BEMIDJI SUSTAINABILITY COMMISSION
REGULAR MEETING AGENDA

Thursday, August 13, 2026

City Hall – 317 4th Street NW
3:30 PM

1) CALL MEETING TO ORDER

2) APPROVAL OF AGENDA

3) APPROVAL OF MEETING MINUTES

A) June 11, 2026

B) July 9, 2026

4) PUBLIC COMMENT
Please state your name and address; please use appropriate language and no derogatory comments towards any individuals; please keep your comments limited to 3 minutes or less; and the chair may limit speakers and times accordingly.

5) BUSINESS

C) Comprehensive Planning Update

D) Bemidji EV Roadmap Final Report — (City Council meeting Aug 17th)

- City's Plan of Action — Expedite the transition of the local transportation sector to zero-emission vehicles?
- EV Technology — Perception needs to improve before we support transition efforts?
- Cost — Who bears the cost of EV infrastructure?

E) Annual Report

- Native Landscaping
- Waste & Recycling
- Energy Efficiency

F) Group Reports

G) Upcoming Events Or grant Opportunties

6) ADJOURN

Bemidji Sustainability Commission
June 11, 2026 at City Hall

Commissions present: Lisa Weiskopf, Jordan Lutz, Charles Biberg, Sami Holm, Linda Kingery, Erika Bailey Johnson

Commissions absent: Jo Li

Liaisons present: Melissa Fehrenbruch, Audrey Thayer,

Guests: Kathryn Burke, JJ Fleischer HRDC

Call to order at 3:32
Approve Agenda m/s by Lisa/Sami, carries
Approve Minutes m/s Charles/Sami, carries

Round of introductions, welcome summer intern at HRDC, JJ Fleischer

Public Comment - none

Old Business

B) Comp planning. City staff will see information from HRDC. Current maps and future land use will be reviewed by planning and other city staff. Survey link will be mailed with utility bills. Targeted mailers will go out to some neighborhoods where zoning will be changed.

Charles and Jordan attended a transportation session at HRDC. There are many conversations working on pieces of transportation - not coordinated. Need better coordination or a hub. Biased to people who have a car, strong car focus.

Charles will put together draft language for tiny homes.

C) Strategic Priorities

i) Native Landscaping

Discussion of Zoning Code Chapter 28
Send ideas to Melissa by email -
Melissa's goal is to update ARTICLE X: PERFORMANCE STANDARDS

- Find existing language for fruit trees/ orchard / forest
- Find existing language for boulevard gardens

ii) Waste and Recycling

Jordan provided an update on Curbside Recycling from Sam Anderson.

iii) Energy Efficiency - tabled until July

D) Sustainable Places Tour - to be discussed in July

New Business

Reports
Planning Cases - Jordan will develop a draft for native, low growing, ground cover.

- Interim Use Permit Just Kicks
- Conditional Use Permit - Leech Lake
- Conditional Use Permit Crossroads Church

Upcoming Events

- Xerxes Society Bee Atlas Event August 8, 2026
- Birds, Bees and Butterflies meeting today. Working on garden between Coffee District and Liquor Store on Tuesday at 9am.
- Minwaadizi Center holding a Solstice event on June 21, 1-4pm
- Lori Clark, Beltrami County - project at Movil Maze during week of June 22nd.
- Oskimanido and Headwaters Peace Centers looking at native landscaping projects.

M/S by Sami/Charles to adjourn, motion carries.

Bemidji Sustainability Commission

July 9, 2026 at City Hall

Commissions present: Jordan Lutz, Jo Li, Charles Biberg, Sami Holm, Linda Kingery

Commissions absent: Erika Bailey Johnson, LIsa Weiskopf

Liaisons present: Jamin Carlson, Audrey Thayer

Guests: Kathryn Burke and JJ Fleischer, HRDC

Chair Jordan Lutz called the meeting to order at 3:33

Approve Agenda: m/s by Linda/Jo, add item H, flexibility to attend remotely.

Approve Minutes: hold until August.

Public Comment - none

Old Business:

A) Comprehensive Planning Update - Jamin mentioned sending out a survey re future land use map.
B) Strategic Priorities:
    a) Native Landscaping - no updates
    b) Waste and Recycling - Sam Anderson had provided an update to the council, delay in implementing curbside collection, still planning a case study, likely through a consultant.
    c) Energy Efficiency -
        i) EV Infrastructure Roadman - Sustainability Commission to weigh in
            (1) First meeting in June, it was presented. Jordan will share by email through Melissa. Concern about reduction of regulation, lack of confidence in EV technology, esp in winter, City (tax payer) investment vs Community investment. 'Leave it to the market place'. Cost/Benefit. Concern about availability of local service. Question about the city's commitment.
            (2) Final report will be presented in August. The implementation will be built into the comp plan.
            (3) ** consider Commission agenda item on Monday July 20
                (a) Energy efficiency and air quality
                (b) Self reliance - self determination
                (c) Hedge against in price volatility
                (d) Tourists who use EV will expect infrastructure
C) Sustainable Places Tour
    a) Alternative - a self-guided 1-pager highlighting sites in Bemidji

b) An event in Summer 2027 with city staff support
c) Maybe in coordination with the council viewing the solar panels

New Business

D) Commission Leadership
    a) Interim chair - Charles will take over as chair
    b) Request BSU Environmental committee to appoint a person as Jordan's replacement, work with Mayor Prince for that person to be temp appointee.
E) Reports: Planning cases
    a) Rezone and concept planned unit development (Sacred Bundle)
        i) Appreciate the reuse of a building in good condition
    b) Conditional use Permit - National Bank and Commerce
        i) PV, EV charging, native landscaping
F) Article XI Subdivisions and planned unit development. Tiny House Subdivision.
    a) Increase in cost of housing, increase in size of houses, decrease in household size.
    b) Bemidji code -
        i) Regular house lot standard - 60' wide, 100' deep.
        ii) Tiny home subdivision. Some lots are very small, 25' lots, need to comply with building code. (appendix Q)
        iii) Is there an alternative to a subdivision?
        iv) If we want affordable housing, how do we take down the barriers?
        v) Churches can have tiny homes but they do have to comply with a list of requirements.
G) Upcoming Events
    a) Xerxes Bee Atlas Aug 8 10-noon North Country Park
H) Change to bylaws
    a) Amend bylaws to include language to allow virtual participation.
    b) Post on the calendar that members may attend virtually.
    c) All members are encouraged to attend in person as much as possible.
I) Jo Li shared that she will be moving, and will be resigning from the Commission as of this meeting. Commission members appreciated her participation.

J) M/S by Charles/Sam to adjourn, motion carried.

RESOLUTION NO. 5647

A RESOLUTION AUTHORIZING THE CITY OF BEMIDJI TO PARTICIPATE IN THE MINNESOTA GREENSTEP CITIES PROGRAM

WHEREAS, efforts to address energy and climate issues provide an opportunity to move toward energy self-reliance and greater community resiliency; provide environmentally healthy and cheaper-to-operate public buildings; encourage new economic development and local jobs; and support local food and renewable energy production; and

WHEREAS, the City of Bemidji has established a Sustainability Committee; and

WHEREAS, Minnesota Session Laws 2008, Chapter 356, Section 13 directed the Minnesota Pollution Control Agency ("MPCA") and Office of Energy Security in the Department of Commerce ("Office of Energy Security"), in collaboration with Clean Energy Resource Teams ("CERTs"), to recommend municipal actions and policies that work toward meeting the State's greenhouse gas emissions reduction goals; and

WHEREAS, the Next Generation Act of 2007, Minnesota Session Laws 2007 - Chapter 136:

(1) sets State greenhouse gas emissions reduction goals of cutting emissions to 15 percent below 2005 levels by 2015, 30 percent below 2005 levels by 2025, and 80 percent below 2005 levels by 2050;
(2) sets a State energy conservation goal of achieving annual energy savings equal to 1.5 percent of annual retail energy sales of electricity and natural gas;
(3) establishes an energy policy goal that the per capita use of fossil fuel as an energy input be reduced by 15 percent by the year 2015, through increased reliance on energy efficiency and renewable energy alternatives;
(4) establishes an energy policy goal that 25 percent of the electricity used in the state be derived from renewable energy resources by the year 2025; and

WHEREAS, the Minnesota GreenStep Cities program assists in facilitating technical assistance for the implementation of these sustainable development best practices; and

WHEREAS, a broad coalition of public and private stakeholders including the League of Minnesota Cities, the MPCA, Office of Energy Security and CERTs responded to the 2008 legislation by establishing the Minnesota GreenStep Cities program to provide a series of sustainable development best practices focusing on local government opportunities to reduce energy use and greenhouse gases; and

WHEREAS, the Minnesota GreenStep Cities program provides cost-effective sustainable development best practices in the following five categories: (1) Buildings and Lighting; (2) Transportation; (3) Land Use; (4) Environmental Management; and (5) Economic and Community Development.

WHEREAS, climate changes have been observed in Minnesota and have the potential to negatively impact local, regional and state economies; infrastructure development; habitat; ecological communities, including native fish and wildlife populations; spread invasive species and exotic diseases; reduce drinking water supplies and recreational opportunities; and pose health threats to our citizens; and

WHEREAS, uncertainty in energy prices and the transition away from fossil fuel energy sources present new challenges and opportunities to both the City of Bemidji and to the economic health of its citizens and businesses; and

WHEREAS, local governments have the unique opportunity to achieve both energy use and climate change gas reductions through building and facilities management; land use and transportation planning; environmental management; and through economic and community development;

NOW, THEREFORE, be it resolved that the City Council of the City of Bemidji does hereby authorize the City of Bemidji (the "City") to participate in the Minnesota GreenStep Cities program. Be it further resolved that the City:

1. Appoints Brett Cease to serve as the city's GreenStep coordinator to facilitate best practice implementation and the involvement of community members, civic, business and educational organizations, and other units of government as appropriate in the planning, promoting and implementing of GreenStep Cities best practices; and

2. With the help of the GreenStep coordinator and the sustainability committee, will identify a short list of best practices for probable implementation and initial recognition by March 15th, 2012; and
3. Will work towards implementing in total at least nine required and seven elective GreenStep best practices that will result in economic savings, energy use reduction, and reduction in the community's greenhouse gas footprint. With the help of the GreenStep coordinator, a summary of the city's implementation of best practices will be posted on the Minnesota GreenStep Cities web site.

The foregoing resolution was offered by Councilmember Waldhausen, who moved its adoption, and on due second by Councilmember Albrecht, was passed by the following vote:

Ayes: Larson, Waldhausen, Hellquist, Johnson, Albrecht, Negard, Thompson
Nays: None
Absent: None

Passed: February 6, 2012

ATTEST:

Kay M. Murphy, City Clerk

APPROVED:

David A. Larson, Mayor

MINNESOTA POLLUTION CONTROL AGENCY

Local Climate Action: Planning Grants

Directions: At the end of the grant a final report needs to be submitted to the MPCA Project Manager to summarize the project intent, outcomes, lessons learned, and highlights. If applicable, please include additional supporting materials as attachments including pictures, graphs, and educational/outreach materials. Please submit this report to liz.wiese@state.mn.us no later than June 30, 2026.

Section I: Grantee Contact Information

Project Title: Advancing Vehicle Electrification Planning Efforts in the City of Bemidji	
Project Timeline: 7/10/2025-6/30/2026	Legislative House/Senate District:
Grantee: City of Bemidji	
Mailing Address: 317 4th Street NW	
City: Bemidji	State: MN Zip Code: 56601
Grantee Contact Name: Jamin Carlson	Title: Planning Director
E-mail: jamin.carlson@ci.bemidji.mn.us	Telephone: 218-759-3582
MPCA Project Manager: Liz Wiese	
SWIFT Contract: 269056	PO#:
Agency Interest ID #: 121878	Activity ID #: PRO20250001

Section II: Project Information

The purpose of this project is: The city of Bemidji, in partnership with the Great Plains Institute, worked to meaningfully advance work to further transportation electrification in the city through the creation of a custom road map that included a fleet analysis, a comprehensive review of the community's zoning code, and the creation of a community-wide EV vision statement. The body of work completed as part of this project also supported the city's pursuit of level 4 of the Green Step Cities program and satisfied at least half of the requirements for national recognition through the Charging Smart program.

Grant Funds Spent:	Matching Funds Spent:	Total Project Cost:
$22,667.29	**$1,290.00**	**$23,957.29**

Section III: Project Evaluation

1. Describe the successes, challenges, and/or lessons experienced during this project.

   Successes

   Overall, this project was extremely successful in delivering all project tasks, strengthening the City's partnerships with external groups, and advancing the City of Bemidji's transportation electrification planning and regulatory initiatives. As a result of this project, the City of Bemidji, along with project partners:

- Adopted a community-wide electric vehicle (EV) vision statement that can be used to inform the incorporation of transportation electrification goals and initiatives into future planning documents, including the comprehensive plan that is currently in development.
- Received recommendations, draft language, and peer community examples for updating zoning and land use requirements to include EVs and charging infrastructure.
- Performed a municipal fleet analysis that demonstrates the viability of transitioning fleet vehicles to electric, and which fleet vehicles make the best case for the transition.
- Analyzed charging infrastructure siting considerations to reflect future charging needs and demand.
- Made significant strides toward recognition of the great work that the City of Bemidji is doing for transportation electrification and sustainability through the Charging Smart and Minnesota GreenStep Cities and Tribal Nations programs.

Challenges

The primary challenge that this project faced was aligning with the ongoing comprehensive planning update timeline. The community engagement, meant to inform the creation of the community-wide EV vision statement, was being lead by the Headwaters Regional Development Commission (HRDC) in conjunction with the city of Bemidji's ongoing comprehensive plan update. Due to factors beyond the project team's control, including the extreme weather event the community experienced in June of 2025, the planned community engagement sessions were significantly delayed from September 2025, when they were initially scheduled, to late spring 2026. Despite unexpected delays, the project team worked to create and distribute an alternative survey to better understand community priorities for transportation electrification. In addition to survey input, the project team used existing planning documents and published goals and visions to ensure overall alignment with community goals and priorities. This pivot away from community engagement led by HRDC to alternative collection methods enabled the project team to meet project deliverables within the project timeline.

Section IV: Project Deliverables – Environmental Justice, Climate Resiliency, GHG emissions

1. Please describe how the following project deliverables listed in your workplan have been accomplished:

EV Infrastructure Roadmap

The EV Infrastructure Roadmap has two main components: a fleet analysis and a charging infrastructure needs analysis. To support the development of the roadmap, the city of Bemidji provided a list of municipally owned properties and data about the light-duty municipal fleet. Using the provided data, the EV Infrastructure Roadmap provides an analysis of recommended locations for future charging infrastructure within the

community with an emphasis on areas or communities that may experience more difficulty accessing charging infrastructure due to historical inequities, procurement recommendations for transitioning the municipal fleet to electric based on the fleet analysis, and highlights considerations for policy to create a friendly environment for EV adoption and charging infrastructure deployment. The fleet analysis was performed using the Electrification Coalition's DRVE tool.

Comprehensive review of zoning code and a memo of recommendations

The Great Plains Institute (GPI) completed a comprehensive review of the city of Bemidji's current zoning code and land use regulations. The findings from the review are detailed within the Zoning Code Memo. Within the review, GPI identified areas where barriers to charging infrastructure deployment may exist. Using the findings detailed in the Zoning Code Memo, GPI prepared a set of recommendations for updates to the municipal code based on national best practices to encourage the deployment of EVs and charging infrastructure. These recommendations are found in the document called Zoning Code Recommendations. Also detailed within the recommendations are best practices, example language, and community examples. City staff and committees have reviewed and accepted the reports provided. The city of Bemidji has committed to using both the Zoning Code Memo and the Zoning Code Recommendations as guidance for an upcoming zoning and land use ordinance update.

Community-wide EV vision statement

The original goal of the community-wide EV vision statement was to be informed by feedback from the community engagement process, led by HRDC, for the city's ongoing update of its comprehensive plan. To support HRDC's community engagement efforts and guide the insights desired for the EV vision statement, the project team developed survey questions on transportation electrification to be incorporated into the planned engagement. Unfortunately, this community engagement process, as described above in the challenges reflection, was significantly delayed. At first, the project team elected to wait for the engagement process to proceed, but when it became clear that waiting would significantly delay the project timeline, the team pivoted to a different approach. Using the transportation electrification questions previously provided to HRDC, the project team developed a separate survey that was distributed via newsletters, email blasts, and with city committees and commissions. The originally planned community engagement surveys did incorporate the suggested questions provided by the project team. Using survey feedback and an analysis of current city planning documents, visions, and goals, GPI drafted three distinct EV vision statements. City staff and the city council reviewed, selected, and adopted the vision statement that they felt best captured the city's transportation electrification objectives. This EV vision statement will guide the city's future action for

transportation electrification efforts and can be incorporated into future planning documents, including the underdevelopment comprehensive plan.

At least halfway to Charging Smart Bronze level designation

The Charging Smart program has a set of requirements for a community to earn a Bronze-level designation within the program. Project deliverables like the fleet and charging location analyses from the EV Infrastructure Roadmap, zoning and land use recommendations, and community-wide EV vision statement, all are either required actions or contribute to the overall total points needed to earn Bronze designation. The Charging Smart program also requires local governments to incorporate EV charging infrastructure into their permitting processes. To address this requirement, GPI conducted a comprehensive review of how the city of Bemidji currently addresses EV charging infrastructure in its permitting processes and developed a set of recommendations for updating these processes in the document entitled EV Charger Permitting Recommendations. A separate report, Charging Smart Progress Report, describes in more detail what the Charging Smart Bronze requirements are and how the city of Bemidji has met them.

Contributions to achieving level 4 of the Green Step Cities

While not a specific separate action, the nature of the other project deliverables, including the fleet and charging location analyses described in the EV Infrastructure Roadmap, zoning and permitting recommendations, and community-wide EV vision statement, lent them to contributing toward addressing actions within the GreenStep Cities program. The GreenStep Cities Contributions write-up describes how the different project deliverables interact with each of the GreenStep Cities best practices and actions. The document can be used as a reference when the city applies for the next step in the program.

2. If located in an Environmental Justice Area of Concern, how did the project benefit areas of concern for environmental justice?

The City of Bemidji and the surrounding area qualify as an Environmental Justice Area of Concern, with over 35% of people living below 200% of the poverty line. This project focused on creating an environment where all community members can access cleaner modes of transportation. For instance, recommendations to update the city's zoning code to address EVs and charging infrastructure emphasized zoning regulations that can encourage charging infrastructure for renters or people living in multifamily housing. The EV Infrastructure Roadmap's recommendations aim to ensure equitable access to charging for communities that may face greater difficulty accessing charging infrastructure or installing their own charging due to historical inequities.

3. How will this planning project be used for future implementation work to improve the community's climate resiliency?

   This project supported the City of Bemidji in planning and creating a policy-friendly environment to increase electric vehicle adoption and charging infrastructure deployment within the city government and the community. Transportation electrification contributes to climate resilience by reducing emissions, improving infrastructure reliability, promoting economic development, and, eventually, supporting disaster response and recovery. This project's deliverables laid the foundation for transportation electrification to be adopted into the comprehensive plan, addressed within the municipal code and other regulatory processes, facilitate conversations around municipal fleet electrification, and other actions that set the vision for how the city would like to see transportation electrification show up within the community.

4. Have you identified any future funding sources for implementation? Are you witnessing any funding gaps for getting projects on the ground?

   The City of Bemidji was made aware of a funding opportunity through the Minnesota Department of Transportation called the Greater MN EV Infrastructure program. The program would have provided funding to plan for the installation of charging stations; however, due to the high match requirement and the lack of assurances of future funding for the actual installation, the city was unable to participate. Currently, due to the absence of federal funding opportunities, there is a significant funding gap for installing charging infrastructure.

5. Would you be willing to have your project featured in some way? We would love to share project success stories in a web-based story, an in-person visit, social media outreach, etc.

   The city of Bemidji would be willing to have the project featured in some way. We just request that, before featuring the project, the city be notified and consulted.

Section V: Attachments

Please attach electronic copies of all final plans and deliverable(s) described in the workplan. These attachments can be emailed to liz.wiese@state.mn.us.

Give a brief description of attachments below:

Deliverable	Attachment Name	Description of Attachment
EV Infrastructure Roadmap	2026.4 - Bemidji Roadmap	The EV Infrastructure Roadmap outlines critical steps Bemidji can take to ensure infrastructure development keeps pace with EV deployment, using projections of EV adoption over the coming decade to determine

		future demand for different types of charging infrastructure.
Review of zoning code and memo of recommendations	• 2025.11- Zoning Review Memo • 2026.5 - Zoning Code Recommendations	The zoning code review and resulting memo and recommendations analyzed potential barriers to installing charging infrastructure within the community, recommended updates to the zoning code, and provided example language and community examples.
Community-wide EV vision statement	• 2026.6- Adopted EV Vision Statement • 2026.4- HRDC Community Transportation Survey • 2025.11 - Bemidji Community EV Survey	• The city's adopted EV vision statement is included in this attachment, along with a description of the rationale for the vision and how it contributes to broader city planning efforts. • The two attached documents reflect the two surveys created and distributed to support the development of the vision statement.
Halfway to Charging Smart Bronze level recognition	• 2026.5 -EV Charger Permitting Recommendations • 2026.5 - Charging Smart Progress Report	• The EV Charging Permitting Recommendations document provide insight into ways the city can make the permitting process for EV charging stations transparent and streamlined for developers and city staff. • The Charging Smart Progress report details the requirements for Bronze designation in the Charging Smart program and demonstrates how the City of Bemidji is over halfway to earning Bronze recognition.
Contributions to achieving level 4 of Green Step Cities	2026.6 - GreenStep Cities Contributions	This document describes how the other deliverables in this project contributed to actions within the GreenStep Cities program and recognition framework.

