with the land use directives embodied within CFA regulations.

LU.3, Share of retail and service jobs in CFAs relative to retail and service jobs in the jurisdiction is based on the City continuing its current trend of 72% of all jobs categorized as retail/ service jobs. We understand the purpose for maintaining this percentage as a constant for target setting purposes. Later this year, the City will begin a significant update to the Bend Comprehensive Plan, including a new Economic Opportunities Analysis (EOA). Given the City has not yet designated CFAs, we recommend examining updated EOA (scheduled for adoption 2027) to verify how close the 72% share is to the actual and forecasted retail/service jobs.

2. Describe what policy efforts, actions, investments, and amendments to local plans that have been taken to meet the performance target.

Efforts to meet performance targets will be described in the following Major Report. However, the City has recently implemented incentive programs to encourage affordable housing options which are already seeing success and which will assist Bend in meeting its future Performance Targets for Compact Mixed-Use Development. The City implemented the Tax Increment Assistance for Housing Affordability (TIAHA) program in October 2024. The TIAHA program provides multi-unit residential rental projects assistance with Bend Urban Renewal Agency (BURA)'s portion of taxes on increased assessed value from structural improvements. Projects must include three or more residential units and at least 15% of units must be rented to households at or below 90% area median income with rental increases below the statutory maximums for the duration of assistance (up to 30 years).

The TIAHA program can be used in an existing urban renewal area (including the Bend Core Area, which is one of Bend's likely CFAs), or a developer can apply for a new site-specific TIF area to be created. The City has not yet seen the results of this program with constructed units but has several multi-unit development projects approved for the financial incentive program, with 897 total units approved, and 17% (153) of those units considered affordable and restricted to households earning at or below 90% of the area median income within the new and existing tax increment finance areas. Three of the projects receiving the TIAHA are located within potential CFA candidate sites, the Core Area and Central Westside.

New programs, in addition to the package of incentives to encourage affordable housing supplies that the City has already implemented will help ensure Bend makes meaningful progress towards the targets in measures LU.1, LU.2, and LU.3 in the future.

3. Describe any proposed corrective actions that will be taken to meet the performance target by the next major report, if not on track to meet the 2050 target.

N/A. Corrective actions will be described in the following Major Report.

4. Describe the status and success of corrective actions identified in prior reports.

N/A. Status of corrective actions will be described in the following Major Report.

Active Transportation

Provide data for the *current reporting cycle using the most recent available year* for each of the *Active Transportation* performance measures in the table below:

	AT.1		AT.2		AT.3	
	Percentage of collector and arterials streets in CFAs and underserved population neighborhoods with bicycle and pedestrian facilities with level of traffic stress 1 or 2.		Percentage of collector and arterial roadways in CFAs and underserved population neighborhoods with safe and convenient marked pedestrian crossings.		Percentage of transit stops with safe pedestrian crossings within 100 feet.	
Reporting Year	Target (2024 set)	Reporting	Target (2024 set)	Reporting	Target (2024 set)	Reporting
2024		30.7%		46.4%		33.8%
2050	100%		100%		100%	

Provide additional relevant information and context on progress towards achieving each of the *Active Transportation* performance measures for the following:

1. Describe the baseline projections or expected outcomes from adopted/acknowledged plans:

The Bend Comprehensive Plan and TSP include many policies and projects which align with the desired outcomes of the CFEC active transportation performance measures, such as developing bicycle and pedestrian facilities, minimizing conflicts along corridors, and encouraging multimodal transportation.

2. Describe what policy efforts, actions, investments, and amendments to local plans that have been taken to meet the performance target.