Section VI: Grant Change Orders and/or Amendments

Change Orders/Amendments:

[X] No, there have been no formal or informal changes/amendments to the Agreement or the Project Work Plan and Budget as outlined in Attachment A.

[ ] Yes, there have been formal and/or informal changes/amendments to the Agreement and/or the Project Work Plan and Budget as outlined in Attachment A.

If yes, complete the following record of change orders/amendments.

#	Date Requested	Requested By	Date Approved	Approved By	Task Impacted	Description and reason for the change/amendment
1						

2						
3						
4						
5						

EV Infrastructure Roadmap

Attachment: 2026.4 - Bemidji Roadmap

Electrification Coalition

Bemidji Electric Vehicle Infrastructure Roadmap

April 2026

Contents

Introduction

The City of Bemidji endeavors to create a city that is healthier, more equitable, and prepared for the challenges of the 21st century. Transportation electrification does exactly that by eliminating one of the largest sources of local emissions; significantly improving public health and building towards city climate goals. As the nation's transportation system undergoes a rapid transformation, cities are at the vanguard, envisioning and implementing changes to best serve their communities.

This Electric Vehicle (EV) Infrastructure Roadmap outlines critical steps Bemidji can take to ensure infrastructure development keeps pace with EV deployment, using projections of EV adoption over the coming decade to determine future demand for different types of charging infrastructure. By benchmarking existing infrastructure, predicting total demand, and analyzing several important factors for effective and equitable deployment (population density, proximity to existing infrastructure, demographic data, and compatibility with federal regulations), this roadmap provides recommended locations for future charging infrastructure deployment. The recommendations below target equitable access to charging for communities that may experience more difficulty accessing charging infrastructure or installing their own charging due to historical inequities. The City of Bemidji has an opportunity to immediately begin deploying infrastructure and implementing policies to ensure continued infrastructure expansion.

EV Market

The city aims to accelerate EV adoption across multiple transportation sectors and increase the number of light-duty registered electric vehicles by 2030, resulting in a reduction of tailpipe emissions and an improvement in public health.

Projected EV Adoption

To anticipate how consumer EV adoption will grow throughout Bemidji over time, the EC applied modeling done by BNEF in the 2025 Long Term Electric Vehicle Outlook.[1] The modeling projects EV share of new vehicle sales through 2030. EVs made up roughly 10% of new vehicle sales in 2025 and are expected to continue to increase in the years following. Aggregate vehicle data gives the forecasted number of registered vehicles in Bemidji and surrounding areas through 2030, focusing on Beltrami County as a whole. Based on projected increases in EV share of new vehicles sold, the number of EVs registered in Beltrami County is expected to reach roughly 328 by 2030. This implies the charging needs in the subsequent years. There are currently 159 EVs registered in Beltrami County.[2]

Table 1. Projected electric vehicle growth in Beltrami County (PHEV and BEV), 2026-2030[3]

	2026	2027	2028	2029	2030
Estimated EV share of new vehicle sales	12%	15%	18%	23%	27%
Estimated total number of EVs registered in Beltrami County	234	253	272	303	328

[1] Long Term Electric Vehicle Outlook, RMI and BNEF, 2025, https://rmi.org/electric-vehicles-are-on-the-road-to-mass-adoption/
[2] EValuateMN, Atlas Public Policy, updated October 8, 2025, https://atlaspolicy.com/evaluatemn/
[3] Long Term Electric Vehicle Outlook, RMI and BNEF, 2025, https://rmi.org/electric-vehicles-are-on-the-road-to-mass-adoption/
[3] EValuateMN, Atlas Public Policy, updated October 8, 2025, https://atlaspolicy.com/evaluatemn/

State of EV Charging

Accounting for the number, type, and location of existing electric vehicle supply equipment (EVSE) is important to develop the next phase of EVSE installations based on projected EV registration increases.

Light-Duty EV Charging Overview

The charging industry has aligned on common terminology for charging stations: station location, EVSE port, and connector (Figure 1). Definitions for these terms include:

Station Location: A station location is a site with one or more EVSE ports at the same address. Examples include a parking garage or a mall parking lot.

EVSE Port: An EVSE port provides power to charge only one vehicle at a time even though it may have multiple connectors. The unit that houses EVSE ports is sometimes called a charging post, which can have one or more EVSE ports.

Connector: A connector is what is plugged into a vehicle to charge it. Multiple connectors and connector types (such as NACS, CHAdeMO and CCS) can be available on one EVSE port, but only one vehicle will charge at a time.[4]

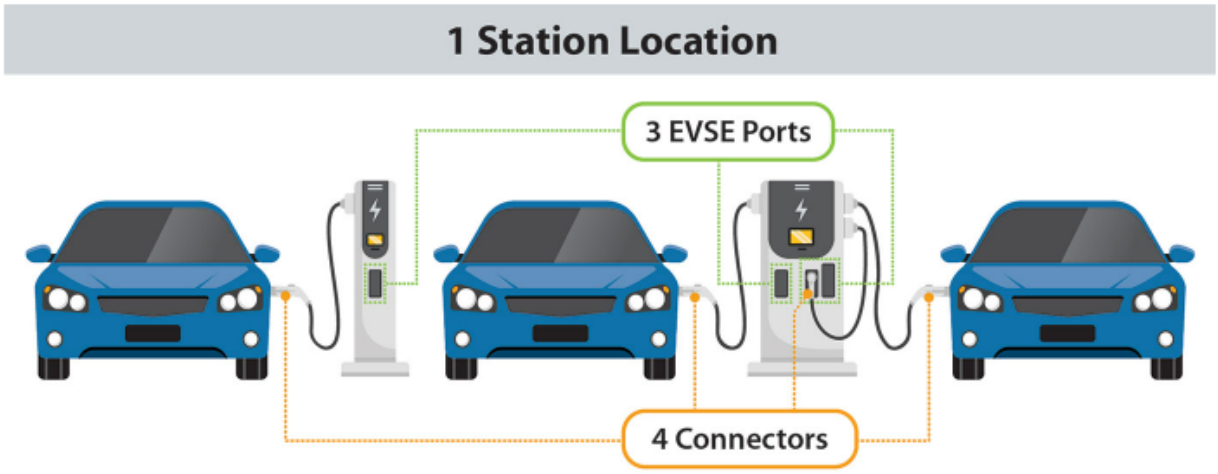


Figure 1. EVSE Charging Station Diagram

Charging equipment for EVs is available at different levels based on the rate the battery is charged. The time needed to fully charge an EV will vary based on the size of the battery, how depleted the battery is, and the electric current of the EV charging equipment.

[4] Alternative Fuels Data Center. https://afdc.energy.gov/fuels/electricity_infrastructure.html.

Light-duty EV drivers have the flexibility to charge at a variety of locations, including homes (single-family and multi-family), workplaces, shopping centers, restaurants, and fleet parking facilities. Figure 2 and Table 2 provide an overview of EV charging levels, including the amount of range each level provides an EV, the charging ports used, and typical applications.

Level 1 chargers use standard 120V outlets. 120V circuits are also used by most home electronics. 1 hour = 5 miles.

Level 2 chargers use 240V circuits. 240V circuits are also used by dryers and stovetops. 1 hour = 25 miles.

Direct Current (DC) Fast Chargers use 480V circuits at public charging stations. 10 minutes = 40 miles.

Level 1 **Level 2** **Direct Current**

Figure 2. EVSEs

Table 2. EV Charging Characteristics

	Level 1	Level 2	Direct Current
Connector Types	J1772, NACS	J1772, NACS	CCS Combo, NACS
Typical Applications	Residential, Workplace, Fleet	Residential, Workplace, Fleet, Public	Fleet, Public

Most EV charging today (approximately 80%) occurs at home. However, higher adoption rates will reduce that percent as more multi-unit dwelling (MUD) residents go electric. The deployment of charging infrastructure at MUDs presents additional challenges such as unreliable access to parking, and complexities related to billing, establishing a sufficient power supply, and EVSE ownership. Workplace charging is another opportunity for the city and local employers to satiate demand, as workplace charging helps increase the convenience of driving electric for employees while increasing charging during off-peak hours. Similarly, access to public charging is critical in decreasing range anxiety and increasing the convenience of driving EVs in the city. For all charging applications, dwell time (the amount of time a vehicle is typically parked) should be considered when determining what charging level to install.

Existing Public EV Charging Infrastructure

Across the city, there are nine public charging stations (Figure 3). As of April 2026, there are nine Level 2 ports and 16 direct current fast charging (DCFC) ports (Table 3). DCFC chargers operate at a higher voltage (480V, three-phase DC), allowing faster charging speeds than the slower 240V Level 2 charging connection.[5]

Table 3. Operational public EV charging stations and connectors in Bemidji, March 2026

Charging Type	Number of Station Locations	Number of Ports
Level 2	7	9
DCFC	5	16

Currently, about half of the publicly available Level 2 chargers in Beltrami County are in Bemidji, and all available DC fast chargers in the county are located in Bemidji as well. It is essential to deploy charging stations equitably so that all communities and residents have ready access to chargers, as charging access is a crucial component of EV ownership. Publicly accessible EV charging both supports current EV owners and encourages the adoption of EVs for those who may be unable to install EVSE at home.

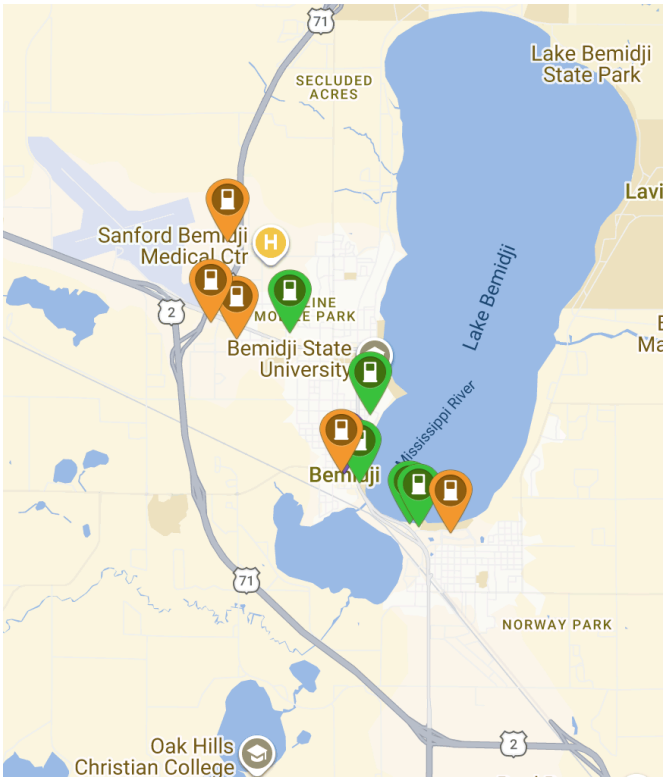


Figure 3. Locations of current public EV charging stations in Bemidji, April 2026 (orange indicates DCFC; green Level 2)

[5] DOE Alternative Fuels Data Center Station Finder. https://afdc.energy.gov/stations#/find/nearest?location=Bemidji,+mn&fuel=ELEC&page=1. PlugShare. https://www.plugshare.com/.

Analysis of Charging Stations Needed to Meet Growing Demand

The EC utilized projections of future charging station needs using the Electric Vehicle Infrastructure Projection Tool (EVI-Pro Lite), forecasting amount of charging infrastructure required at metropolitan-level across Bemidji to meet current and future charging needs.[6] The inputs assumed 25% share of PHEVs compared to 75% EVs.

By 2030, if there are 328 plug-in electric vehicles (EVs and PHEVs) in Beltrami County using the local public charging infrastructure, the city would need a total of 17 public Level 2 ports and four public DCFC ports while the rest of the county would need 16 public Level 2 ports and three DCFC ports for a total of 19 ports. These forecasted estimates can be met through both public and private investment in the region.

As Bemidji currently hosts nine public Level 2 ports and 15 public DCFC ports, the focus should be on installing seven additional public Level 2 ports by 2030, though the city could also assume that the 11 additional DCFC ports (over the projected four required) supplement the existing Level 2 chargers, lessening the need for investment in public Level 2 charging. Therefore, Bemidji could instead focus on supporting the rest of the county in EV charging installation.

[6] Electric Vehicle Infrastructure Projection Tool (EVI-Pro Lite). https://afdc.energy.gov/evi-pro-lite.

EV Charging Location Suitability Modeling

Choosing site locations for EV charging stations requires consideration of physical and electrical requirements, ensuring ease-of-use and access for various user groups, such as residents, commuters, and visitors. To determine current areas for prioritizing EV charging installations, modeling was conducted using Argonne National Laboratory's Geospatial Energy Mapper (GEM). The methodology and details for each of the identified parameters are described in Appendix A. For clearer images, please visit the GEM webpage while using Appendix A and the models as replication references.[7]

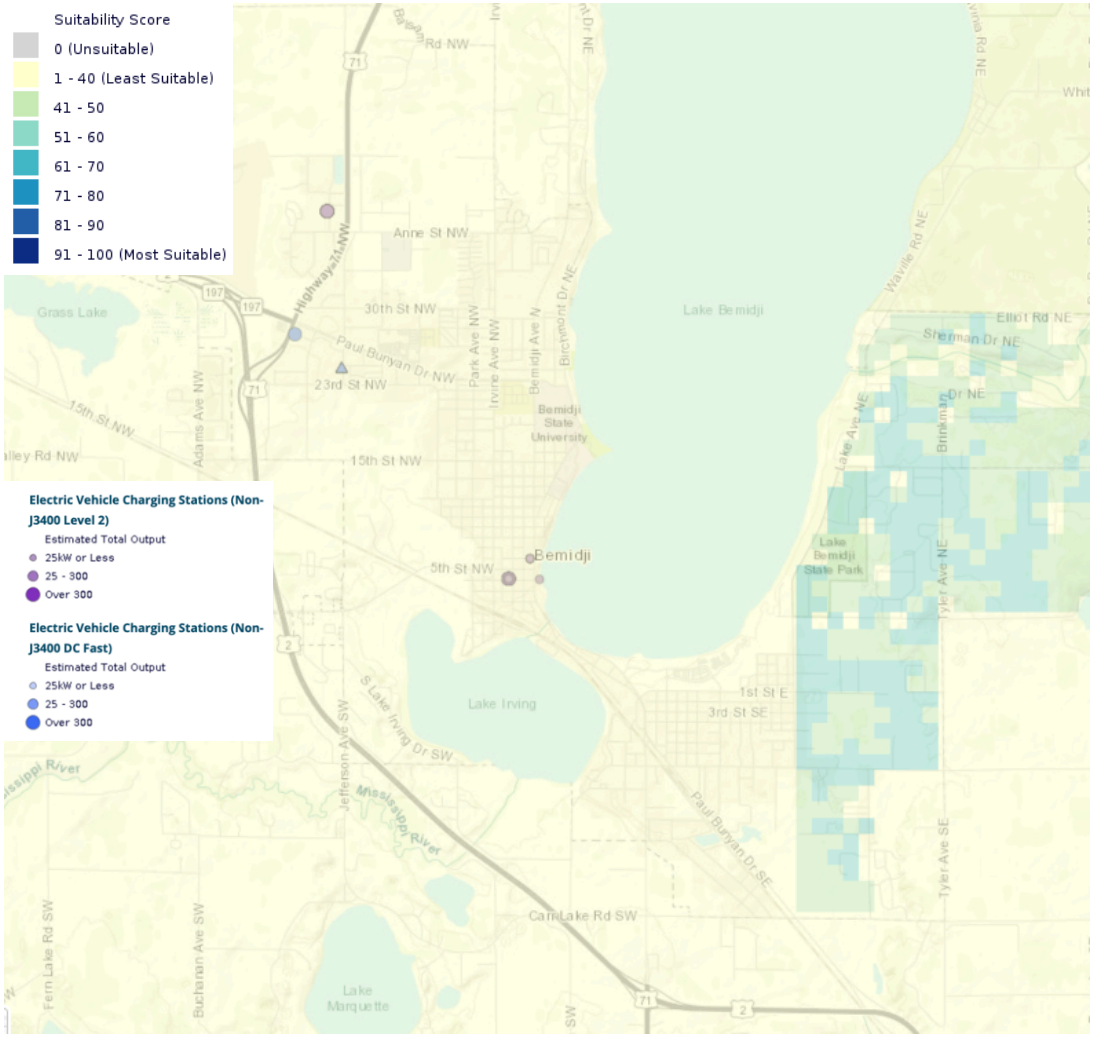
The following maps illustrate a snapshot of EVSE suitability based on the parameters listed below and the weight (or influence) assigned to each.

- Model 1 focuses on higher population density areas, locations where multi-family dwellings exist, and where EVSE is not currently installed. Areas with darker blue shading (i.e., 60 to 100 suitability) indicate a more suitable location for EVSE to be installed.
- Model 2 focuses on demographic information and transit access to determine the suitability for EVSE installations. There are distinct areas on the map illustrating where EVSE installations should be first prioritized to address needs based on these parameters.

[7] The Geospatial Energy Mapper. https://gem.anl.gov/.

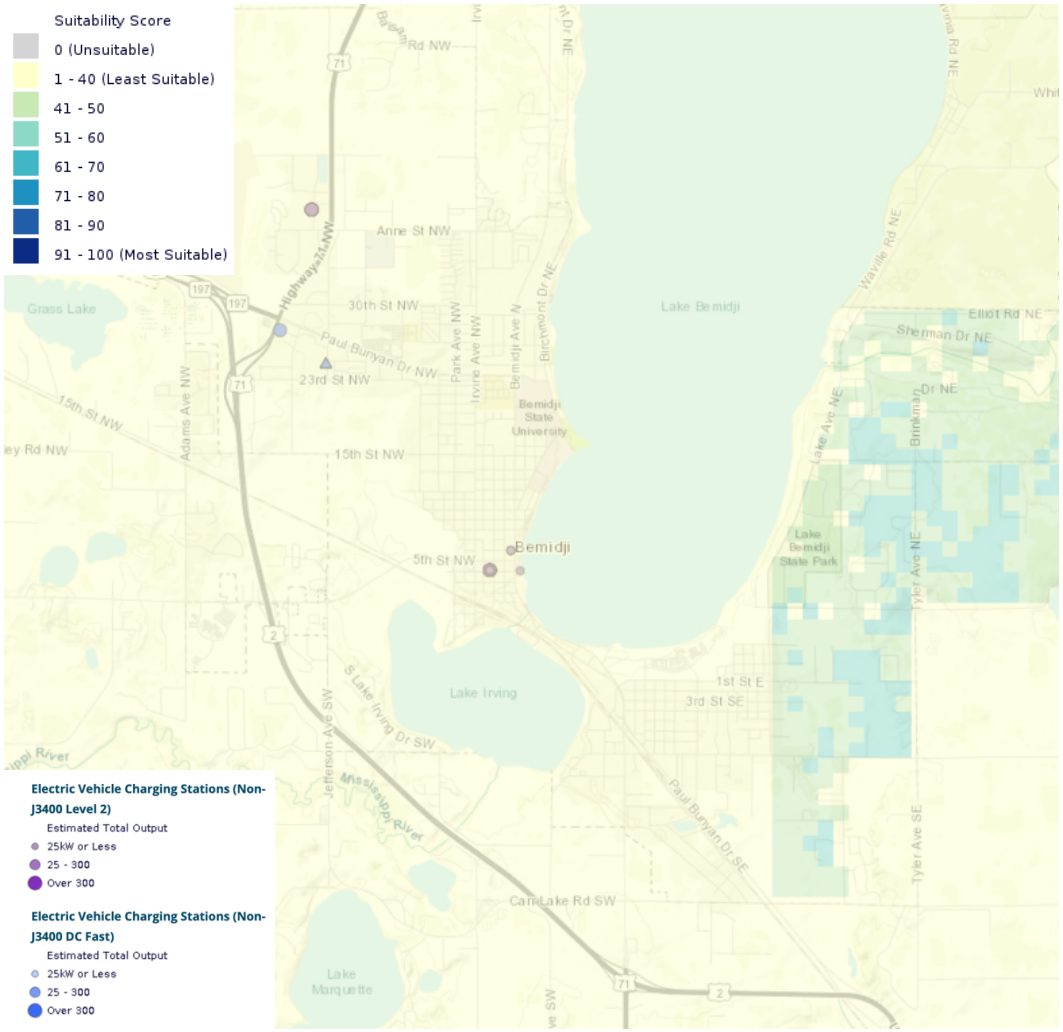
Model 1: Population and Housing

This model focuses on population-dense areas, locations where multi-family dwellings exist, and where no EVSE is currently installed. Areas with darker shading indicate a more suitable location for installing EVSE. As shown in the model, areas along the east side of town are more suitable for EV charging, including those with higher population density. Based on this model, the city locations most suitable for EV charging deployment would be: along the snowmobile trail, Brinkman Park, East Lake Bemidji Park Preserve, Otto Schmunk Park, and Nymore Park.



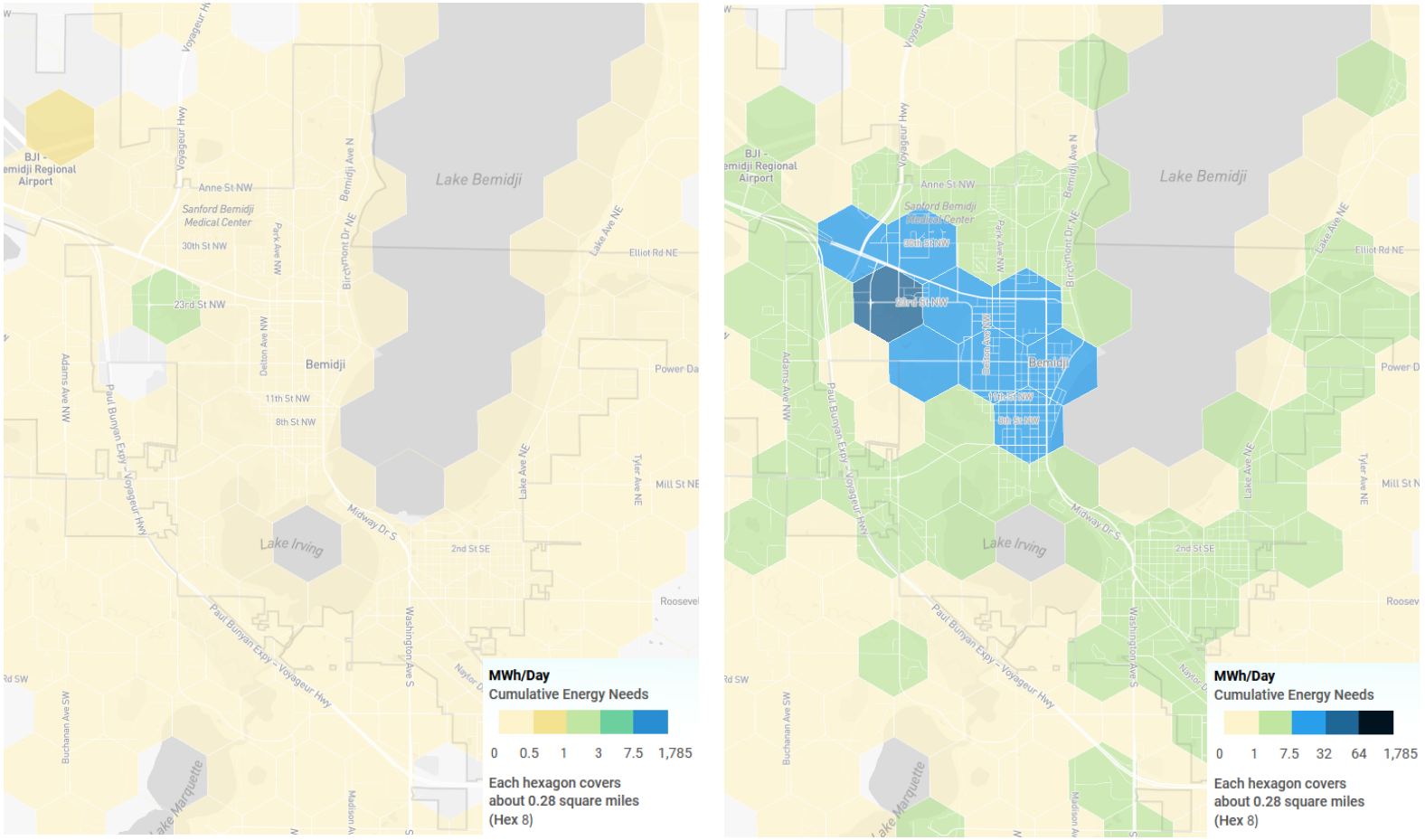
Model 2: EV Infrastructure and Demographics

In Model 2, parameters important for installing EV infrastructure have been added to the demographic data. When comparing Model 1 and Model 2, overlapping areas indicate high-suitability areas where EVSE should be prioritized. This highlights historically disadvantaged communities and how their distance from existing EVSE buildout affects access. Paired with the local density of EVSE, this model identifies priority locations for EVSE installation based on proximity to substations (i.e., potential buildout of EVSE) and the distance between charging stations. Similar to Model 1, this model shows areas along the east side of town as the most suitable for EV charging installation. Based on this model, the city locations most suitable for EV charging deployment would be: along the snowmobile trail, Brinkman Park, East Lake Bemidji Park Preserve, Otto Schmunk Park, and Nymore Park.



Future Grid Demand Considerations

Preparing for future grid demand is critical in every electrification roadmap. The eRoadMap provides a visualization of the highest potential energy demand if all transportation was electrified.[8] The maps shown below provide near-term estimates of electricity demand for 2030 in Bemidji at current transportation electrification pace (left), versus full electrification (right). These maps can be utilized during initial conversations with the local electric utility about preparing for future electrification needs.



[8] eRoadMAP™. https://eroadmap.epri.com/

2026 Fleet Analysis

Fleet Summary

Overall, there are 46 light-duty vehicles in Bemidji's fleet, making up 41.82 percent of the fleet. Medium-duty vehicles make up 40 percent of the fleet (44 vehicles). Heavy-duty vehicles make up 18.18 percent of the fleet (20 vehicles).

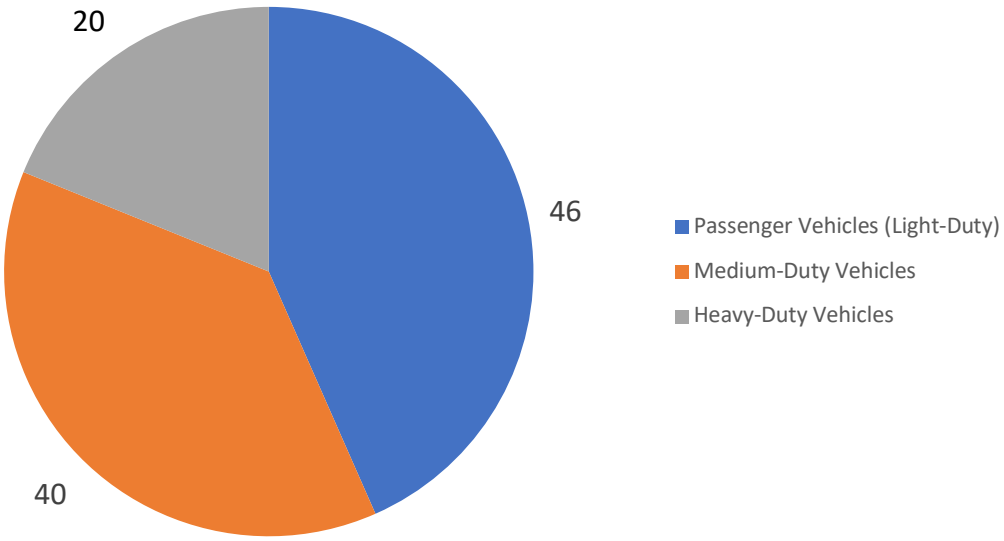


Figure 4: Bemidji Fleet Makeup

TCO Analysis

This analysis was conducted using a total cost of ownership (TCO) approach to project the cost of all vehicles over their expected useful lives. TCO includes vehicle purchase price, operating, and maintenance costs over the life of the vehicle, as well as charging infrastructure cost, if selected. To estimate each vehicle's value, the analysis uses its depreciated value at the end of its useful life. Annual depreciation is calculated using the purchase price, range, and annual mileage for each vehicle, relying on a formula developed using real world used vehicle sales data. The analysis includes a calculation of the net present value (NPV) of 100 percent electrification compared to 100 percent conventional vehicle use. This takes the NPV of the TCO of all vehicles across the fleet by vehicle class.

Fleet Analysis

The charts below show the average total cost of ownership per mile across each vehicle's useful life. Figure 5 shows the average across each vehicle category, while Figures 6 and 7 show the average across use cases for passenger vehicles and medium/heavy-duty vehicles. Table 4 shows the average cost per mile per use case.

Figure 5. Average Cost per Mile per Vehicle Category

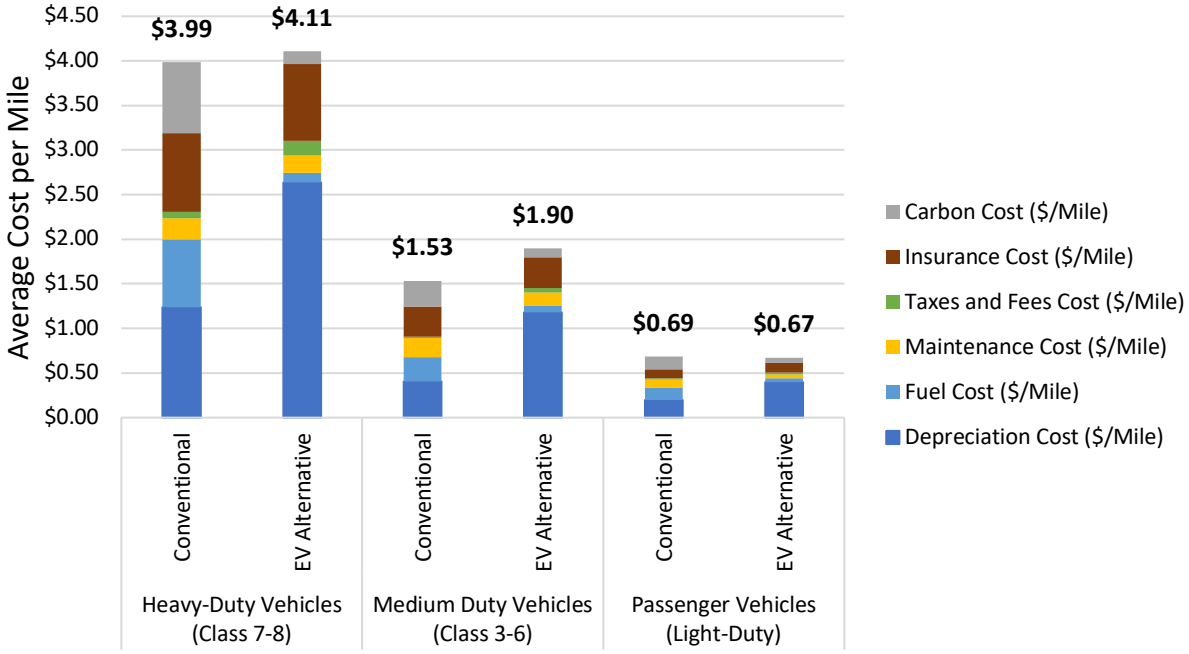


Figure 6. Light-Duty Nominal Cost per Mile per Vehicle Use Case

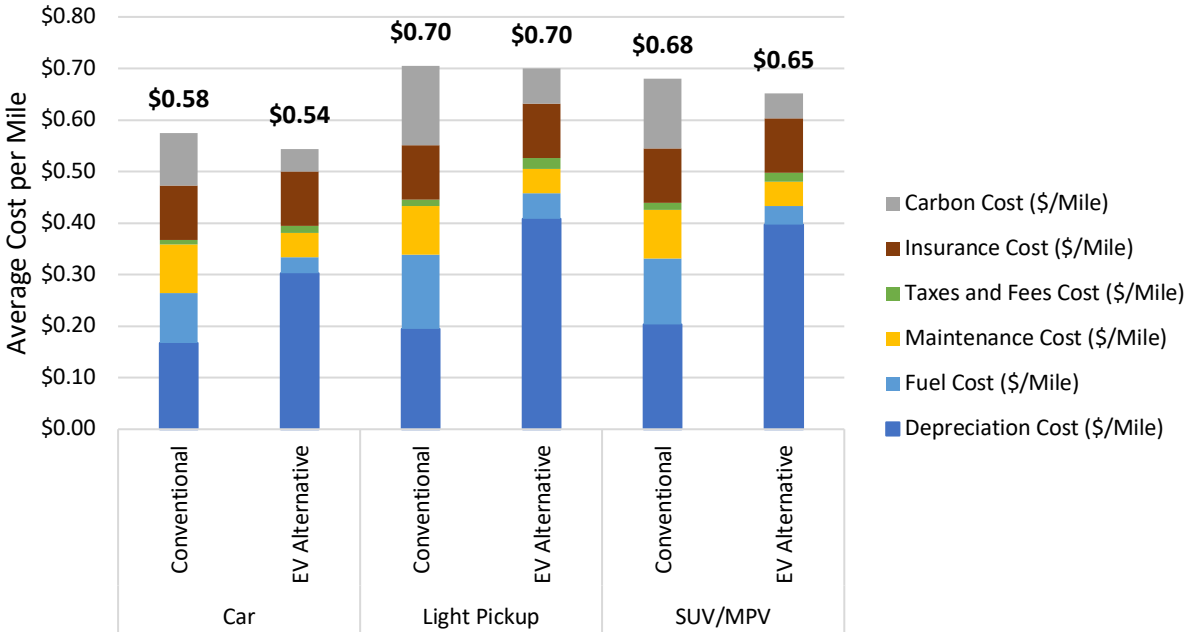


Figure 7. Medium- & Heavy-Duty Nominal Cost per Mile per Vehicle Use Case

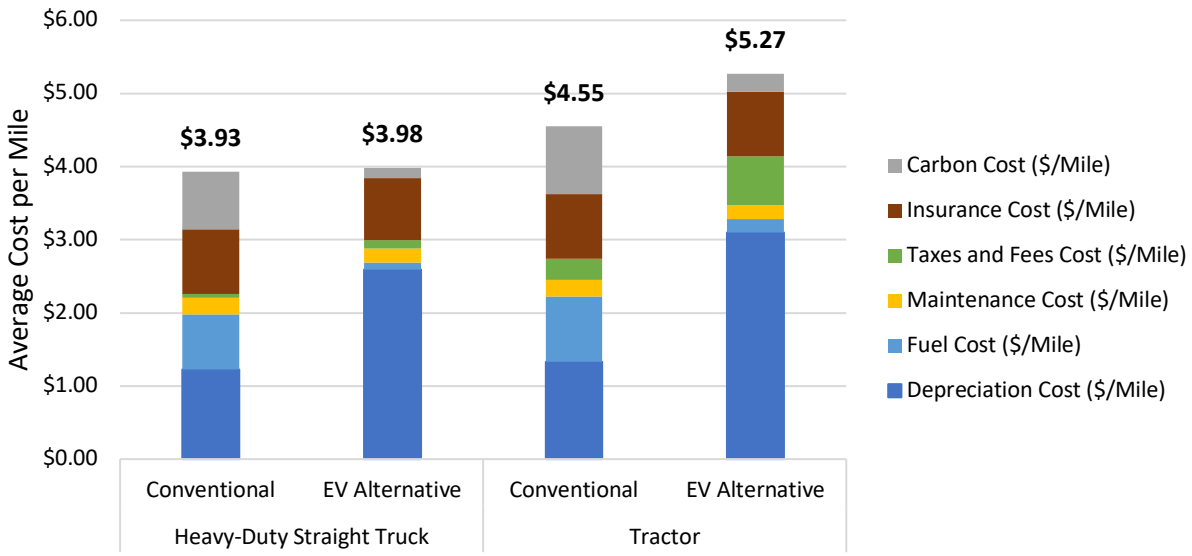


Table 4. Average Cost per Mile (CPM) per Use Case

Vehicle type	Original CPM	EV Average CPM
Car	$0.56	$0.55
Cargo Van	$1.51	$1.06
Heavy-Duty Straight Truck	$3.79	$4.02
Light Pickup	$0.69	$0.72
Medium-Duty Pickup	$1.28	$1.78
Medium-Duty Straight Truck	$2.29	$2.60
Step Van	$2.76	$2.94
SUV/MPV	$0.68	$0.66
Tractor	$4.40	$5.32

Replacement Vehicles

Of all the replacement options, the models shown in Table 5 were found to be the most cost-effective replacement vehicles compared to conventional alternatives. Appendix B shows all vehicles in the fleet, a suggested EV replacement, and the cost savings associated with each.

Table 5. Vehicle Replacements

Current Fleet Vehicle	Avg. Percent Savings from EVs	Suggested EV Alternative	No. of Vehicles in Fleet
Ford Edge	22.21%	2026 Volkswagen ID.4 BEV Electric	1
Nissan Armada	19.19%	2026 Chevrolet Equinox EV FWD BEV Electric	1
GMC Terrain	19.19%	2026 Chevrolet Equinox EV FWD BEV Electric	1
Chevrolet Tahoe	18.61%	2026 Kia EV9 Standard Range RWD BEV Electric	3

Fleet Electrification

Local governments across the United States are leading by example in the transition to EVs, incorporating EVs into their fleets, from parks and recreation departments to police and beyond.

If Bemidji proceeds with fleet electrification as outlined in the DRVE analysis, the city can expect to see **$169,420** in lifetime savings.

Benefits of Fleet Electrification

There are many benefits to incorporating EVs into city fleets. EVs are cheaper to own and maintain, with less maintenance needed and electricity being cheaper and less prone to price shocks than gas and diesel. As EVs have no tailpipe emissions, there will eventually be no need for carbon monoxide monitors in fleet garages. EVs result in better air quality for the city staff that work with the vehicles as well as members of the community who live, work, and play in areas frequented by city fleet EVs. Finally, as Bemidji works to become a more sustainable city, EVs can help reduce overall carbon emissions, as EVs have far fewer lifetime carbon emissions than gas and diesel vehicles, even when accounting for emissions during manufacturing.

EV-First Procurement Policies

Many cities have implemented EV-first procurement policies, which stipulate that new vehicle purchases made by city affiliates must be EVs unless a waiver is obtained based on high cost or other substantive reasons.[9] Specifically, many such policies require any replacement vehicle to be an EV if a suitable model is available for the given application and the EV's total cost of ownership (TCO) comes within a certain margin of a comparable conventional vehicle's TCO.[10] A general EV-first procurement policy tends to allow for a plug-in hybrid electric vehicle (PHEV) if

[9] Electrifying Transportation in Municipalities. Electrification Coalition. https://electrificationcoalition.org/electrifying-municipalities/#Fleets.
[10] State Plug-in Adoption Resource Kit. Electrification Coalition. https://electrificationcoalition.org/spark/develop-ev-procurement-and-operation-policies/.

the EV option has a higher TCO and/or it cannot fulfill the use case. If the PHEV won't work, then the policy requires a conventional hybrid, and finally, if all else fails, allows for a gas/diesel vehicle.

EV Charging Policy Recommendations and Equity Considerations

Local governments across the United States have proven to be effective leaders in the transition to EVs, implementing policies to spur electrification faster than their respective states and the nation as a whole.

Policies and Mechanisms Toward EV Readiness

In preparation for an EV community, EV readiness ordinances are among the most cost-effective policies the city can implement. EV readiness ordinances, sometimes referred to as "dig once" policies, require new buildings to be pre-wired for EV charging and typically include building codes, zoning laws, parking ordinances, and other components. Adopting a vision for EV-ready buildings has significant equity benefits, as the EV-ready building codes can be applied to multi-unit dwellings, which often house low- and moderate-income populations. The adoption of EV-ready building codes also sets the stage for the creation of jobs installing charging stations.

The city can adopt codes requiring new construction and sizable renovations to be EV-capable, EV-ready, and/or EVSE-equipped. Codes may vary by building type; fully operational installed charging equipment may be required in a new commercial space, while EV-ready wiring for a Level 2 charger may be required for a new residential duplex. Building codes can include different levels of EV-ready, EV-capable, and EVSE installation requirements for different scales of renovation on existing buildings (Figure 8).

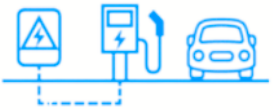
EV-Capable	EV-Ready	EVSE Installed
		
Enough electrical capacity is installed at the panel to support future EV charging spots. There is also a dedicated branch circuit to make sure enough power is available for future charging stations without overloading the system and raceway to future charging spots. Requires panel space and conduit.	EV-capable requirements are met with the addition of wiring and a junction box or a 240 outlet (like for a clothes dryer). Requires dedicated panel capacity, conduit, and wiring with termination.	Enables immediate EV charging to meet current and future demand. Requires installation of a Level 2 EVSE.

Figure 8. Definitions of EV Readiness

Cities are paving the way for EVs by allowing, incentivizing, and even requiring EVSE infrastructure in their communities. While there is no "ideal" or one-size-fits-all deployment strategy, zoning, codes (including permitting), and parking ordinances are three particularly powerful and cost-effective tools to encourage EV and EVSE adoption.

While the process to develop an EV-readiness policy varies by location, some cities have found success through initial stakeholder engagement, resulting in a new building energy benchmark requirement, then moving to solicit feedback from community members to fine-tune the policy before passing the final ordinance.

Zoning, building codes, and parking ordinances can be implemented individually or in combination with one another. Below is a description of different policy tools and examples from cities putting them into practice.

Building Codes

Codes and standards are intended to work in combination to create a framework of safety requirements and best practices. While there are numerous aspects of EV readiness standardized by codes, the most common are model codes for the construction and electrical equipment installation procedures associated with EVSE.

Washington, D.C. requires new buildings or developments with major renovations with three or more off-street parking spaces to accommodate EVSE.[11]

Ann Arbor, Michigan requires all new buildings and existing building renovations to include EV Charging Infrastructure (February 2021). Rules include minimum EV parking percentages (10-100%) according to building type.[12]

St. Louis, Missouri adopted EV-ready building regulations in 2021 that took effect in 2022 and apply to new construction and any major renovations of multi-family or commercial buildings. Starting in 2024, single-family units undergoing major renovations will also be subject to these policies.[13]

Parking Requirements

Parking ordinances apply to publicly accessible EVSE, whether at municipal lots, privately operated garages, or on-street locations.