Efforts to meet performance targets will be described in the following Major Report. However, over the past five years, the City has made significant investments that meet the intent of the Active Transportation performance measures and that will help the City meet its future targets. Projects such as the \$32 million Hawthorne Pedestrian and Bicycle Overcrossing, Midtown Crossings, Wilson Avenue, and Olney Avenue projects, as well as construction of the 12 Key Routes for Biking and Walking citywide will help establish increased bike and pedestrian facilities with a level of traffic stress of 1 or 2. The Bend City Council has also established and allocated funding to the Bend Bikeway Project, which will provide North-South and East-West routes to fulfill the City Council's 2023-2025 Transportation and Infrastructure Goal to "Implement near-term multimodal and safety projects to capitalize on the existing system, including building one connected and protected North-South and one East-West key route, and wayfinding".

3. Describe any proposed corrective actions that will be taken to meet the performance target by the next major report, if not on track to meet the 2050 target.

N/A. Corrective actions will be described in the following Major Report.

4. Describe the status and success of corrective actions identified in prior reports.

N/A. Status of corrective actions will be described in the following Major Report.
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Transportation Options

Provide data for the *current reporting cycle using the most recent available year* for each of the *Transportation Options* performance measures in the table below:

	T0.1		T0.2		T0.3	
	Number of employees covered by an Employee Commute Options program.		Number of households engaged with Transportation Options activities.		Percent of all Transportation Options activities that were focused on underserved population communities.	
Reporting Year	Target (2024 set)	Reporting	Target (2024 set)	Reporting	Target (2024 set)	Reporting
2024		4,126		0		0
2050	24,562 (25% of employees)		14,844 (20% of households)		10.2%	

Provide additional relevant information and context on progress towards achieving each of the *Transportation Options* performance measures for the following:

1. Describe the baseline projections or expected outcomes from adopted/acknowledged plans:

The City partners with Commute Options to manage Bend's employee transportation options program and anticipates creating additional programs for increased travel options by using a portion of Phase 3 of the transportation utility fee when implemented. In the interim during 2024/2025, the City funded two staff positions which will target safety and travel options, allocated \$40,000 annually for the next two years towards Safe Routes to Schools projects, and has limited funding for bike safety features such as bike lights and helmets. The City has had a bike share program since 2022 through a private vendor and recently established an e-bike rebate program with Commute Options. Bend anticipates increased emphasis on transportation and travel demand options over time, with the upcoming TSP update.

2. Describe what policy efforts, actions, investments, and amendments to local plans that have been taken to meet the performance target.

N/A. Efforts to meet performance targets will be described in the following Major Report.

3. Describe any proposed corrective actions that will be taken to meet the performance target by the next major report, if not on track to meet the 2050 target.

N/A. Corrective actions will be described in the following Major Report.

4. Describe the status and success of corrective actions identified in prior reports.

N/A. Status of corrective actions will be described in the following Major Report.

Transit

Provide data for the *current reporting cycle using the most recent available year* for each of the *Transit* performance measures in the table below:

	TR.1		TR.2		TR.3	
	Share of households within one-half mile of a priority transit corridor.		Share of low-income households within one-half mile of a priority transit corridor.		Share of key destinations within one-half mile of a priority transit corridor.	
Reporting Year	Target (2024 set)	Reporting	Target (2024 set)	Reporting	Target (2024 set)	Reporting
2024		43.5%		52.0%		61.3%
2050	71.9%		80.4%		80.0%	

Provide additional relevant information and context on progress towards achieving each of the *Transit* performance measures for the following:

1. Describe the baseline projections or expected outcomes from adopted/acknowledged plans:

The Bend Comprehensive Plan includes housing policies which align with the desired outcomes of the CFEC transit performance measures, such as encouraging residential development with safe and convenient access to public transit. While the City does not own or operate the transit system, Bend works with Cascades East Transit (CET) collaboratively to update and create transit plans and establish routes to accommodate new development.

2. Describe what policy efforts, actions, investments, and amendments to local plans that have been taken to meet the performance target.

N/A. Efforts to meet performance targets will be described in the following Major Report.

3. Describe any proposed corrective actions that will be taken to meet the performance target by the next major report, if not on track to meet the 2050 target.