Kansas City, Missouri enforces EV-only charging spaces. EV parking spaces in off-street parking facilities may be counted toward the off-street parking space requirements.[14]

[11] Washington, DC. Building Code. https://code.dccouncil.us/us/dc/council/code/sections/6-1451.03a.
[12] Ann Arbor, Michigan. Building Ordinance, https://www.a2gov.org/departments/city-clerk/Documents/ORD-20-35%20Approval%20notice.pdf.
[13] St. Louis, Missouri. Mayor Krewson Signs Transformative Electric Vehicle Ordinances into Law, https://www.stlouis-mo.gov/government/departments/mayor/news/electric-vehicle-2021.cfm
[14] Kansas City, Missouri. Parking Requirements. http://kansascity-mo.elaws.us/code/zadc_400series_88-420_sec88-420-04.

Zoning Ordinances

Zoning ordinances govern the use of property within a jurisdiction. For EV readiness, zoning ordinances are useful tools for state and local governments to indicate where EVSE is allowed or prohibited.

Vancouver, British Columbia requires 100% of parking spaces in multi-family homes to be EV-capable. The ordinance guarantees 12kWh ≥8 hours through a Level 2 (208/240V) circuit for every parking stall.[15]

Auburn Hills, Michigan amended zoning ordinances to incorporate Electric Vehicle Infrastructure and strongly urge all new residences with garages to be constructed with a 40-amp outlet on a dedicated circuit near future EVSE.[16]

Atlanta, Georgia adopted an ordinance in 2017 requiring all new single-family home parking, 20% of new commercial parking, and 20% of new multi-family residential parking to be EV-ready.[17] Atlanta subsequently adopted an updated version of the code in 2025 that builds on the 2017 ordinance to additionally require 20% of new commercial parking and 20% of new multi-family residential parking to be EVSE-installed.[18]

Policy Options to Develop Equitable Charging

Planning for the build-out of charging infrastructure is critical for a just and equitable transition to transportation electrification. Equitable charging means ensuring EV charging infrastructure is installed in a way that addresses a spectrum of needs. Examples include planning for, requiring, and/or installing charging infrastructure at workplaces and businesses, in the public right-of-way, at multi-unit dwellings, and across neighborhoods. Charging at MUDs is especially important to improving equitable access.

[15] Vancouver, British Columbia. Zoning Ordinance. https://bylaws.vancouver.ca/parking/Sec04.pdf?_ga=2.205842971.980987902.1581622488-1487957635.1537562134.
[16] Auburn Hills, Michigan. Electric Vehicle Infrastructure Zoning Ordinance. https://files4.1.revize.com/auburnhills/document_center/2__AH_EV_Infrastructure_Ord.pdf.
[17] Atlanta, Georgia. City of Atlanta Passes "EV Ready" Ordinance into Law. https://www.atlantaga.gov/Home/Components/News/News/10258/#:~:text=The%20ordinance%20requires%2020%20percent,conduit%2C%20wiring%20and%20electrical%20capacity.
[18] Atlanta, Georgia. The 2025 City of Atlanta EV Readiness Workbook. https://static1.squarespace.com/static/5f91d62189677674f6d02ab6/t/691f719f05492313ced6c377/1763668383908/2025+Atlanta+EV+Readiness+Workbook.pdf.

Equitable EV-Readiness Ordinances

Columbus, Ohio passed an Equitable EV Readiness Ordinance that creates an explicit requirement/consideration for affordable housing to expand charging in underserved communities.[19] It creates requirements/considerations for single-family homes, multi-unit dwellings, workplaces, commercial buildings, and City of Columbus parking, allowing better applicability to various building type needs. It has a ramp-up of requirements to 2028.

Multi-Family Housing Charging Policy Resources

The Urban Sustainability Directors Network (USDN) developed a guide for communities to help residential tenants access charging.[20] Renters are often unable to charge at home because of a lack of off-street parking, inability to afford charging installation, or a property owner's unwillingness to install the equipment.

The ACEEE published a white paper in April 2021 summarizing challenges for EVSE investment (including parking availability, multi-unit dwellings, permitting, and multiple transport modes), the role of utilities (e.g., ratepayer funds dedicated to equitable outcomes, working with transit and school buses), current utility activities and investment focused on equitable EVSE (especially in Arizona, California, Colorado, New Mexico, and Oregon, who are prioritizing multi-unit dwellings and school and transit buses), and community engagement and metrics (community needs assessment, mobility equity analysis, and placing decision making in the hands of the local community).[21]

Stakeholder Engagement

Collaboration among diverse stakeholders is important to pass the policies needed to advance transportation electrification. Community members in areas that have disproportionately borne the adverse impacts of transportation emissions should be consulted when planning EVSE locations. By strategically coordinating with other local educational or training efforts, EV adoption can help overcome barriers to inclusion that typically inhibit

[19] Columbus, Ohio. EV Readiness Ordinance. https://www.columbus.gov/sustainable/evreadyparking/#:~:text=Draft%20EV%20Ready%20Parking%20Ordinance,2022%20to%20May%2025%2C%202022.
[20] USDN. Electric Vehicle Charging Access for Renters: A Guide to Questions, Strategies, and Possible Next Steps. https://www.usdn.org/uploads/cms/documents/usdn_evchargingaccess_updatedreport_final_11.18.20.pdf.
[21] ACEEE. Siting Electric Vehicle Supply Equipment (EVSE) with Equity In Mind. https://www.aceee.org/sites/default/files/pdfs/siting_evse_with_equity_final_3-30-21.pdf.

residents from under-resourced backgrounds and communities from participating in the clean energy economy, and ensure the city avoids furthering existing health and economic inequalities.

The City of Columbus' approach offers best practices and lessons learned for a stakeholder plan in Bemidji. During the development of the City of Columbus' Equitable EV Readiness Ordinance, a series of stakeholder sessions were held to gather input and incorporate feedback in the drafted EV readiness policy.

The City of Bemidji can use maps and indexes to determine which communities to engage. Ensure that engagement materials and meetings are accessible to all members of the community by providing non-English language options aligned with local demographics.

EVSE Revenue Models

EVSE offers site hosts a potential revenue stream to offset or displace the cost of operating and maintaining the charger. There are multiple avenues for collecting revenue.

A site host can receive payment from an EV driver charging their vehicle, or a site host can contract with a third party that integrates advertisements into the charger and share in the revenue from entities paying to display advertisements.

Additionally, local governments can explore leasing public land to charging station providers at government properties. Public-private partnerships are beneficial to all parties; local governments gain EVSE throughout the county while providers have access to a larger customer base and new markets.

To hold third party providers accountable for charger maintenance and operationality, the city can incorporate uptime requirements, or the amount of time a charger is operational and able to provide EV charging, into contracts with EVSE service providers. Typically, 97% uptime is an industry-accepted requirement, with federal programs such as the National Electric Vehicle Infrastructure (NEVI) program requiring this threshold.[22]

Efficiency Maine[23] provided sample language for including the 97% uptime requirement into a contract, along with a requirement to minimize consecutive downtime hours:

a. Minimum Uptime. Recipients must ensure that each charging port has an average annual uptime of greater than 97%.
    1. A charging port is considered "up" when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level (see Section 680.106(d) of the NEVI Standards).
    2. Charging port uptime must be calculated on a monthly basis for the previous 12 months using the methodology described in Section 680.116(b) of the NEVI Standards.
b. In addition to the minimum uptime requirement defined above, the Recipient must ensure that downtime for each individual charging port does not exceed 72 consecutive hours. It is the Recipient's responsibility to ensure the 97% uptime requirement is met for each individual charging port and that interruptions are remedied within 72 hours. For any interruption in service to any DCFC that has lasted or is expected to last more than four (4) hours:
    i. Notify appropriate information sources including, but not limited to, website and

[22] 23 CFR 680.116(b). https://www.ecfr.gov/current/title-23/part-680/section-680.116#p-680.116(b).
[23] Sample Contract for EV Charging Stations Using NEVI. Efficiency Maine. https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://www.efficiencymaine.com/docs/Attachment-B_EMT-Sample-Contract-for-EV-Charging-Stations-Using-NEVI-Funds-Phase-6_UPDATED_2023-11-08.docx&ved=2ahUKEwjS0NWU8JiTAxXEOzQIHXN8PagQFnoECBkQAQ&usg=AOvVaw134ux4WKqGOokdBsYcMKK8.

application hosts, as appropriate so drivers are aware of the interruption; and

ii. Inform the Trust via email within one business day to give the Trust notice of the event and when it started and to explain the cause of the interruption and the plan for and estimated time needed to restore service.

Equitable Access to EVs

To enable equitable access to EVs and encourage higher EV adoption rates, consider exploring reduced-cost or income-based EV car sharing programs. Car shares remove barriers to EV adoption by allowing participants to experience EVs without the cost of ownership. These programs offer economic and environmental benefits while fostering EV awareness.

Saint Paul and Minneapolis, Minnesota established the EV Spot Network, a series of 70 EV charging locations that grant access to Evie – a carshare service that provides an income-based plan for those who qualify. This initiative aims to make EVs more accessible and affordable for a broader range of residents, and to promote sustainable transportation practices in the community.[24]

Utility Funding Opportunities & Engagement

The City of Bemidji's primary electric utility, Otter Tail Power Company,[25] offers a $500 rebate to customers who install a Level 2 charger. The company also offers reduced electricity rate, the Drive On Electric Vehicle Rate, to customers who have EVs.

Utilities are an important partner in promoting widespread EV adoption, particularly at the local level. Engaging with utilities throughout the planning process for EV and EV infrastructure deployment can be a productive way to ensure long-term alignment of priorities. In discussions with utilities, there are several factors that can be helpful to keep in mind.

1. **Eliminate Unnecessary Barriers to Program Entry:** Request that utilities be clear on simple details needed to initiate applications and be willing to work with applicants on the buildout of the application process. For instance, requiring site-specific designs can create a barrier to entry for site hosts who do not have engineering/facility management on staff; instead, these types of designs could be developed through the application process, rather than be required to initiate an application.
2. **Provide Funding for Other Project Components:** Come to the table with utilities with the expectation that future funding sources must be discussed, above and beyond simply discussing the funding needed for infrastructure alone. Ensuring funding is available for make-ready and other project costs can result in easier deployment overall. To that point, it is also ideal to provide funding for up to five years of network subscription and maintenance costs to ensure reliable operation and maintenance of charging infrastructure.
3. **Require Uptime Minimums for Reliable Operation:** Establish expectations for reliability. This could be as simple as mirroring set Federal Minimum Standards required for NEVI and CFI-funded chargers, which require at least 97% uptime and reasonable response time to downed charging stations. Such requirements greatly benefit consumers and ensure reliable operation of EV charging. This can be designed as a claw-back

[24] Saint Paul, Minnesota. EV Spot Network. https://www.stpaul.gov/departments/public-works/transportation-and-transit/ev-spot-network#about.

[25] Otter Tail Power Company. https://www.otpco.com/ways-to-save/programs/electric-vehicle-rate/.

term within contracts, for instance, to ensure site hosts remain good stewards of their charging infrastructure.

4. **Prioritize Underserved Communities:** Consider how deployment to underserved communities can be bolstered/prioritized with funds. While low-income is an easy default, it is recommended to consider broader underserved areas, which gives broader consideration for other factors that identify areas with more refinement/factors such as rural access and historically marginalized populations.
5. **Incorporate Utilities in Programming:** When developing EV programming, consider inviting utilities to co-host events or providing a table for a representative to distribute material. Collaboration is a chance to build partnerships with utilities and expand event outreach through their network of customers. Examples of programming include ride and drives, charging station/hub openings, and workplace charging workshops.

Conclusion

For the City of Bemidji to have the greatest impact in creating an inclusive electric future that will benefit all residents, a plan must be set forth that measures growth from an established baseline. This Roadmap does so by detailing the City's plan of action to expedite the transition of the local transportation sector to zero-emission vehicles, scale fleet charging and access, and create a more resilient electrical grid. The strategies and actions detailed follow a variety of timelines, ranging from short-term action (one year or less) to longer-term durations of multiple years. Core to this success is the fact that all public programs need to include the recommendations of stakeholders that live in disadvantaged and low-income communities, whose participation will ensure that programs are considering diversity, equity, and inclusion. By thoughtfully considering the policy options available to the City, the pathways that are chosen will be those with the highest level of impact, filling service gaps and resulting in the advancement of the City's EV market. These strategies will allow Bemidji to meet the ambitious goals and policy priorities outlined in this Roadmap.

Appendix A: Modeling Methodology

EVI-Pro Lite

NREL and INRIX data inform the inputs for the Electric Vehicle Infrastructure Projection Tool (EVI-Pro Lite), which predicts grid demand from charging infrastructure across various charging strategy scenarios and estimates how much charging is needed for the scenario of the local market. The inputs and results are below. Apart from the number of vehicles supported (EVs), PHEV Share, and Home Charging Access, the remaining inputs were left at their default values.

As Bemidji and Beltrami County are not explicitly modeled in EVI-Pro Lite, the Grand Forks metro area was used as a proxy, with results scaled to meet Bemidji's modeled EV adoption.

Vehicles supported:

- EVs: 328

Vehicle Mix

- EV Sedans %: 27
- EV C/SUVs %: 38
- EV Pickups %: 30
- EV Vans %: 5
- PHEV Share of PEV: 25% (the estimated share of PHEVs versus EVs)

PHEV Support

- Partial support - Calculate using half of the full support assumption.

Home Charging Access

- Percent of drivers with access to home charging: 42%

Results

- 130 Single Family Charging Ports
- 24 Shared Private Charging Ports
    - 23 Private Workplace Level 2 Charging Ports
    - 1 Multi-Unit Dwelling Level 2 Charging Port
- 33 Public Level 2 Charging Ports
- 7 Public DCFC Charging Port

Ride-hail support

- Conservative Electrification

eRoadMap

The eRoadMAP was created by Electric Power Research Institute (EPRI) to project approximate energy needs if all transportation (light-, medium-, and heavy-duty on-road vehicles) is electrified in 2030, showing what the highest energy need would be. While the eRoadMap is separate from the results of the EV Ready Analysis and EVI-Pro Lite results, it provides another lens of long-term demand considerations.

GEM Mapping

The Geospatial Energy Mapper is a tool that assists in distinguishing regions in city that are the most suitable for EV charging. The model maps below illustrate a current snapshot of EVSE suitability based on the parameters and the weight or influence given to each parameter.
The following tables list the parameters of each model, all of which were set to default weights (1).

Model 1: Population and Housing

Parameter	Weight
Electric Vehicle Charger Density - All Level 2 or DC Fast	1
Distance (m) to Substation (All capacities)	1
Housing Density – Large Multi-family	1
Land Cover	1
Percentage of Households Lacking a Vehicle	1
Population Density	1

Include the following layers for ease of visuals:

- Electric Vehicle Charging Stations (J4300 Level 2)
- Electric Vehicle Charging Stations (J3400 DC Fast)
- Electric Vehicle Charging Stations (Non-J3400 Level 2)
- Electric Vehicle Charging Stations (Non-J3400 DC Fast)

Model 2: EV Infrastructure and Demographics

Parameter	Weight
Transit Desert Index	1
Household Transportation Energy Burden	1
Distance to EV Charging Station - All Level 2 or DC Fast	1
Distance (m) to Substation (All capacities)	1
Housing Density – Large Multi-family	1
Land Cover	1
Percentage of Households Lacking a Vehicle	1
Population Density	1

Include the following layers for ease of visuals:

- Electric Vehicle Charging Stations (J4300 Level 2)
- Electric Vehicle Charging Stations (J3400 DC Fast)
- Electric Vehicle Charging Stations (Non-J3400 Level 2)
- Electric Vehicle Charging Stations (Non-J3400 DC Fast)

Appendix B: Additional DRVE Tool Analysis

DRVE Tool

The Dashboard for Rapid Vehicle Electrification (DRVE) Tool was created by the EC and its developer Atlas Public Policy. Pulling from federal resources and regularly updated (including recent models, average fuel costs, etc.), the DRVE Tool serves to be a cost-effective and user-friendly total cost of ownership (TCO) analysis tool for any entity seeking to electrify its fleet.

Fleet Vehicle Replacements

Shown below are all vehicles recommended for an EV replacement, based on the estimated percentage savings for that vehicle, compared to its conventional options. With the current market conditions and operational costs of these vehicles, the percentage savings shown can be captured for each vehicle across each vehicle's operational life.

VIN	Original Vehicle	EV Alternative	Avg Percent Savings from EVs
1GAZG1FA7E1199342	2026 CHEVROLET EXPRESS 2500 CARGO ICE GAS	2026 FORD TRANSIT VAN CARGO BEV ELECTRIC	29.75%
2FMPK4G93MBA20683	2026 FORD EDGE AWD ICE GAS	2026 VOLKSWAGEN ID.4 BEV ELECTRIC	22.21%
JN8AY2ADXR9709932	2026 CHEVROLET EQUINOX FWD ICE GAS	2026 CHEVROLET EQUINOX EV FWD BEV ELECTRIC	19.19%
2GKFLREK5D6334879	2026 CHEVROLET EQUINOX FWD ICE GAS	2026 CHEVROLET EQUINOX EV FWD BEV ELECTRIC	19.19%
1GNS6LED5SR220566	2026 CHEVROLET TAHOE 2WD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	18.61%
1GNSKDEC5KR372503	2026 CHEVROLET TAHOE 2WD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	18.61%
1GNSKLED9NR235121	2026 CHEVROLET	2026 KIA EV9 STANDARD	18.61%

	TAHOE 2WD ICE GAS	RANGE RWD BEV ELECTRIC	
1C4NJCBA3CD666342	2026 JEEP COMPASS 4WD ICE GAS	2026 VOLKSWAGEN ID.4 BEV ELECTRIC	9.35%
1GTRUAEK4RZ292322	2026 GMC SIERRA 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	2.98%
1GTV2TEH4EZ229235	2026 GMC SIERRA 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	2.98%
1FAHP2MK1GG122315	2026 CHEVROLET MALIBU ICE GAS	2026 FORD MUSTANG MACH-E RWD LFP BEV ELECTRIC	2.30%
1FAHP2MK2GG154321	2026 CHEVROLET MALIBU ICE GAS	2026 FORD MUSTANG MACH-E RWD LFP BEV ELECTRIC	2.30%
1GC0KUEG8FZ546475	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%
1GC2KVCG7DZ303481	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%
1GC2KVCG8DZ345027	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%
1GCHK23K98F173515	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%
1GCHK24U13E296384	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%

1GCHK24U75E296179	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%
1GCHK29VX3E293640	2026 CHEVROLET SILVERADO 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	1.02%
1FM5K8AB2PGC00146	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB3PGC00107	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB4MGA64498	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB4NGC23828	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB5RGA25975	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB7LGC35162	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB8SGA87666	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB8SGB20097	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB9LGC35163	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%

1FM5K8AB9SGB20030	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AB9SGB20335	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8ABOLGC35164	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8ABXSGA87555	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AR2HGE30557	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AR6GGC14760	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AR6HGB82782	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AR6KGA52850	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8ARXFGC07891	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8ARXJGA71657	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%
1FM5K8AW0NNA07179	2026 FORD EXPLORER RWD ICE GAS	2026 KIA EV9 STANDARD RANGE RWD BEV ELECTRIC	-4.02%

1FTFW1P83RKF36789	2026 FORD F150 PICKUP 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.22%
1FTFX1E51KKC24594	2026 FORD F150 PICKUP 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.22%
1FTRF14W87KC85619	2026 FORD F150 PICKUP 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.22%
1FTRF17L03NB57868	2026 FORD F150 PICKUP 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.22%
1FTRX12W97FA87933	2026 FORD F150 PICKUP 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.22%
1FTRX12WO9KC16247	2026 FORD F150 PICKUP 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.22%
1C6RD7FP4CS228012	2026 RAM 1500 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-4.93%
1FV6HFBA9WH924902	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
1FVXJLBB5XHA42243	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
1HTSDPNN8PH533996	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
1HTWDAZR0CJ588585	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%

2NKMLD9X97M176914	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
1NKBHJ8X8NR125242	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
1NKBHJ8XXNR135559	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
1NKBLJ0X6EJ386636	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
3BKBLJ9X6KF240220	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
2NPNHD8X44M822261	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
2NPRLN9X39M780922	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
2NP3HJ8X7GM338448	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
2NP3HN8X2DM207785	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
3BPDHJ8X4MF110073	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%
3BPDHJ8XXSF118384	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-5.22%

1C6RR7XT0GS261351	2026 RAM 1500 CLASSIC 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-5.30%
1C6RR7XT4PS564374	2026 RAM 1500 CLASSIC 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-5.30%
1C6RR7XT6FS538177	2026 RAM 1500 CLASSIC 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-5.30%
1C6RR7XT6PS597988	2026 RAM 1500 CLASSIC 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-5.30%
1C6RR7XT7JS291860	2026 RAM 1500 CLASSIC 2WD ICE GAS	2026 CHEVROLET SILVERADO EV BEV ELECTRIC	-5.30%
2NKHHJ8X7EM407440	2026 KENWORTH T380 ICE DIESEL	2026 KENWORTH K270/K370 282 KWH BEV ELECTRIC	-5.69%
1GBKP32R6X3300222	2026 FREIGHTLINER MT45 ICE GAS	2026 FREIGHTLINER MT50E BEV ELECTRIC	-6.50%
1FVACYFE6JHJL1454	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-13.72%
1FVHCYDC75HN87100	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-13.72%
1FVACWDCX5HN90644	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-13.72%
1FVACWFD0PHNZ1181	2026 FREIGHTLINER M2 106 ICE DIESEL	2026 FREIGHTLINER EM2 194 KWH BEV ELECTRIC	-13.72%

1XPGDU9X47N685514	2026 FREIGHTLINER CASCADIA ICE DIESEL	2026 FREIGHTLINER ECASCADIA 291 KWH BEV ELECTRIC	-20.99%
1XPCDB9X0LD293228	2026 FREIGHTLINER CASCADIA ICE DIESEL	2026 FREIGHTLINER ECASCADIA 291 KWH BEV ELECTRIC	-20.99%
1FDXF47PX5EA34654	2026 FORD F450 XL ICE DIESEL	2026 RIZON E18L BEV ELECTRIC	-34.03%
1GCGC24K1SZ257826	2026 FORD F250 XL ICE DIESEL	2026 RIZON E18L BEV ELECTRIC	-37.40%
1GC2YLE72NF337850	2026 CHEVROLET SILVERADO 2500 WT 2WD ICE GAS	2026 RIZON E18L BEV ELECTRIC	-40.24%
1GC5YLE72RF408516	2026 CHEVROLET SILVERADO 2500 WT 2WD ICE GAS	2026 RIZON E18L BEV ELECTRIC	-40.24%
1GB3CYCG6FZ531790	2026 CHEVROLET SILVERADO 2500 WT 2WD ICE GAS	2026 RIZON E18L BEV ELECTRIC	-40.24%
1GBJC34U26E268901	2026 CHEVROLET SILVERADO 2500 WT 2WD ICE GAS	2026 RIZON E18L BEV ELECTRIC	-40.24%
1GT22REG1HZ273713	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT22REG5JZ279200	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%

1GT22REG6GZ299710	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT22REG8HZ166111	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT22ZCG3BZ343657	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT39LE70MF109667	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT39LE76MF239663	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT39LEy0MF224737	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT59LE70MF254880	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT59LE75MF250632	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GTHC24U73E308244	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GTHK44K79F136734	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT39LE75RF373832	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%

1GT49SE7XRF292176	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT59LE70RF383810	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT59LE77RF383786	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1GT5ULE75SF324224	2026 GMC SIERRA 2500 2WD PRO ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.00%
1FT8W3BT2HEE86299	2026 FORD F350 XL ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.90%
1FTRF3B6XBEB69991	2026 FORD F350 XL ICE GAS	2026 RIZON E18L BEV ELECTRIC	-43.90%
1FT7X2B61MED49801	2026 FORD F250 XL ICE GAS	2026 RIZON E18L BEV ELECTRIC	-44.90%
1FT7X2B64CEB84549	2026 FORD F250 XL ICE GAS	2026 RIZON E18L BEV ELECTRIC	-44.90%
1FTBF2B64BEC58242	2026 FORD F250 XL ICE GAS	2026 RIZON E18L BEV ELECTRIC	-44.90%
1FTNF21559EA59569	2026 FORD F250 XL ICE GAS	2026 RIZON E18L BEV ELECTRIC	-44.90%
3C6UR5CJ0RG236494	2026 RAM 2500 2WD TRADESMAN ICE GAS	2026 RIZON E18L BEV ELECTRIC	-44.90%

Review of zoning code and Memo of recommendations

Attachments: 2025.11- Zoning Review Memo
2026.5 - Zoning Code Recommendations

Zoning Review –Bemidji, MN

R1.6: Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit electric vehicle supply equipment deployment. Compile findings in a memo. (Required).

Instructions

The Charging Smart program requires a Zoning Review to identify restrictions that intentionally or unintentionally prohibit electric vehicles (EVs) and electric vehicle supply equipment (EVSE) equipment deployments. EVSE refers to charging stations and all of their infrastructure and components. This document highlights key barriers to EVSE to evaluate for in your community's zoning documents. Complete the tables in the "Potential Barriers in Current Code Language" section and add any additional notes at the end of this document.

Key Documents

To complete this memo, your municipality's staff should review documents that address zoning and land use regulations. Please list the following documents in the table below. Please add additional rows if necessary.

Document Title	Document Type	Please Provide a Link *(If not available online, upload to Google Drive and link below)*
Bemidji Code of Ordinances	Code of Ordinances	https://library.municode.com/mn/bemidji/codes/code_of_ordinances

Potential Barriers in Current Code Language

Define terms related to EVs and EVSE

Providing definitions of key terms helps eliminate uncertainty and provides clarity and consistency on when zoning regulations apply to EVs and EVSE.

Best Practice: Zoning documentation defines EVs and EVSE terms, such as:

- Electric vehicle
- Battery electric vehicle
- Plug-in hybrid electric vehicle

• Electric vehicle charging station, supply equipment, and/or infrastructure • EV-ready, EV-capable, EV-installed	
Aligned w/ Best Practice [Yes/No]:	**No**
Document	**https://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=COORBEMI**
Page/Chapter/Section	**NA**
Description/Comments	**Currently, Bemidji's zoning documents do not define any of the following terms related to EVs** • Electric vehicle • Battery electric vehicle • Plug-in hybrid electric vehicle • Electric vehicle charging station, supply equipment, and/or infrastructure • EV-ready, EV-capable, EV-installed It is recommended that, at the next opportunity, Bemidji add these terms and their definitions to the relevant zoning and ordinance documents.

Permit EVSE as an accessory use to parking lots and parking facilities in all zones [Silver Designation Requirement]

Designating EVSE as a permittable accessory use explicitly authorized their development when they are not the primary purpose of the property. Permitting EVSE by right avoids the need for zoning board review and significantly streamlines the zoning process, saving time and resources for municipal staff, zoning boards, and charging station developers.

Best Practice: Permit electric vehicle chargers as an accessory use to parking lots in all zoning districts.	
Aligned w/ Best Practice [Yes/No]:	**No**
Document	**https://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTIIIDIRE**
Page/Chapter/Section	**Sec. 28-82 - Land use regulation matrix**
Description/Comments	Electric vehicle chargers are not currently identified as a permissible accessory use to parking lots. EV chargers are not mentioned at all as a primary or accessory uses/structure. It is recommended that Bemidji first recognize EV chargers as an accessory use to all parking lots in all zoning districts. It is also recommended that permitting and approval of EV charging stations as an accessory use only be subject to

	administrative review (and not discretionary review), or are permitted by right.

Best Practice: If permitted, accessory use electric vehicle charging applications are only subject to administrative review (and not discretionary review), or are permitted by-right. *A by-right approval (also known as an as-of-right approval) is granted when a development proposal strictly conforms to zoning and building codes and, thus, qualifies for construction without requiring discretionary approval.*[1]	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	**https://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTIIIDIRE**
Page/Chapter/Section	**Sec. 28-82 - Land use regulation matrix**
Description/Comments	Currently, EV chargers are not permitted as an accessory use. Once established as an accessory use, it is recommended that EV chargers be a permitted accessory use by-right, and not subject to discretionary review.

Primary use standards for EVSE as its own use (not as a motor or fueling station) and enable such uses in appropriate zones. [Gold Designation Option]

When they are clearly a primary use, allow EV chargers as an approved use of a site with streamlined permit and zoning review. EVSE should not be defined as an existing use, like parking, fueling stations, or other automobile-related uses, as charging stations do not have the same environmental concerns. For the same reason, EVSE as a primary use should be available in all commercial and industrial zoning districts. In addition, provide a streamlined pathway for EVSE as a primary use with clearly defined permitting requirements to avoid uncertainty, delays, and added costs. When a site plan review is required, adopt a minor site review process pathway for low impact projects like EV charging to be approved administratively.

Best Practice: Define primary use standards for EVSE as its own use, distinguished from motor/fueling stations.	
Aligned w/ Best Practice [Yes/No]:	**No**
Document	**https://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTIIIDIRE**
Page/Chapter/Section	**Sec. 28-82 - Land use regulation matrix**
Description/Comments	The City of Bemidji does not currently define primary use standards for EVSE as its own use (distinct from motor/fueling stations).

[1] "What Is By-Right Development?: Planopedia." *Planetizen*, www.planetizen.com/definition/right-development. Accessed 21 May 2025.

	It is recommended that the City of Bemidji officially define primary use standards for EVSE, and distinguish these standards/requirements from motor/fueling stations. EVSE as a primary use should be permitted in all commercial and industrial zoning districts. Additionally, it is recommended that a streamlined, minor site plan review pathway is developed to administratively approve EVSE as a primary use.

Best Practice: Enable EVSE as a primary use broadly across all commercial and industrial zoning districts.	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	
Page/Chapter/Section	
Description/Comments	Currently, Bemidji does not define primary use standards for EVSE as its own use. Once established as a primary use, it is recommended that this use be permitted broadly across all commercial and industrial zoning districts.

Best Practice: Establish a streamlined, minor site plan review process pathway that allows for administrative approval of EVSE as a primary use.	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	
Page/Chapter/Section	
Description/Comments	Currently, Bemidji does not define primary use standards for EVSE as its own use.

EVSE accessibility standards

Clearly define accessibility standards that align with national standards.

Best Practice: Ensure EVSE regulations are compliant with National Access Board standards and/or state-level accessibility guidelines.	
Aligned w/ Best Practice [Yes/No]:	**No**
Document	**http://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTXPEST_S28-409OREPALOSUST**
Page/Chapter/Section	**Sec 28 - 409 Off Street parking, loading and surface standards**

Description/Comments	Currently, the City of Bemidji does not require that EVSE regulations be compliant with National Access Board standards or state-level accessibility guidelines. It is recommended that Bemidji first define and/or adopt accessibility standards for EVSE (GPI recommends the National Access Board standards), and then require that a certain percentage or ratio of EV parking spaces be accessible charging spaces.

Best Practice: Establish recommendations or policies that encourage or require developers to provide a predetermined amount of accessible charging spaces, relative to the total number of charging spaces.	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	
Page/Chapter/Section	
Description/Comments	Currently, Bemidji does not encourage or require developers to provide a predetermined amount of accessible charging parking spaces. It is recommended that Bemidji consider requiring a specific ratio of accessible EV charger parking spaces in the future.

EVSE design standards and safety measures

Clearly define and illustrate design and safety measures, and avoid overly prescriptive parking design standards to account for variations in site conditions and layouts. Avoid defining standards that are more restrictive than other development types.

Best Practice: If there are design requirements, they are flexible and performance-based when possible to account for variations in site conditions and layouts. Performance-based requirements might include: • Provision of shade • Pedestrian safety • Landscaping	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	**http://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTXPEST_S28-409OREPALOSUST**
Page/Chapter/Section	
Description/Comments	Currently, the City of Bemidji does not have any specific design requirements, standards, or safety measures codified for EVSE.

	It is recommended that Bemidji avoid overly prescriptive parking design standards, and instead focus on safety and standards that are performance-based and flexible. If Bemidji does develop and implement design requirements, the city should avoid standards that are more restrictive of EVSE than other requirements of other development types.

Best Practice: If there are design requirements, include language authorizing local planning staff to review and approve alternative design options if strict compliance with guidelines is not possible.	
Aligned w/ Best Practice [Yes/No]:	**NA/No**
Document	
Page/Chapter/Section	
Description/Comments	There are currently no design requirements specifically for EV chargers in Bemidji. If design requirements are adopted in the future, it is recommended that review and approvals can be handled administratively, and that planning staff be given the freedom to approve alternate design options if strict compliance with guidelines is impossible.

Best Practice: Establish guidelines for safety measures for EV charging stations (i.e., lighting and signage).	
Aligned w/ Best Practice [Yes/No]:	**Na/No**
Document	
Page/Chapter/Section	
Description/Comments	The City of Bemidji does not currently have guidelines for safety measures for EV charging stations (lighting and signage). It is recommended that the city develop such guidelines, based upon established industry best practice. If the city decides to require certain lighting, signage, or other safety measures for EVSE, it is recommended that the city avoid standards that are more restrictive of EVSE than the standards for similar development types.

Minimum parking requirements

When minimum parking requirements exist, the addition of EVSE charging spaces may violate these requirements. The following best practices are applicable if your jurisdiction has established minimum parking requirements.

Minimum parking requirements are established in zoning documents [Yes / No]: _____Yes___

Best Practice: Allow all EVSE parking stalls to count toward minimum parking requirements, including parking spaces replaced with EV charging equipment and other required design elements.	
Aligned w/ Best Practice [Yes/No]:	**No**
Document	**https://library.municode.com/mn/bemidji/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTXPEST_S28-409OREPALOSUST**
Page/Chapter/Section	**Sec 28 - 409 Off Street parking, loading and surface standards**
Description/Comments	While the City of Bemidji currently has minimum parking requirements, it is not officially codified that EVSE parking stalls shall count toward achieving these requirements. It is recommended that the city officially allow EVSE parking stalls and parking spaces, replaced with charging equipment/other design elements, to be counted towards minimum parking requirements. Additionally, it is recommended that accessible (ADA) EVSE parking spaces be counted as two or more parking spaces.

Best Practice: Count accessible ADA parking spots with charging stations as two or more parking spots.	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	
Page/Chapter/Section	
Description/Comments	Currently, the City of Bemidji does not explicitly allow EV charger parking spaces to count toward parking minimums. It is recommended that accessible (ADA) EVSE parking spaces be counted as two or more parking spaces, to further incentivize the deployment of EV infrastructure.

EV-readiness requirements

It costs significantly more to retrofit parking spaces with EVSE than to install during construction or major renovations. Requiring developers to prepare for the future installation of EV chargers by providing EVSE or EV-ready charging in newly built or renovated parking spaces ensures that properties are developed with access to EV charging.

Best Practice: Require EV-capable, EV-ready, or EV-installed construction for buildings with parking for the following land use types.

- New construction
    - Single family
    - Multifamily
    - Commercial

• Major renovations	
Aligned w/ Best Practice [Yes/No]:	**No**
Document	**https://library.municode.com/mn/bemidji/codes/code_of_ordinances**
Page/Chapter/Section	
Description/Comments	The City of Bemidji does not currently require EV-capable, EV–ready, or EV-installed for new construction or major renovations. It is recommended that the city analyze future potential demand for EVSE, and develop an EV-ready ordinance that fits the unique needs of Bemidji.

Best Practice: Definitions of EVSE avoid unnecessarily restricting power levels or types of charging. Regulations allow for lower or higher power levels of charging that are appropriate for different applications.	
Aligned w/ Best Practice [Yes/No]:	**No/NA**
Document	
Page/Chapter/Section	
Description/Comments	Currently, the City of Bemidji does not define EVSE. It is recommended that the City of Bemidji update zoning documents to include EVSE definitions that are flexible and avoid unnecessarily restricting power levels or types of charging.

Additional Notes

I, **[First Name Last Name]**, as **[Position]** of **[Community Name, State]** have received the zoning review and read its findings.

Signature:

Date:

EV Zoning Recommendations and Examples for the City of Bemidji

To help facilitate the adoption of electric vehicles (EVs) and the deployment of EV charging infrastructure, GPI has conducted a review of the City of Bemidji's current zoning codes and permitting processes that may directly or indirectly impact EVs and EV charger deployment. Based upon this review, we have developed a list of recommended actions and updates to land use regulations that will reduce barriers to EV adoption and infrastructure deployment, increase transparency and predictability, and establish clear requirements for developers and property owners moving forward.

This memo presents a recommended approach to amending current land use regulations in a way that balances **public safety, clarity for applicants, and ease of deployment.**

Short Term Zoning and Regulations Recommendations:

1. Clearly define terminology related to EVs and EV charging infrastructure within Bemidji's zoning code.
2. Permit EV charging as an allowable accessory use to parking lots in all zoning districts, by right.
3. Explicitly allow EV-reserved parking spaces to count toward meeting minimum parking requirements.
4. Adopt EVSE accessibility standards in line with the U.S. Access Board or state-level accessibility standards.
5. Adopt an EV-ready ordinance.

It is recommended that the City of Bemidji conduct all zoning code updates related to EVs simultaneously through a single ordinance.

GENERAL RESOURCES

The Model Law: Local Ordinance Expediting Permitting for EV Charging Stations, produced by the Model Climate Laws Initiative, provides ready-to-adapt language for expediting EV charging station permitting and deployment. This resource includes practical provisions like allowing charging in all zoning districts, setting requirements for parking spaces with EV charging capacity, publishing an expedited permit checklist, enabling electronic submittals, and focusing technical review on health and safety requirements. Because it is designed to be tailored to local conditions, Bemidji can choose to adopt or adapt specific sections that align with local priorities.

Planning and Zoning Guidance for Electric Vehicle Charger Deployment, produced by RMI, the Interstate Renewable Energy Council (IREC), and Sustainable Energy Action Committee (SEAC), provides expert guidance on planning, zoning, and permitting for EV chargers. Helpful sections may include The Local Regulatory Approval Process (pg. 19 –22), Regulatory Requirements Guidance (pg. 22 – 42), and Approval Process guidance (pg 46 – 50).

Recommendation 1: Clearly define terminology related to EVs and EV charging infrastructure within Bemidji's zoning code

Why: Establishing clear, shared terminology related to EVs and charging infrastructure in the zoning code reduces confusion for plan reviewers and charger owners and helps prevent inconsistent interpretations across city departments. Clear definitions also improve transparency and predictability in permitting, which can reduce delays and support faster, more coordinated charger deployment.

How: The specific definitions included in updates to Bemidji's zoning code will ultimately be determined by which of the subsequent recommendations are pursued, but terms to consider may include:

- **Electric Vehicle (EV)**: A vehicle that is at least partially powered by one or more electric motors using electricity stored in rechargeable batteries.
- **Battery Electric Vehicle (BEV)**: An electric vehicle (EV) that operates entirely on electricity from an onboard battery. BEVs have an electric engine and produce no tailpipe emissions.
- **Plug-in Hybrid Electric Vehicle (PHEV)**: A vehicle that combines an internal combustion engine with an electric motor and a rechargeable battery. PHEVs can operate in all-electric mode for a certain range before switching to the combustion engine or hybrid mode.
- **Electric Vehicle Supply Equipment (EVSE)**: The hardware and infrastructure used for charging EVs. This typically consists of charging stations, connectors and cables, power management, payment systems, and grid integration.
- **Charging Station**: Specialized infrastructure supplied with a charging port that allows EVs to recharge their batteries. The speed that the EV charges at depends on which of the three levels of chargers (Level 1, Level 2, or direct current fast charger) is being used.
- **Level 1 Charger**: Charging through a common residential 120-volt (120V) AC outlet
- **Level 2 Charger**: Higher-rate AC charging through 240V or 208V electrical outlet, and is common for home, and public charging.
- **Level 3 Charger or Direct Current Fast Charging (DCFC)**: DCFC delivers direct current (DC) energy to a vehicle's battery, with AC-to-DC conversion occurring in the charging equipment rather than the vehicle. This allows for more rapid charging than level 2 chargers.
- **EV Capable**: A location or parking space that has the infrastructure necessary to support the future installation of EV charging equipment. In an EV-capable location, components are designed or upgraded to accommodate EV charging stations in the future.
- **EV Ready**: A step above EV-capable, EV-ready sites also include dedicated electric outlets, panels, or conduits specifically designed for EV charging stations
- **EV Installed**: Sites with an EV charging station, along with all the infrastructure, charging equipment, and electrical connections needed for users to charge their cars.

Community Examples:

- Fairbault, MN
- La Crescent, MN

Recommendation 2: Permit EV Charging as an accessory use to parking lots, by right

Why: Making EV charging an allowable accessory use removes a common permitting bottleneck and can help speed up charger deployment. This change to land use regulations reduces uncertainty for charger owners and operators by clearly identifying where charging is allowed and what standards apply. This predictability helps lower soft costs, shortens project timelines, and supports more consistent deployment of charging infrastructure across the city.

How: It is recommended that EV charging equipment should be explicitly listed as an allowable accessory use to parking lots, by-right (subject to clearly stated performance-based standards), so projects can be approved administratively. This approach avoids a discretionary review process that adds time, cost, and uncertainty, while still allowing the city to apply clear requirements related to safety, siting, and design compatibility.

Community Examples:

- Bloomington, MN - "*Electric vehicle chargers are permitted in every zoning district, when accessory to the primary use and intended solely to charge vehicles that would otherwise be on site.*"
- Lakeville, MN - *"Public or private access Level 1 and level 2 electric vehicle charging stations shall be allowed in all zoning districts established by Chapter 45 of this title as incidental to permitted accessory off-street parking areas."*
- Eagan, MN - *" Level 1 and Level 2 electric vehicle charging stations are permitted in all zoning districts within the City as a permitted accessory use in conjunction with off-street parking areas. Level 3/DC electric vehicle charging station-public use is a permitted accessory use in conjunction with off-street parking areas on properties zoned for commercial, industrial, public facility, and institutional uses."*

Recommendation 3: Allow EV-reserved parking spaces to count toward meeting minimum parking requirements.