N/A. Corrective actions will be described in the following Major Report.

4. Describe the status and success of corrective actions identified in prior reports.

N/A. Status of corrective actions will be described in the following Major Report.

Parking

Provide data for the *current reporting cycle using the most recent available year* for the Parking performance measure in the table below:

	P.1	
	Average daily public parking fees in CFAs	
Reporting Year	Target (2024 set)	Reporting
2024		\$0
2050	\$10	

Provide additional relevant information and context on progress towards achieving the *Parking* performance measure for the following:

1. Describe the baseline projections or expected outcomes from adopted/acknowledged plans:

The City eliminated parking minimums for new developments in 2023, in compliance with CFEC rules, with the exception of continuing to require parking to meet ADA requirements for developments with more than five housing units. Bend continues to explore parking options for popular tourist destinations and look for solutions to accommodate seasonal parking demand. The City's Transportation and Mobility Department has implemented several designated parking districts aimed at managing parking availability and demand. These include the Downtown Parking District, the Old Bend Parking District, and the McKay Parking District. Each district utilizes specific strategies, such as time limits and permits, to regulate parking within its boundaries. The Downtown Parking District is currently the City's only paid parking district, with an all-day rate of \$10.

While the City did not initiate any new parking districts or paid areas in 2024, new districts for 2025/2026 are being discussed for the Box Factory/Jack Straw area (identified as a potential secondary CFA in the CFA Study), expansion of the Old Bend east area, the Galveston area, OSU Cascades (within potential Central Westside CFA), Wood River Village, and potentially increased paid parking downtown. CFA designation is anticipated with the City's Comprehensive Plan and TSP updates, beginning in early 2026.

2. Describe what policy efforts, actions, investments, and amendments to local plans that have been taken to meet the performance target.

N/A. Efforts to meet performance targets will be described in the following Major Report.

3. Describe any proposed corrective actions that will be taken to meet the performance target by the next major report, if not on track to meet the 2050 target.

N/A. Corrective actions will be described in the following Major Report.

4. Describe the status and success of corrective actions identified in prior reports.

N/A. Status of corrective actions will be described in the following Major Report.

Transportation System

Provide data for the *current reporting cycle using the most recent available year* for each of the *Transportation System* performance measures in the table below:

	TpSys.1		TpSys.2		TpSys.3	
	Household-based Vehicle-miles traveled per capita.		Percentage of jurisdiction transportation budget spent in CFAs and underserved population neighborhoods.		Share of investments that support modes of transportation with low pollution.	
Reporting Year	Target (2024 set)	Reporting	Target (2024 set)	Reporting	Target (2024 set)	Reporting
2024		UGB: 10.47		60.8%		54.8%
2050	UGB: 9.32 (11% reduction)		65%		60.3%	

Provide additional relevant information and context on progress towards achieving each of the *Transportation System* performance measures for the following:

1. Describe the baseline projections or expected outcomes from adopted/acknowledged plans:

The Bend Comprehensive Plan and TSP include transportation policies that align with the desired outcomes of the CFEC transportation system performance measures, such as investing in bicycle and pedestrian facilities, eliminating parking minimums, and encouraging electric vehicle infrastructure in new developments. The City will continue to evaluate VMT reduction strategies associated with land use with its Comprehensive Plan and TSP update beginning early 2026. The City continues to implement its 2020 GO Bond for transportation projects and invest citywide in bike and pedestrian infrastructure, with an emphasis on investment in underserved areas and in low-pollution modes of travel.

2. Describe what policy efforts, actions, investments, and amendments to local plans that have been taken to meet the performance target.

N/A. Efforts to meet performance targets will be described in the following Major Report.

3. Describe any proposed corrective actions that will be taken to meet the performance target by the next major report, if not on track to meet the 2050 target.

N/A. Corrective actions will be described in the following Major Report.