Why: If EV-only parking spaces do not count toward required parking totals, property developers may need to add additional parking stalls to remain compliant, increasing project costs and creating an unnecessary barrier to installing EV infrastructure. Alternatively, allowing EV-reserved parking spaces to count toward parking minimums reduces construction and design costs, and can help encourage EV adoption within the

community in the long run. While it may be common practice to count EV-reserved parking spaces toward meeting mandatory parking minimums, codifying this relationship can reduce uncertainty for developers and property owners.

How: Update relevant sections of city parking requirements to state that parking spaces reserved for EV charging count toward minimum off-street parking requirements. Define any applicable eligibility criteria so that the rule is clear and enforceable, such as: the space must remain a legal parking stall, be striped/signed, and have charging equipment installed and operational (or "make-ready" infrastructure if the City wants to allow phased buildout). It is recommended that this update is paired with objective siting and/or design standards (for example, ADA-compliant access, equipment placement that doesn't block walkways, and clear signage) so approvals can remain administrative while still protecting safety and usability.

Community Examples:

- Waseca, MN -*"Electric vehicle charging stations may be counted toward satisfying minimum off-street parking space requirements."*
- St. James, MN - *"Minimum off-street required parking. Parking spaces with electric vehicle chargers count toward satisfying the minimum off-street parking requirements of § 71.20 provided:*
  1. *The spaces are open for use by non-electric vehicles if over five percent of the parking spaces on site; and*
  2. *The electric vehicle chargers are non-proprietary if over five percent of the parking spaces on site."*

Recommendation 4: Adopt EVSE accessibility standards in line with the U.S. Access Board or state-level accessibility standards

Why: Without clear accessibility standards, EV charging sites can be built in ways that are difficult or impossible for people with disabilities to use. This can lead to complaints, retrofits, or missed opportunities to serve more community members. Aligning local requirements with the U.S. Access Board's design recommendations (or other state-level guidance) creates consistent expectations for designers, installers, and reviewers and supports a more accessible and equitable experience from installation onward. Establishing an accessible-EV-space minimum or required ratio of total EV-spaces to accessible EV-spaces also improves transparency and helps ensure accessible charging is provided systematically, not just when a developer chooses to include it.

How:

- Adopt a clear set of EVSE accessibility standards that reference the U.S. Access Board's EV charging station design recommendations as the baseline for site layout, accessible routes, reach ranges and operable parts, and safe use of cables and connectors.
- Establish a simple, objective "scoping" requirement that tells developers how many accessible charging spaces are required based on the total number of chargers/ports proposed at a site (and clarify that accessible charging spaces still count as parking spaces).

Community Examples and Resources:

- ADA Requirements for EV Charging Stations in MN
- U.S. Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations
- U.S. DOE Signage for Electric Vehicle Charging Stations
- City of La Crescent, MN (pg. 4 – 5)
- Richfield, MN (pg. 19, 25)

Recommendation 5: Adopt an ordinance that requires certain new parking areas to be EV-ready

Why: An EV-ready ordinance requires that parking areas be built at least some of the necessary electrical infrastructure to accommodate EV charging. It is recommended that Bemidji adopt an EV-ready ordinance to help ensure that future development is prepared for the anticipated growth of EVs. Installing conduit/raceways and increasing electrical capacity during initial construction is typically far less expensive and disruptive than retrofitting existing infrastructure, meaning this action saves residents money in the long run. EV-ready requirements also establish clear expectations for developers and help to ensure that EVSE will be available for community members.

How: EV-ready ordinances are not one-size-fits-all and should be tailored to Bemidji's current and anticipated market readiness and the needs and desires of the community. The recommended approach is to adopt performance-based standards, clearly define which development types the ordinance impacts, and ensure reasonable options for compliance. It is also recommended that requirements should not favor a specific charging technology but instead focus on infrastructure needs that can support various EV charging options.

1. Define applicability of the EV-ready ordinance

To keep the ordinance targeted to desired development types and locations, Bemidji can choose to apply it to specific project types, including but not limited to:

- Parking for all new residential development (rather than remodels or reconstruction)
- Parking areas for multi-unit properties (during initial construction or major renovations)
- Parking for commercial or industrial development above a certain required parking threshold

GPI recommends that, at a minimum, communities encourage or incentivize developers to provide EV-ready or EV-capable parking for residential buildings, especially multi-unit dwellings. Currently, the Minnesota State Building Code (MSBC) does not address EV infrastructure. However, it is anticipated that updates to the MSBC in 2026 will include EV-ready requirements for certain development types, which will preempt local ordinances.

2. Determine the level of EV-readiness Bemidji wants to require

Typically, there are three levels of EV-readiness that might be required in an EV-ready ordinance:

- **EV-capable**: Electrical capacity is planned to support future charger installation, but the actual electrical infrastructure to support the future charger, like conduit, is not installed.
- **EV-ready**: Parking spaces include the electrical capacity and conduit to support the installation of an EV charger in the future with minimal effort. Typically, EV-ready parking spaces include all of the necessary infrastructure to support an EV charger, other than the EV-charger itself.
- **EV-installed**: Parking spaces include ready-to-use chargers at the time of construction

Bemidji may also choose to require EV-ready or EV-capable parking initially, and then at a later date require EV-installed parking spaces.

3. Consider flexible compliance pathways

To avoid unnecessary barriers for property owners and developers, the City of Bemidji may consider flexible compliance options such as:

- Phased compliance, where property owners and developers are required to provide a portion of EV-ready, capable, or installed parking spaces initially, with expansion triggers later.
- Administrative adjustments where physical constraints exist, with clear criteria.

- Allowing off-site shared EV-parking, in which multiple developers or property owners can pool their required EV-parking spaces in one, off-site, shared location in close proximity to the properties in question.
- An in-lieu of parking fee, in which the developer in question is able to 'buy out' required EV-parking spaces for a set-fee with the city. This option is only recommended if the City of Bemidji is interested in taking on a more active role in EV charger deployment.

4. Clearly state compliance requirements

Once the level of readiness, applicable development types, and options for flexible compliance have been determined, ensure that all requirements, thresholds, and expectations are performance-based and clearly stated. This may include specifying what EV-ready or EV-capable means to the city in practice, clearly defining which property/development types the EV-ready ordinance will apply to, and explicitly stating the options and requirements for flexible compliance.

Community Examples and Resources:

- Electrification Coalition EV readiness ordinance case study
- Drive Electric Minnesota's Electric Vehicle-Ready Parking 101 for Local Governments
- Duluth, MN: Chapter 50 – Article IV – Development Standards (pg. 55)
- Robbinsdale, MN: Ordinance No. 25 – 12
- St Louis Park, MN: Article 5 (pg. 36:V:9)

Next Steps

Upon adoption of the comprehensive plan that is in development, the City of Bemidji will be doing an update of the city's zoning and land use code. During the zoning code update, city planning staff commits to referencing these recommendations and best practices to draft an adopted regulations for electric vehicle charging infrastructure within the community. Through participation in the Charging Smart program, GPI will continue to support the city through this process.

Community-wide EV Vision Statement

Attachments: 2026.6- Adopted EV Vision Statement
2026.4- HRDC Community Transportation Survey
2025.11 - Bemidji Community EV Survey

City of Bemidji's Community-wide Electric Vehicle Vision Statement

Description:

The City of Bemidji adopted an electric vehicle (EV) vision statement to demonstrate its commitment to sustainability and to the deployment of infrastructure that encourages transportation electrification. The vision statement was crafted using input from a community survey and existing planning documents that the city currently has to ensure alignment with overall core values and goals. This statement will help guide how transportation electrification is incorporated into the comprehensive plan currently being drafted. In turn, this will support Bemidji's efforts for advancement in the GreenStep Cities program. Specifically, Best Practice Action 6.5 requires participants to adopt goals and objectives in a comprehensive plan or other policy document that includes transportation recommendations for becoming an EV-ready city.

Adopted Vision Statement:

To advance the City of Bemidji's core values of sustainability, diverse transportation options, and health and wellness, the City will support the adoption of electric vehicles and build-out of reliable charging infrastructure in a way that reduces energy demands for all residents. This effort will strengthen a transportation system that includes diverse opportunities such as public transportation, electric vehicles, walking, and biking.

Demographics

Transportation shapes how we experience daily life in Bemidji, from getting to work, school, and healthcare to connecting with friends, family, and community spaces. As part of the City's Comprehensive Plan update, this survey is designed to better understand how people move through our community, what challenges they face, and what improvements matter most. Your input will help guide future investments and ensure our transportation system is safe, reliable, accessible, and reflective of the needs of all who live, work, and play here. This survey takes 3-5 minutes to complete.

What is your age group?

- ○ Under 18
- ○ 18–24
- ○ 25–44
- ○ 45–64

- ○ 65+

What is your race and/or ethnicity (select all that apply)?

- ☐ Native American or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or Pacific Islander
- ☐ White
- ☐ Other: _____
- ☐ Prefer not to say

What best describes your household?

- ○ Live alone
- ○ Live with roommate(s)
- ○ Spouse/Partner
- ○ Family with children
- ○ Multi-generational household
- ○ Other: _____

Do you identify as any of the following? (Select all that apply)

- [ ] Person with a disability
- [ ] Student
- [ ] Veteran
- [ ] Parent/Caregiver
- [ ] Low – Moderate Income
- [ ] None of the above

Do you have access to a personal vehicle?

- ○ Yes
- ○ Sometimes
- ○ No

How reliable or unreliable is your personal vehicle?

- ○ Very Reliable
- ○ Somewhat Reliable
- ○ Somewhat Unreliable
- ○ Very Unreliable

What best describes the area you live in?

- ○ Bemidji city limits
- ○ Greater Bemidji area
- ○ Rural area nearby
- ○ Prefer not to say

Travel Behavior & Patterns

What is your primary transportation to the following? (Select all that apply for each)

	Drive	Walk	Bike/Scooter	Bus/ Transit	Ride Share	NA
Work	○	○	○	○	○	○
School	○	○	○	○	○	○
Child Care	○	○	○	○	○	○
Food/Grocery	○	○	○	○	○	○
Healthcare	○	○	○	○	○	○
Place of Worship	○	○	○	○	○	○
Events / Social Activities	○	○	○	○	○	○
Parks & Trails	○	○	○	○	○	○
Fitness Facilities	○	○	○	○	○	○

On average, how far do you travel for daily needs (work, food, school)?

- ○ Less than 1 mile
- ○ 1–5 miles
- ○ 5–15 miles
- ○ 15+ miles

Access to Essential Services

How easy or difficult is it for you to get to the following?

	Very easy	Somewhat Easy	Somewhat Difficult	Very Difficult	Can't Access	N/A
Work	○	○	○	○	○	○
School	○	○	○	○	○	○
Child Care	○	○	○	○	○	○
Food/Grocery	○	○	○	○	○	○
Healthcare	○	○	○	○	○	○
Place of Worship	○	○	○	○	○	○
Events / Social Activities	○	○	○	○	○	○
Parks & Trails	○	○	○	○	○	○
Fitness Facilities	○	○	○	○	○	○

Have you ever missed or delayed any of the following due to transportation challenges? (Select all that apply)

- [ ] Medical appointments
- [ ] Work
- [ ] School
- [ ] Day Care
- [ ] Groceries/Food
- [ ] Places of Worship
- [ ] No, never

What are the biggest barriers you face in accessing essential services/activities such as food, healthcare, school/work, etc? (select all that apply)

- [ ] Cost of transportation
- [ ] Distance
- [ ] Lack of transit options
- [ ] Safety concerns
- [ ] Weather conditions
- [ ] Physical accessibility
- [ ] Scheduling / timing issues
- [ ] Other: _____

Safety

How safe do you feel when traveling in Bemidji?

	Very Safe	Somewhat Safe	Somewhat Unsafe	Very Unsafe	N/A
Driving	○	○	○	○	○
Walking	○	○	○	○	○
Biking	○	○	○	○	○
Using Transit	○	○	○	○	○
Taxi/Uber/Lift	○	○	○	○	○
Using Wheelchair or Scooter	○	○	○	○	○

Where do you feel least safe? (Select all that apply)

- ☐ Intersections
- ☐ High-speed roads
- ☐ Sidewalks / lack of sidewalks
- ☐ Trails
- ☐ Parking areas
- ☐ Transit stops
- ☐ Other [ ]

What transportation improvements should the City of Bemidji prioritize? (Select up to 3)

- [ ] Bike lanes
- [ ] Bike or scooter share program
- [ ] Car share program
- [ ] Snow/ice removal
- [ ] More parking spaces/parking ramps
- [ ] Longer term parking options
- [ ] Sidewalk and curb improvements
- [ ] Reducing vehicle speeds
- [ ] Safer crossings
- [ ] Better lighting
- [ ] Law Enforcement (speed limits, DUI's, pedestrian safety, etc)
- [ ] Other

Reliability & System Performance

How well does Bemidji's transportation system meet your needs?

- ○ Very well
- ○ Somewhat Well
- ○ Somewhat Poorly
- ○ Very Poorly

What transportation issues do you experience most often? Select all that apply.

- [ ] Mechanical Issues with personal vehicle
- [ ] Traffic Delays
- [ ] Poor road conditions
- [ ] Limited or infrequent bus/transit routes
- [ ] Lack of snow clearing
- [ ] Other:

Sustainability & Future Priorities

What, if anything, would make you more likely to walk, bike, or use transit?

Which of the following best describes your familiarity with electric vehicles (EVs)?

- ○ I have never heard of EVs before

- ○ I have heard of EVs but don't know much about them
- ○ I have a basic understanding of how EVs work
- ○ I have researched EVs or considered owning one
- ○ I currently own or lease an EV

How likely are you to consider purchasing an EV in the future?

- ○ Very Likely
- ○ Somewhat Likely
- ○ Somewhat unlikely
- ○ Not likely at all

What might prevent you from choosing an electric vehicle? Select all that apply.

- ☐ Cost to buy
- ☐ Cost to charge and maintain
- ☐ Not enough battery range
- ☐ No way to charge at home
- ☐ Available model options or availability
- ☐ Personal taste or aesthetics
- ☐ Lack of public charging infrastructure
- ☐ Safety concerns
- ☐ Weather
- ☐ None
- ☐ Unsure

☐ Other

What would you like to see the city of Bemidji prioritize related to EVs and charging infrastructure? (rank your priorities with 1 as highest priority)

Building out public charging infrastructure

Educated property owners and local businesses about EVs and charging infrastructure benefits and opportunities

Community education and outreach to better understand EVs and charging infrastructure

Transitioning the city fleet to electric

Increasing options for other modes of transportation (i.e., e-bikes or e-scooters, e-ATV/UTVs)

Increasing options for electrified equipment (i.e., tools, lawn mowers, etc.)

Setting requirements for EV charging infrastructure to be installed in new or renovated construction

Other

None

What strategies or technologies do you support to improve Bemidji's transportation system? Select all that apply.

- [ ] Personal electric vehicles
- [ ] Bike or scooter share programs
- [ ] Improved public transportation
- [ ] Walkable and bikeable community
- [ ] Electric car share opportunities
- [ ] Other low-carbon fuels (like biofuels)
- [ ] Improved Parking
- [ ] Other
- [ ] None of the above

Open Feedback

What is the biggest transportation challenge in Bemidji today?

What is one improvement you would prioritize in the next 5 years?

Would you be willing to participate in future engagement (focus groups, workshops)?

- ○ Yes
- ○ No

Please provide your name (optional)

Please provide your email and or phone number (optional)

Community EV Survey and Promotional Language

Promotional language

Newsletter Blurb

What would you like transportation electrification to look like in Bemidji?
Please take a few minutes to share your perspective on electric vehicles (EVs) in Bemidji by taking this quick 5-minute survey! This survey will help the City of Bemidji understand what matters most to community members as electrified transportation becomes more common. Your input is valued and will be used to shape a community-wide EV vision statement that connects the community's goals, values, and priorities to the future of EVs in Bemidji.

Link to survey.

Exec summary/Blurb
Thank you for taking a few minutes to share your perspective on electric vehicles (EVs) in Bemidji. This survey is designed to help us understand what matters most to community members as electrified transportation becomes more common. Your input will be used to develop a Community-Wide EV Vision Statement that connects the community's goals, values, and priorities to the future of EVs in Bemidji.

A community-wide EV vision statement helps set the direction for transportation electrification and ensures that future decisions align with the broader community's goals. It brings different voices together to identify both the opportunities and the challenges associated with EVs. The result is a shared vision that can guide policies, programs, and investments, and can be updated periodically as technology and community needs evolve.

Your responses will help Bemidji focus on practical steps that fit local priorities. Please answer as honestly as you can, based on your experience and what you want to see moving forward. This survey should take less than 10 minutes, and results will be used to inform the EV vision and Bemidji's next actions related to EVs.

Survey Introduction
Thank you for participating in this survey on transportation electrification initiatives for your community. Your responses will help inform the City of Bemidji's understanding of community transportation electrification priorities and planning for future action.

This survey includes 7 questions and should take approximately 5 - 10 minutes to complete. We appreciate your time and consideration.

Survey

Survey Questions

1. How do you currently get around to your day-to-day activities? Select all that apply.
    - Personal vehicle
    - Public transportation (like Paul Bunyan Transit or Tribal Transit)
    - Bike or scooter
    - ATV/UTV
    - Walking
    - Taxi or Uber
    - Other

2. How familiar are you with electric vehicles (EVs)?
    - No experience
    - Unfamiliar with the technology, but I am interested in learning more
    - I own an EV or a hybrid vehicle
    - I'm looking to own an EV in the future
    - Other
    - Unsure

3. How likely are you to consider purchasing an EV in the future?
    - Extremely likely
    - Very likely
    - Somewhat likely
    - Not likely at all
    - Extremely unlikely

4. What might prevent you from choosing an electric vehicle? Select all that apply.
    - Cost to buy
    - Cost to charge and maintain
    - Not enough battery range
    - No way to charge at home
    - Available model options or availability
    - Personal taste or aesthetics
    - Lack of public charging infrastructure
    - Safety concerns
    - Weather
    - None
    - Unsure
    - Other

5. What would you like to see the city of Bemidji prioritize related to EVs and charging infrastructure? Select all that apply.
    - Building out public charging infrastructure
    - Educated property owners and local businesses about EVs and charging infrastructure benefits and opportunities
    - Community education and outreach to better understand EVs and charging infrastructure
    - Transitioning the city fleet to electric
    - Increasing options for other modes of transportation (i.e., e-bikes or e-scooters, e-ATV/UTVs)
    - Increasing options for electrified equipment (i.e., tools, lawn mowers, etc.)
    - Setting requirements for EV charging infrastructure to be installed in new or renovated construction
    - Other
    - None

6. What strategies or technologies do you support to improve Bemidji's transportation system?
    - Personal electric vehicles
    - Bike or scooter share programs
    - Improved public transportation
    - Walkable and bikeable community
    - Electric car share opportunities
    - Other low-carbon fuels (like biofuels)
    - Other
    - None of the above
7. The city would like to hear from you. What direction would you like to see the city go with transportation electrification initiatives? – Open text/comment box

Halfway to Charging Smart
Bronze level recognition

Attachments: 2026.5 -EV Charger Permitting Recommendations
2026.5 - Charging Smart Progress Report

EV Charger Permitting Recommendations for the City of Bemidji

Introduction

To facilitate the adoption of electric vehicles (EVs) and the deployment of EV charging infrastructure, GPI has conducted a review of the City of Bemidji's current zoning codes and permitting processes that may directly or indirectly impact EVs and EV charger deployment. Based upon this review, we have developed a list of recommended actions and updates to land use regulations and permitting processes that will reduce barriers to EV adoption and infrastructure deployment, increase transparency and predictability, and establish clear requirements for developers and property owners moving forward.

This memo presents a recommended approach to EV charger permitting that balances **public safety, clarity for applicants, and speed of deployment,** without over-permitting low-risk installations.

Best Practices Already in Place

Bemidji's standard permitting processes already include many best practices that will support a streamlined and transparent pathway for property owners to deploy charging infrastructure. The City already has standard review timelines that establish clear expectations for applicants, accepts online permit applications and signatures, and conducts a joint permit review process with all relevant departments, rather than having each department review individually and sequentially. The city also offers applicants the opportunity to meet with the Development Team and ask any questions prior to submitting applications. Together, these practices help reduce uncertainty for applicants, limit delays, and create a transparent and predictable permitting experience.

Recommended Permitting Approach

1) Use tiered permitting based on risk and complexity

To keep routine residential installations simple while still ensuring that higher-impact, public facing projects reflect community needs and priorities, we recommend the City of Bemidji implement a tiered permitting system for EV chargers:

1. **Single-family residential - Level 2 chargers:** require an **electrical permit only.**
2. **Publicly accessible and Level 3/DCFC chargers:** require an **EV-specific permit** and **installation by a licensed contractor**, *in addition to* an electrical permit.

2) Add ‘EV charger’ as a project type under ‘Land Use Permit’ within Bemidji’s online permit portal

We recommend that the City of Bemidji incorporate EV charger projects into its current Planning and Zoning Land Use Permit workflow by including ‘EV Charger’ as a project type in the online permit application portal. This approach will leverage existing processes to ensure consistent review, documentation, and fee handling, without needing to develop a new permit application from scratch.

Applicants would apply through the standard land use permitting process via Bemidji’s online portal. In its current state, this application already captures much of the information necessary to ensure safe and orderly charger installations, including:

- Project address
- Description of proposed work
- Primary contact
- Licensed contractor name, license number, and contact information
- Composite site plan
- Estimated project value
- Escrow information for permit fees
- Project type (with the recommended addition of ‘EV Charger’ as an option)

Because EV charging infrastructure introduces electrical load and equipment specific considerations that are not always captured in a general land use permit, the City should require the following documentation when ‘EV Chargers’ is selected as the project type:

- Charging station information: Brand, charger type, UL listing, electrical requirements, manufacturer specifications, load calculations, and equipment valuation.
- Electrical Plans: Plans demonstrating that existing or upgraded electrical infrastructure is adequate to accommodate the load requirements of the proposed charger(s).

Once the required information and documentation for EV charger permit applications have been determined, we recommend developing and publicly posting an EV charger permit application checklist to provide applicants with a clear understanding of what is required prior to beginning the process.

3) Establish a streamlined EV charger permit application and review process

A clear and well-defined EV charger permitting process helps reduce uncertainty for applicants, improves the completeness of submissions, and supports more consistent decision-making across departments. Having a documented, standard process also enhances transparency, helping applicants understand what happens after they have submitted their application and what to expect next.

Recommended Permit Application Process

- **Pre-submission support**: Applicant can meet with or contact Bemidji's Development Team to ask questions prior to submitting an EV charger permit application.
- **Online submission**: Applicant submits EV charger permit application and escrow account information for permit fees online
- **Initial review**: City staff review the application for completeness within 15 days of receiving full application. Applicants whose applications are determined to be incomplete will be notified and informed of the missing information.
- **Concurrent multidepartment review and comment period**: Applications will be reviewed by Planning and Zoning, Building, Fire, Public Works, and GIS, and comments will be provided within 30 days.
- **Approval or request for additional information**: Applicant is informed of the City's decision. If application is not initially approved, City staff will inform the applicant of what potential next steps need to be taken to have the permit approved.
- State Electrical Permit: Once the **Land Use Permit – EV Charger** permit is awarded by the City of Bemidji, the applicant must apply for and receive the appropriate electrical permit through the state, before work can commence.

We recommend that this process, once finalized, be published externally (e.g., on the City website and on the permit portal). This public-facing process documentation helps applicants understand where their application is in the process, reduces uncertainty and follow-up inquiries, and reinforces a predictable permitting process.

EV Permitting Resources

- U.S. Department of Energy Permitting Processes for Electric Vehicle Infrastructure
- Improving Permitting and Zoning for EV Fast Charging Stations Fact Sheet

EV Permitting Examples

- City of Oakdale, MN
    - Electrical Vehicle Supply Equipment (EVSE) Installation Permit Application Process

    - Oakdale EV Charging Infrastructure Guidelines
- Rochester, MN
    - Residential Permitting Checklist
    - Commercial Permitting Checklist
- Saint Paul, MN
    - Permit Application Process for EV Supply Equipment Installation
- South Bend, IN
    - South Bend Application for Electrical Commercial EV Charger

City of Bemidji's Progress for Earning Bronze Designation in the Charging Smart Program

Charging Smart is a program funded by the US Department of Energy (DOE)'s Vehicle Technologies Office (VTO) that offers free technical assistance and recognition to local governments, equipping them to facilitate and accelerate transportation electrification in their communities. The program provides a menu of actions that municipalities can complete as they work toward earning a Charging Smart designation. This document demonstrates the actions required to earn Bronze designation in the Charging Smart program and the City of Bemidji's progress toward designation, in part due to the work accomplished with this grant.

Progress toward Bronze designation requirements

Earn 35 points by completing required actions

Required Actions	Points	Bemidji's Status
R1.6: Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EV charging deployment. Compile findings in a memo.	15 points	Completed. See Zoning Review Memo and Zoning Code Recommendations.
R3.1: Adopt a standard charging infrastructure permit application process for residential and non-residential EV charging and post to a public website.	10 points	In progress. See EV Permitting Recommendations. The initial review of the current process and resulting recommendations is complete; the City now needs to determine the desired process and adopt it.
R3.4: Develop a charging infrastructure permitting checklist for residential and non-residential EV charging and post it online.	5 points	In progress. See EV Permitting Recommendations. Once the process has been determined, the City can create the required checklist.
U1.1: Meet with utilities to discuss EV collaboration opportunities.	5 points	Not completed.

Earn 10 points in the planning category

Actions	Points	Bemidji's Status
P1.1: Create a community-wide EV vision	10 points	Completed. See Adopted EV Vision Statement

Earn 15 points in the education and incentives category

Actions	Points	Bemidji's Status
E2.3: Add (or link to) a map or list of publicly available chargers in the area or identify and promote EV charging by sharing digital EV charging locating tools	5 points	Completed. See the City of Bemidji's Sustainability web page
Remaining points needed	10 points	Not completed. GPI has discussed making updates to the city web page to include an EV landing page to achieve these points.

Earn 20 additional points by completing any other programmatic actions

Actions	Points	Bemidji's Status
G2.2: Complete an initial fleet analysis	10 points	Completed. See Bemidji Roadmap Report.
G1.4: Install EV chargers in the community for public use	20 points	Completed.

Contributions to achieving level 4 of Green Step Cities

Attachments: 2026.6 - GreenStep Cities Contributions

Contributions to the City of Bemidji's GreenStep Cities Step 4 Application

Many of the planning efforts stemming from this project support action within the GreenStep Cities program. The City of Bemidji is currently at Step 3 and will need to complete additional activities to reach Step 4. Below, we describe how the activities completed during this project period will contribute to progress for the city's Step 4 application.

GreenStep Category: Land Use

Best Practice: Comprehensive, Climate, and Energy Plans

Action 5: Adopt climate mitigation and/or energy independence goals and objectives in the comprehensive plan or in a separate policy document, and include transportation recommendations such as becoming an EV-ready city.

Progress toward action:

This action stipulates that communities should have completed activities such as including EV charging stations as a permitted accessory use in select or all zoning districts, becoming an EV-ready city, and addressing transportation recommendations in goals and objectives.

Overall, the EV vision statement, written and adopted during this project, will support the addition of transportation objectives and targets to the comprehensive plan currently being developed.

Also developed as part of this project was a zoning review memo, which detailed suggested updates to the zoning code to incorporate EV charging infrastructure. One recommendation was to classify EV charging stations as a permitted accessory use in all zoning districts, in alignment with both the Charging Smart and GreenStep programs. The City of Bemidji will be doing a comprehensive update of its zoning ordinance and plans to incorporate these recommendations.

Additionally, due to the deliverables of this project, the City of Bemidji is well over halfway to earning Bronze designation in the Charging Smart program. Earning a designation in the Charging Smart program is a recognized way within the GreenStep Cities program to become an EV-ready city, thus stratifying that stipulation.

GreenStep Category: Transportation

Best Practice: Efficient City Fleets

Action 3: Phase-in operational changes, equipment changes, including electric vehicles, and no-idling practices for city or local transit fleets.

Progress toward action:

The fleet assessment completed for this project helps the City of Bemidji to complete this best practice. To undergo the fleet assessment, the city had to collect fuel usage (needed to earn one star rating), during which they identified that collecting and monitoring this information could be more streamlined. By demonstrating which vehicles make the most financial sense to transition to electric, the fleet assessment supports action toward accomplishing transitioning one fleet vehicle to an electric vehicle, a requirement for the 2-star rating for this action.

GreenStep Category: Environmental Management

Best Practice: Local Air Quality

*Action 5: Install, assist with and promote **publicly available EV charging stations** or public fueling stations for alternative fuel vehicles.*

Progress toward action:

One way to earn the three star rating for action 5 is to require EV charging infrastructure in multi-unit dwellings. The previously mentioned zoning review memo provides guidance on how this could be accomplished in zoning and land use ordinances. As described before, the city of Bemidji plans to adopt recommendations from the zoning review memo in a near-term municipal code update.

Additionally, the EV Roadmap analyzed future EV adoption and charging demand to identify areas within the community where charging infrastructure will be needed. This can help guide future installations of public EV charging stations.

Minnesota
GreenStep Cities

Assessment Date: 8/19/2024
Assessment completed by: Erica Bjelland

Assessment 2025

City of Bemidji: Category A City

Table of Contents

About the Program

The GreenStep Cities program is a five-step program for cities and tribal nations to work towards sustainability. There are 29 best practices which each provide required and recommended actions. Recommended actions are placed into the following categories: buildings and lighting, land use, transportation, environmental management, and resilient economic and community development. Each action submitted by a city receives a ranking based on a three-star system.

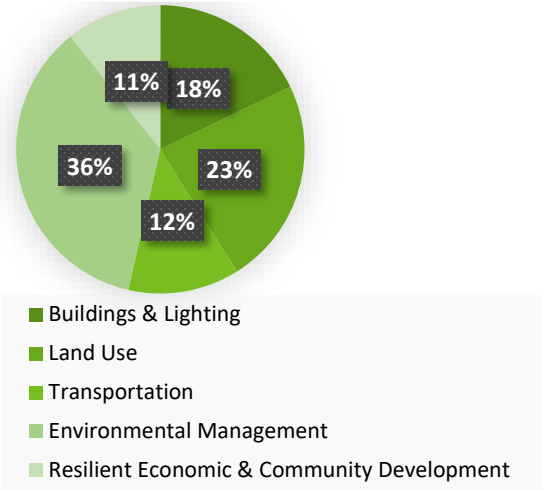
Minnesota GreenStep Cities

Information and GreenStep Status

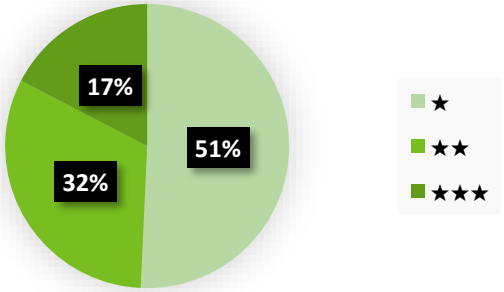
Joined: June 2015
Status: Step 3
Total Best Practices (BPs) Complete: 21
Total BP Actions Complete: 71
Bemidji's GreenStep Page

Step 4	
Step 5	

Current Distribution of BP Categories:



Star-Rating of Actions:



The star-rating system represents the rating of the city's action, where Not Rated (NR) is an uncompleted action, 1-star represents basic completion, 2-star is full completion, and 3-star is the maximum completion of the given action.

Notable Actions

See all city-reported actions at https://greenstep.pca.state.mn.us/city-detail/11837

- **2017 MN Audubon-designated Bird City** included 400 "Bemidji Birds, Bees, & Butterflies" events & activities, 850 volunteer hours, 8 demonstration gardens/landscapes, 2500 bird-friendly plants planted/sold
- **Bicycle Friendly Community** recognition at the Bronze level in 2012
- **NiceRide bike-sharing service** launched summer 2014
- **Sustainability Committee reports** their initiatives to the city council on a quarterly basis; goals & key measures by department included in yearly budget highlights
- **Sustainable Tuesdays** offers free weekly learning opportunities to the public with partnership
- **Local large-scale aquaponics greenhouse** supplied Luekens Village Grocery
- **Savings of $126,000/yr. in energy & maintenance costs** for 8 city buildings, streetlights and wastewater treatment plant
- **First-in-the-state State of MN GESP-funded project**, using a $122,000 rebate
- Every May, the Public Works department **distributes rain barrels to community members for rainwater collection**
- Four public electric vehicle charging stations, including one by the Paul and Babe statues

Notable Metrics

- **Bemidji has not reached steps 4 or 5 yet.**

See more on the Step 4 & 5 Metrics Dashboard

Step Advancement Guidelines

Guidelines for Step 2:

Learn more about Step 2

As a Category A city, to be recognized as a Step 2 GreenStep City, report **ANY 8 Best Practices**.

☒ **Any 8 Best Practices**

Guidelines for Step 3:

Learn more about Step 3

As a Category A city, to be recognized as a Step 3 GreenStep City, the following must be reported, at minimum:

☒ **Any 16 Best Practices**

☒ **Public Buildings:** ☒ 1.1, ☒ 1.2, and ☒ any one additional action from 1.3-1.7

☒ **Buildings & Lighting:** ☒ any one additional Buildings & Lighting BP (2-5)

☒ **Comprehensive, Climate & Energy Plans:** ☒ 6.1 and ☒ 6.2

☒ **Land Use:** ☒ any one additional Land Use BP (7-10)

☒ **Living & Complete Streets:** ☒ 11.1 and ☒ ☒ any two additional actions from 11.1-11.6

☒ **Mobility Options:** ☒ ☒ any two actions from 12.1-12.6

☒ **Sustainable Purchasing:** ☒ 15.1 and ☒ any one additional action from 15.2-15.8

☒ **Community Forests & Soils:** ☒ ☒ any two actions from 16.1-16.7

☒ **Stormwater Management:** ☒ any one action from 17.1-17.6

☒ **Environmental Management:** ☒ any one additional Environmental Management BP (18-23)

☒ **Benchmarks & Community Engagement:** ☒ 24.1 and ☒ 24.2

☒ **Green Business Development:** ☒ ☒ any two actions from 25.1-25.7

☐* **Climate Adaptation & Community Resilience:** ☐ 29.1 at a 2- or 3-star rating

* City completed Step 3 requirements prior to BP 29 addition to program

Guidelines for Steps 4 and 5:

Learn more about Steps 4 & 5

Steps 4 and 5 focus on metrics – what are the outcomes of all of the actions that the city has implemented over time?

- **Step 4:** Measure and report a minimum number of core and optional metrics for the previous calendar year or the most recent available data.
  - Category A communities: In addition to the CORE metrics, include 5 additional metrics of choice.
- **Step 5:** Demonstrate improvement three eligible metrics measured in Step 4, from one year to next.
  - Category A, B, and C communities: Improve upon 3 eligible metric elements.

Best Practice Actions: Detailed Descriptions

Buildings and Lighting

BP 1: Efficient Existing Public Buildings
BP 2: Efficient Existing Private Buildings
BP 3: New Green Buildings
BP 4: Efficient Outdoor Lighting and Signals
BP 5: Building Redevelopment

Best Practice 1: Efficient Existing Public Buildings

BP 1 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 1: 1.1, 1.2, and any one additional action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
1.1	Choose an item.	Enter/update building information and monthly usage data into the MN B3 Benchmarking database.		
1.2	Choose an item.	Make no/low cost indoor lighting and operational changes in city-owned/school buildings.		
1.3	Choose an item.	Invest in larger energy efficiency projects.		
1.4	Choose an item.	Implement IT efforts and city employee engagement to reduce plug loads, building energy use and workflow efficiency.		
1.5	Choose an item.	Meet the SB 2030 energy standard or qualify under a green building or energy framework.		

1.6	Choose an item.	Improve operations and maintenance of city-owned/school buildings and leased buildings.		
1.7	Choose an item.	Install one or more of the following: -A ground-source, closed loop geothermal system. -A district energy/microgrid system. -A rainwater harvesting system		

Best Practice 2: Efficient Existing Private Buildings

BP 2 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 2: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
2.1	Choose an item.	Create or participate in a program to promote energy and water efficiency.		
2.2	Choose an item.	Integrate green building and EV charging best practices information and assistance into the building permit process.		
2.3	Choose an item.	Implement an energy rating/disclosure policy for residential/commercial buildings.		
2.4	Choose an item.	Describe energy/water efficiency outcomes and other green building practices at local businesses and not-for-profit organizations.		
2.5	★	Create one of the following: -Water-wise landscaping ordinance/ guidance -WaterSense purchasing program -Guidance on rainwater harvesting and home water softener use	Public Works has a program every May that distributes rain barrels to community members	7/9/24
2.6	Choose an item.	Provide a financial or other incentive to private parties who add energy/sustainability improvements,		

		meet the SB 2030 energy standard, or renovate using a green building or energy framework.		
2.7	Choose an item.	Customize a model sustainable building renovation policy that includes the SB 2030 energy standard and adopt the language to govern private renovation projects.		

Best Practice 3: New Green Buildings

BP 3 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 3: Any one action from 3.1-3.2 and any one action from 3.3-3.5

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
3.1	Choose an item.	Require by city policy that new city-owned buildings be built using the SB 2030 energy standard and/or a green building framework.		
3.2	Choose an item.	Work with the local school district to ensure that future new schools are built using the SB 2030 energy standard and/or a green building framework.		
3.3	Choose an item.	Adopt a sustainable building policy for private buildings; include the SB 2030 energy standard; adopt language governing new development projects.		
3.4	Choose an item.	Provide a financial or other incentive to private parties who build new buildings that utilize the SB 2030 energy standard and/or a green building framework.		
3.5	Choose an item.	Adopt environmentally preferable covenant guidelines for new common		

		interest communities addressing sustainability.		

Best Practice 4: Efficient Outdoor Lighting and Signals

BP 4 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 4: Any two actions (including one from 4.5-4.8)

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
4.1	★	Require energy efficient, Dark-Sky compliant new or replacement outdoor lighting fixtures on city-owned/private buildings/facilities.	Dark Sky compliant lighting is required on city buildings and facilities and is in the comprehensive plan	7/9/24
4.2	★	Purchase LEDs for all future street lighting and traffic signals.	Policy to continue using LED bulbs as replacements for all fixtures	7/9/24
4.3	Choose an item.	Replace city street lighting with Dark Sky-compliant LEDs, modifying any city franchise/utility agreement and adding smart grid attributes.		
4.4	Choose an item.	Coordinate traffic signals; optimize signal timing to minimize car idling at intersections yet maintain safe and publicly acceptable vehicle speeds.		
4.5	★★	Use LED/solar-powered lighting for a flashing sign or in a street/parking lot/park project.	Three flashing crosswalk lights at Bemidji State University and two dynamic speed light signs powered by solar in city limits	7/9/24
4.6	★	Relamp/improve exterior building lighting for city-owned buildings/ facilities with energy efficient, Dark-Sky compliant lighting.	Replaced exterior lighting with LED and dark sky compliant lighting for multiple city-owned buildings, hocky rink, and park	7/9/24
4.7	Choose an item.	Replace city-owned parking lot/ramp lighting with Dark-Sky compliant, energy efficient, automatic dimming lighting technologies.		

4.8	Choose an item.	Replace city's existing traffic signal indications with LEDs.		

Best Practice 5: Building Redevelopment

BP 5 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 5: Any one action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
5.1	Choose an item.	Adopt an historic preservation ordinance/ regulations and encourage adaptive reuse.		
5.2	Choose an item.	Implement the Minnesota Main Street model for commercial revitalization.		
5.3	Choose an item.	Plan for reuse of large-format retail buildings, or work with a local school, church or commercial building to either add-on space or repurpose space into new uses.		
5.4	Choose an item.	Create/modify a green residential remodeling assistance/financing program to assist homeowners in adding space or sustainable features.		
5.5	Choose an item.	Adopt development/design standards and programs that facilitate infill, redevelopment, and adaptable buildings.		

Land Use

BP 6: Comprehensive, Climate and Energy Plans
BP 7: Resilient City Growth
BP 8: Mixed Uses
BP 9: Efficient Highway and Auto-Oriented Development
BP 10: Design for Natural Resource Conservation

Best Practice 6: Comprehensive, Climate and Energy Plans

BP 6 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 6: 6.1 and 6.2

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
6.1	Choose an item.	Adopt a comprehensive plan or a future land use plan adopted by the county or a regional entity.		
6.2	Choose an item.	Demonstrate that regulatory ordinances comply with the comprehensive plan.		
6.3	Choose an item.	Include requirements in comprehensive and/or other plans for intergovernmental coordination.		
6.4	★	Include ecological provisions in the comprehensive plan that explicitly aim to minimize open space fragmentation and/or establish a growth area with expansion criteria.	Bemidji's comprehensive plan references smart growth to promote mixed land use, compact building design, preserve open space, and reduce urban sprawl/open space fragmentation	7/9/24
6.5	Choose an item.	Adopt climate mitigation and/or energy independence goals/objectives in the comprehensive plan or in a separate policy document; include transportation recommendations.		

Best Practice 7: Resilient City Growth

BP 7 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 7: Any one action

Best Practice Action:	Completed: *(Star Level out of three stars)*	Action Description: *(View on GreenStep Website for full description)*	Action Summary: *(Provided by GreenStep Staff)*	Date of Last Entry:
7.1	Choose an item.	Eliminate barriers and actively encourage higher density housing in city zoning ordinance and map.		
7.2	Choose an item.	Achieve higher density housing with one of the following: a. Flexible lot size/frontage requirement for infill development. b. Density and floor area ratio (FAR) bonuses in selected residential zoning districts. c. Clustered residential development. d. Allowing accessory dwelling units, single-room occupancy housing, senior housing, co-housing or tiny houses / apartments by right in selected zoning districts. e. Implement a vacation rental property registration policy and/or special tax.		
7.3	Choose an item.	Achieve higher intensity commercial/industrial land uses through at least one of the following strategies: a. Include a commercial district with zero-lot-line setbacks and a FAR minimum of 1. b. Set targets for the minimum number of employees/acre in different commercial zones.		
7.4	Choose an item.	Provide incentives for affordable housing, workforce housing, infill projects, or for life-cycle housing at or near job or retail centers, or for		

		achieving an average net residential density of seven units per acre.		
7.5	Choose an item.	Use design to create social trust and interaction among neighbors and allow developments that meet the prerequisites for LEED for Neighborhood Development certification.		