4. Describe the status and success of corrective actions identified in prior reports.

N/A. Status of corrective actions will be described in the following Major Report.

Appendix A: Greenhouse Gas Reduction Targets

This section contains the future year performance targets for the CFEC Performance measures. Targets are set at levels reasonably likely to achieve the Statewide Transportation Strategy or local goals. Please use the appropriate target for each measure in Section 3 Major Report.

Compact Mixed-Use Development

	LU.1 Number of publicly supported affordable housing units in climate-friendly areas (CFAs).	LU.2 Number of existing and permitted dwelling units in CFAs and percentage of existing and permitted dwelling units in CFAs relative to total number of existing and permitted dwelling units in the jurisdiction.	LU.3 Share of retail and service jobs in CFAs relative to retail and service jobs in the jurisdiction
Year	Target	Target	Target
2024	24 (reported)	841 (reported)	13.1% (reported)
2025	272	1,640	13.3%
2030	1,514	5,632	13.7%
2035	2,756	9,625	14.1%
2040	3,997	13,617	14.5%
2045	5,239	17,610	14.9%
2050	6,481	21,602	15.3%

Active Transportation

	AT.1 Percentage of collector and arterials streets in CFAs and underserved population neighborhoods with bicycle and pedestrian facilities with level of traffic stress 1 or 2.	AT.2 Percentage of collector and arterial roadways in CFAs and underserved population neighborhoods with safe and convenient marked pedestrian crossings.	AT.3 Percentage of transit stops with safe pedestrian crossings within 100 feet.
Year	Target	Target	Target
2022	30.7% (reported)	46.4% (reported)	33.8% (baseline)
2025	45.9%	48.5%	36.3%
2030	56.7%	58.8%	49.1%
2035	67.5%	69.1%	61.8%
2040	78.4%	79.4%	74.5%
2045	89.2%	89.7%	87.3%
2050	100.0%	100.0%	100.0%

Transportation Options

	T0.1 Number of employees covered by an Employee Commute Options program.	T0.2 Number of households engaged with Transportation Options activities.	T0.3 Percent of all Transportation Options activities that were focused on underserved population communities.
Year	Target	Target	Target
2024		- (reported)	- (reported)
2025	4,126 (reported)	571	10.2%
2030	8,213	3,426	10.2%
2035	12,300	6,280	10.2%
2040	16,388	9,135	10.2%
2045	20,475	11,989	10.2%
2050	24,562	14,844	10.2%

Transit

	TR.1 Share of households within one-half mile of a priority transit corridor.	TR.2 Share of low-income households within one-half mile of a priority transit corridor.	TR.3 Share of key destinations within one-half mile of a priority transit corridor.
Year	Target	Target	Target
2022	43.5% (reported)	52.0% (reported)	61.3% (reported)
2025	46.5%	55.0%	62.0%
2030	51.6%	60.1%	65.6%
2035	56.7%	65.2%	69.2%
2040	61.7%	70.3%	72.8%
2045	66.8%	75.3%	76.4%
2050	71.9%	80.4%	80.0%

Parking

	P.1 Average daily public parking fees in CFAs
Year	Target
2024	\$0 (reported)
2025	\$0.38
2030	\$2.31
2035	\$4.23
2040	\$6.15
2045	\$8.08
2050	\$10.00

Transportation System

	TpSys.1 Household-based Vehicle-miles traveled per capita.	TpSys.2 Percentage of jurisdiction transportation budget spent in CFAs and underserved population neighborhoods.	TpSys.3 Share of investments that support modes of transportation with low pollution.
Year	Target	Target	Target
2022	10.47 (UGB) (reported)	60.8% (reported)	54.8% (reported)
2025	10.25	61.0%	55.0%
2030	10.07	61.8%	56.1%
2035	9.89	62.6%	57.1%
2040	9.70	63.4%	58.2%
2045	9.51	64.2%	59.2%
2050	9.32	65.0%	60.3%