Best Practice 8: Mixed Uses

BP 8 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 8: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
8.1	Choose an item.	Organize or participate in a community planning process for the city/a mixed-use district, including specific community engagement practices that engage cultural and income diverse community members.		
8.2	Choose an item.	Locate or lease a property for use as a school, city building or other government facility that has at least two of these attributes: a. Adjacent to an existing employment or residential center. b. Designed to facilitate and encourage access by walking, biking, or other non-vehicle travel modes. c. Accessible by regular transit service.		
8.3	Choose an item.	Modify a planned unit development (PUD) ordinance to emphasize or require mixed-use development or affordable housing, to limit residential PUDs to areas adjacent to commercial development, and/or to add sustainability features.		

8.4	Choose an item.	Report that a (re)development meets a city/community-determined minimum point threshold under the Equitable Development Scorecard or LEED-Neighborhood Development.		
8.5	Choose an item.	Have a downtown zoning district that emphasizes small and destination business, entrepreneurial spaces, and allows or requires residential and residential-compatible commercial development.		
8.6	Choose an item.	Incorporate form-based zoning approaches into the zoning code, in those areas where a diverse mix of uses is desired.		
8.7	Choose an item.	Create incentives for vertical mixed-use development in appropriate locations.		

Best Practice 9: Efficient Highway and Auto-Oriented Development

BP 9 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 9: Any one action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
9.1	Choose an item.	Establish design goals for at least one highway/auto-oriented corridor/cluster.		
9.2	Choose an item.	Participate in regional economic development planning with representatives from surrounding townships, cities, the county and business interests to: a. Estimate commercial/industrial needs among all jurisdictions. b. Jointly implement recommendations to stage highway/auto-oriented commercial development in order to avoid		

		overbuilding and expensive low-density development.		
9.3	Choose an item.	Adopt infrastructure design standards that protect the economic and ecologic functions of the highway corridor through clustering of development, native plantings and incorporating access management standards.		
9.4	Choose an item.	Adopt development policies for large-format developments, zoning for auto-oriented commercial districts at the sub-urban edge and/or in tightly defined and smaller urban development corridors/nodes that have some bike/walk/transit access.		

Best Practice 10: Design for Natural Resource Conservation

BP 10 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 10: Any one action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
10.1	Choose an item.	Conduct a Natural Resource Inventory or Assessment; incorporate protection of priority natural systems or resources such as groundwater through the subdivision or development process.		
10.2	Choose an item.	For cities outside or on the fringe of metropolitan areas, conduct a build-out analysis, fiscal impact study, or adopt an urban growth boundary and a capital improvement plan that provides long-term protection of natural resources/systems, and agriculture outside the boundary.		
10.3	Choose an item.	For cities within metropolitan areas, incorporate woodland best		

		management practices addressing protection of wooded areas into zoning or development review.		
10.4	Choose an item.	Adopt a conservation design policy; use a conservation design tool for pre-design meetings with developers and for negotiating development agreements in cities with undeveloped natural resource areas.		
10.5	Choose an item.	Preserve environmentally sensitive, community-valued land by placing a conservation easement on city lands, and by encouraging/funding private landowners to place land in conservation easements.		
10.6	Choose an item.	Conserve natural, cultural, historic resources by adopting or amending city codes and ordinances to support sustainable sites, including roadsides, and environmentally protective land use development.		
10.7	Choose an item.	Support and protect wildlife through habitat rehabilitation, preservation and recognition programs.		

Transportation

BP 11: Living & Complete Streets
BP 12: Mobility Options
BP 13: Efficient City Fleets
BP 14: Demand-Side Travel Planning

Best Practice 11: Living & Complete Streets

BP 11 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 11: 11.1 and two additional actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**

11.1	Choose an item.	Adopt a complete streets policy, or a living streets policy, which addresses landscaping and stormwater.		
11.2	Choose an item.	Adopt zoning language or approve a skinny street/development project that follows green street and/or walkable streets principles.		
11.3	Choose an item.	Modify a street in compliance with the city's complete streets policy.		
11.4	Choose an item.	Identify, prioritize and remedy complete streets gaps and lack of connectivity/safety within your road network.		
11.5	Choose an item.	Identify and remedy street-trail gaps between city streets and off-road trails/bike trails.		
11.6	Choose an item.	Implement traffic calming policy/measures in at least one street redevelopment project.		

Best Practice 12: Mobility Options

BP 12 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 12: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
12.1	Choose an item.	Increase walking, biking and transit.		
12.2	Choose an item.	Conduct an Active Living campaign such as a Safe Routes to School program.		
12.3	★	Prominently identify mobility options: transit; paratransit/Dial-A-Ride; ridesharing/cab services; rental cars; bikes; airports.	City of Bemidji and Bemidji State University websites includes mobility and public transportation services	7/3/24

12.4	Choose an item.	Promote carpooling or ridesharing among community members, city employees, businesses, high schools and institutions of higher education.		
12.5	Choose an item.	Implement workplace multi-modal transportation best management practices - including telework/ flexwork - in city government, businesses or at a local health care provider.		
12.6	Choose an item.	Add/expand transit service, or promote car/bike sharing.		

Best Practice 13: Efficient City Fleets

BP 13 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 13: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
13.1	Choose an item.	Efficiently use your existing fleet of city vehicles by encouraging trip bundling, video conferencing, carpooling, vehicle sharing and incentives/technology.		
13.2	Choose an item.	Right-size/down-size city fleet with the most fuel-efficient vehicles that are of an optimal size and capacity for their intended functions.		
13.3	Choose an item.	Phase-in operational changes, equipment changes including electric vehicles, and no-idling practices for city or local transit fleets.		
13.4	Choose an item.	Phase in bike, e-bike, foot or horseback modes for police, inspectors and other city staff.		
13.5	Choose an item.	Document that local school bus fleet has optimized routes, start times, boundaries, vehicle efficiency and		

		fuels, driver actions to cut costs including idling reduction, and shifting students from the bus to walking, biking and city transit.		
13.6	Choose an item.	Retrofit city diesel engines or install auxiliary power units and/or electrified parking spaces.		

Best Practice 14: Demand-Side Travel Planning

BP 14 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 14: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
14.1	Choose an item.	Reduce/eliminate parking minimums; add parking maximums; develop district parking; install meters and charge for parking at curb and city-owned lots/ramps.		
14.2	Choose an item.	For cities with regular transit service, require/provide incentives for the siting of retail services at transit/ density nodes.		
14.3	Choose an item.	For cities with regular transit service, require/provide incentives for the siting of higher density housing at transit/density nodes.		
14.4	Choose an item.	Require new (re)developments to prepare a travel demand management plan or transit-oriented development standards or LEED for Neighborhood Development certification.		

Environmental Management

BP 15: Sustainable Purchasing
BP 16: Community Forests and Soil
BP 17: Stormwater Management
BP 18: Parks and Trails
BP 19: Surface Water
BP 20: Efficient Water and Wastewater Systems
BP 21: Septic Systems
BP 22: Sustainable Consumption and Waste
BP 23: Local Air Quality

Best Practice 15: Sustainable Purchasing

BP 15 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 15: 15.1 and any one additional action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
15.1	Choose an item.	Adopt a sustainable purchasing policy or administrative guidelines/practices directing the city purchase at least: a. EnergyStar and EPEAT certified equipment and appliances. b. Paper containing post-consumer recycled content.		
15.2	Choose an item.	Purchase energy used by city government with a higher renewable percentage than required by MN law.		
15.3	Choose an item.	Establish purchasing preferences that support local, Minority, Disability, and Women-Owned businesses and, working with a local business association, develop a list of locally-produced products and suppliers for common purchases.		
15.4	Choose an item.	Require purchase of U.S. EPA WaterSense-certified products.		

15.5	Choose an item.	Set minimum sustainability standards to reduce the impact of your concrete use, asphalt, roadbed aggregate, or other construction materials.		
15.6	Choose an item.	Require printing services to be purchased from companies using sustainable practices.		
15.7	Choose an item.	Lower the environmental footprint of meetings and events in the city.		
15.8	Choose an item.	Use national green standards/ guidelines for purchasing/investments such as cleaning products, furniture, flooring/coatings.		

Best Practice 16: Community Forests and Soil

BP 16 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 16: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
16.1	Choose an item.	Certify as a Tree City USA.		
16.2	Choose an item.	Adopt best practices for urban tree planting/quality; require them in private developments and/or use them in at least one development project.		
16.3	Choose an item.	Budget for and achieve resilient urban canopy/tree planting goals.		
16.4	Choose an item.	Maximize tree planting along your main downtown street or throughout the city.		
16.5	★	Adopt a tree preservation or native landscaping ordinance.	Has a native landscaping and tree preservation ordinance that encourage native vegetation, rain gardens, and replacing trees when disturbed	7/3/24

16.6	Choose an item.	Build community capacity to protect existing trees by one or more of: a. Having trained tree specialists. b. Supporting volunteer forestry efforts. c. Adopting an EAB/forest management plan or climate adaptation plan for the urban forest.		
16.7	Choose an item.	Conduct a tree inventory or canopy study for public and private trees.		

Best Practice 17: Stormwater Management

BP 17 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 17: Any one action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
17.1	Choose an item.	Adopt and use Minnesota's Minimal Impact Design Standards (MIDS).		
17.2	Choose an item.	Complete the GreenStep Municipal Stormwater Management Assessment.		
17.3	Choose an item.	Adopt by ordinance one or more stormwater infiltration/management strategies to reduce impervious surface.		
17.4	Choose an item.	Create a stormwater utility that uses variable fees to incentivize and educate property owners.		
17.5	Choose an item.	Adopt and implement guidelines or design standards/incentives for stormwater infiltration/reuse practices.		
17.6	Choose an item.	Reduce de-icing and dust suppressant salt use to prevent permanent surface water and groundwater pollution.		

Best Practice 18: Parks and Trails

BP 18 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 18: Any three actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
18.1	Choose an item.	Make improvements within your city's system of parks, offroad trails and open spaces.		
18.2	Choose an item.	Plan and budget for a network of parks, green spaces, water features and trails for areas where new development is planned.		
18.3	★★	Achieve minimum levels of city green space and maximize the percent within a ten-minute walk of community members.	Bemidji has 23 parks within the city limits (278 acres of parks)	
18.4	Choose an item.	Adopt low-impact design standards in parks and trails that infiltrate or retain all 2 inch, 24-hour stormwater events on site.		
18.5	Choose an item.	Create park/city land management standards/practices that maximize at least one of the following: a. Low maintenance turf management; native landscaping; organic or integrated pest management; pollinator/monarch-safe policies. b. Recycling/compostables collection; use of compost as a soil amendment. c. Sources of nonpotable water, or surface/rain water, for irrigation.		
18.6	Choose an item.	Certify at least one golf course in the Audubon Cooperative Sanctuary Program.		

18.7	Choose an item.	Document that the operation and maintenance, or construction / remodeling, of at least one park building used an asset management tool, the SB 2030 energy standard, or a green building framework.		
18.8	Choose an item.	Develop a program to involve community members in hands-on land restoration, invasive species management and stewardship projects.		

Best Practice 19: Surface Water

BP 19 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 19: If the city has a State public water, 19.4 and any one additional action.
If the city does not have a State public water, any one action.

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
19.1	★	Consistently monitor surface water quality/clarity and report findings to community members.	Beltrami County Soil Water Conservation District monitors surface water within the watershed	7/9/24
19.2	Choose an item.	Conduct/support multi-party community conversations, assessments, plans, and actions to improve local water quality/quantity.		
19.3	★	Adopt and publicly report on measurable surface water improvement targets for lake, river, wetland and ditches.	City part of regional One Watershed One Plans	7/9/24
19.4	Choose an item.	Adopt a shoreland ordinance for all river and lake shoreland areas.		
19.5	★	Adopt goals to revegetate shoreland and create a local program or outreach effort to help property owners with revegetation.	Comprehensive Plan has a goal to use shoreland restoration incentives and demonstrate success on public and private property	7/3/24

19.6	Choose an item.	Implement an existing TMDL implementation plan.		
19.7	Choose an item.	Create/assist a Lake Improvement District.		
19.8	Choose an item.	Reduce flooding damage and costs through the National Flood Insurance Programs and the NFIP's Community Rating System.		

Best Practice 20: Efficient Water and Wastewater Systems

BP 20 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 20: 20.1, 20.2, and any one additional action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
20.1	Choose an item.	Compare the energy use and financial performance of your facilities with other peer facilities.		
20.2	Choose an item.	Plan and budget for motor maintenance and upgrades.		
20.3	Choose an item.	Establish an on-going budget and program for decreasing inflow and infiltration into sewer lines and losses in drinking water systems.		
20.4	Choose an item.	Optimize energy and chemical use at drinking water/wastewater facilities and decrease chloride in wastewater discharges.		
20.6	Choose an item.	Implement a wastewater plant efficiency project or a program for local private business operations.		
20.7	Choose an item.	Create a demand-side pricing program.		

Best Practice 21: Septic Systems

BP 21 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 21: Any one action

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
21.1	★★	Report to landowners suspected noncompliant or failing septic systems as part of an educational, informational and financial assistance and outreach program.	Ordinance in place that inspections of septic systems are required during construction, alteration, repair, and expansion. Nonconforming systems have 1 year to upgraded upon discovery.	7/3/24
21.2	Choose an item.	Use a community process to address failing septic systems.		
21.3	Choose an item.	Clarify/establish one or more responsible management entities for the proper design, siting, installation, operation, monitoring and maintenance of septic systems.		
21.4	Choose an item.	Adopt a subsurface sewage treatment system ordinance.		
21.5	Choose an item.	Create a program to finance septic system upgrades.		
21.6	Choose an item.	Work with homeowners/ businesses in environmentally sensitive areas to promote innovative waste water systems.		
21.7	Choose an item.	Arrange for assistance to commercial, retail and industrial businesses with water use reduction, pollution prevention and pretreatment prior to discharge to septics.		

Best Practice 22: Sustainable Consumption and Waste

BP 22 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 22: Any one action from 22.1-22.3 and any one action from 22.4-22.8

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
22.1	Choose an item.	Improve city operations/ procurement to prevent/reuse/recycle/compost waste from all public facilities, and minimize use of toxics and generation of hazardous waste.		
22.2	Choose an item.	Address concerns over consumer products and packaging through education, reuse options, recycling/composting options, credits, fees, mandates or bans.		
22.3	Choose an item.	Improve profitability, legal compliance and conserve resources through adoption of ordinance language, licensing and resource management contracts.		
22.4	Choose an item.	Publicize, promote and use the varied businesses/services collecting and marketing used, repaired and rental consumer goods, especially electronics, in the city/county.		
22.5	Choose an item.	Arrange for a residential and/or business/institutional source-separated organics collection/ management program.		
22.6	Choose an item.	Improve recycling services/expand to multi-unit housing and commercial businesses.		
22.7	Choose an item.	Improve/organize residential trash/ recycling/organics collection by private/public operations and offer significant volume-based pricing on		

		residential garbage and/or incentives for recycling.		
22.8	Choose an item.	Adopt a construction and demolition ordinance governing demolition permits that requires a level of recycling and reuse for building materials and soil/land-clearing debris.		

Best Practice 23: Local Air Quality

BP 23 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 23: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
23.1	Choose an item.	Replace small internal combustion engine lawn/garden equipment with lower polluting equipment.		
23.2	Choose an item.	Reduce residential burning of wood and yard waste and eliminate 'backyard' trash burning.		
23.3	Choose an item.	Decrease air emissions from vehicle idling, business trucking, and pollutants/noise from stationary engines/back-up generators.		
23.5	★★	Install, assist with and promote publicly available EV charging stations or public fueling stations for alternative fuel vehicles.	Four public electric vehicle charging stations, including one by the Paul and Babe statues	7/3/24

Economic and Community Development

BP 24: Benchmarks and Community Engagement
BP 25: Green Business Development
BP 26: Renewable Energy
BP 27: Local Food
BP 28: Business Synergies and Ecodistricts
BP 29: Climate Adaptation and Community Resilience

Best Practice 24: Benchmarks and Community Engagement

BP 24 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 24: 24.1 and 24.2

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
24.1	Choose an item.	Use a city commission/committee to lead, coordinate, report and engage community members on sustainability best practices.		
24.2	Choose an item.	Organize goals/outcome measures from all city plans and report to community members data that show progress toward meeting these goals.		
24.3	Choose an item.	Engage community members/ partners in identifying, measuring, and reporting progress on key sustainability and social indicators.		
24.4	Choose an item.	Conduct/support a broad sustainability education/action campaign.		
24.5	Choose an item.	Conduct a community visioning/ planning initiative that engages a diverse set of community members & stakeholders and uses a sustainability, resilience, or environmental justice framework.		

24.6	★	Engage wide representation of community youth/students by creating opportunities to participate in city government.	An intern was hosted in partnership with Bemidji State University to assist with GreenStep action entry	7/3/24
24.7	Choose an item.	Engage Black, Indigenous, People of Color (BIPOC), renters, low-income, new Americans, differently abled and other traditionally under-represented community members.		

Best Practice 25: Green Business Development

BP 25 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 25: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
25.1	Choose an item.	Grow new/emerging green businesses and green jobs through targeted assistance and new workforce development.		
25.2	Choose an item.	Create/participate in a marketing/ outreach program to connect businesses with assistance providers.		
25.3	Choose an item.	Promote sustainable tourism.		
25.4	Choose an item.	Strengthen value-added businesses utilizing local "waste" material.		
25.5	Choose an item.	Lower the environmental and health risk footprint of a brownfield remediation/redevelopment project; report brightfield projects.		
25.6	Choose an item.	Promote green businesses that are recognized under a local, regional or national program.		
25.7	Choose an item.	Conduct/ participate in a buy local campaign for community members and local businesses.		

Best Practice 26: Renewable Energy

BP 26 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 26: Any two actions

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
26.1	Choose an item.	Adopt wind/biomass ordinances that allow, enable, or encourage appropriate renewable energy installations.		
26.2	Choose an item.	Promote resident/business purchases and/or generation of clean energy.		
26.3	Choose an item.	Promote financing and incentive programs for clean energy.		
26.4	Choose an item.	Support a community solar garden or help community members participate in a community solar project.		
26.5	★	Install a public sector/municipally-owned renewable energy technology.	A solar array with 56 panels is located on top of the tourist information center	7/3/24
26.6	★	Report installed private sector-owned renewable energy/energy efficient generation capacity.	3.75kiloWatt solar array installed on Harmony Food Coop in downtown Bemidji	7/3/24
26.7	★★★	Become a solar-ready community, including adopting ordinance/zoning language and an expedited permit process for residents and businesses to install solar energy systems.	SolSmart bronze designation, including online permitting checklist, increasing transparency for solar installers, and changing local zoning codes that prohibited solar PV development	7/3/24

Best Practice 27: Local Food

BP 27 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 27: Any one action

Best Practice Action:	Completed: *(Star Level out of three stars)*	Action Description: *(View on GreenStep Website for full description)*	Action Summary: *(Provided by GreenStep Staff)*	Date of Last Entry:
27.1	Choose an item.	Incorporate working landscapes - agriculture and forestry - into the city by adopting an ordinance.		
27.2	Choose an item.	Facilitate creation of home/ community gardens, chicken & bee keeping, and incorporation of food growing areas/access in multifamily and residential developments.		
27.3	Choose an item.	Create, assist with and promote local food production/distribution within the city.		
27.4	Choose an item.	Measurably increase institutional buying and sales of foods and fibers that are local, Minnesota-grown, organic, healthy, humanely raised, and grown by fairly compensated growers.		
27.5	Choose an item.	Assess, plan for, and enhance the community's local food system.		

Best Practice 28: Business Synergies and Ecodistricts

BP 28 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 28: Any one action

Best Practice Action:	Completed: *(Star Level out of three stars)*	Action Description: *(View on GreenStep Website for full description)*	Action Summary: *(Provided by GreenStep Staff)*	Date of Last Entry:
28.2	Choose an item.	Document that at least one business/ building uses waste heat or water discharge from another business or		

		conducts materials exchange activities with another organization.		
28.3	Choose an item.	Require, build or facilitate at least four sustainability attributes in a business/industrial park project.		
28.4	Choose an item.	Use 21st century ecodistrict tools to structure, guide and link multiple green and sustainable projects together in a mixed-use neighborhood/development, or innovation district.		

Best Practice 29: Climate Adaptation and Community Resilience

BP 29 Completed? **NO** Total actions completed: **0**

Actions to Complete BP 29: 29.1 at 2- or 3-star level

Best Practice Action:	**Completed:** *(Star Level out of three stars)*	**Action Description:** *(View on GreenStep Website for full description)*	**Action Summary:** *(Provided by GreenStep Staff)*	**Date of Last Entry:**
29.1	Choose an item.	Prepare to maintain public health and safety during extreme weather and climate-change-related events, while also taking a preventive approach to reduce risk for community members.		
29.2	Choose an item.	Integrate climate resilience into city or tribal planning, policy, operations, and budgeting processes.		
29.3	Choose an item.	Increase social connectedness through engagement, capacity building, public investment, and opportunities for economically vulnerable residents.		
29.4	Choose an item.	Encourage private sector action and incentivize investment in preventive approaches that reduce risk and minimize impacts.		
29.5	Choose an item.	Protect public buildings and natural/ constructed infrastructure to reduce physical damage and sustain their		

		function during extreme weather events.		
29.6	Choose an item.	Reduce the urban heat impacts of public buildings/sites/infrastructure.		
29.7	Choose an item.	Protect water supply and wastewater treatment facilities to reduce physical damage and sustain their function during extreme weather events.		
29.8	Choose an item.	Improve local energy resilience.		

Madison WI recently and noticed a lot of native plantings in yards and boulevards.

Linda