



CITY OF BEND

MEMO

To: Transportation CCAP Update Workshop Attendees

From: Cassie Lacy, Senior Management Analyst

Date: 7/18/2024

**Re: Transportation Funding Opportunities, Existing CCAP Actions,
and Additional Data**

Transportation Funding Opportunities

- **Charging and Fueling Infrastructure Funding Program (IIJA)** – This grant program provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. There are two tracks – the Community Program and the Corridor Program. The City of Bend would be eligible for a Community Program grant. The minimum grant request is \$500,000.
- **Communities Taking Charge Accelerator (IIJA)** – The Department of Energy has made available \$54 million in new federal funding for projects that will expand community e-mobility access and provide clean reliable energy. This program is intended to make strategic investments at the local level that address key barriers to expanding access to electrified mobility options for individuals without home charging, accelerate the transition to electrified fleets, and mature the implementation of managed charging systems to mitigate impacts and optimize usage of the grid
- **Pacific Power Oregon Electric Mobility Grant** – Electric mobility grant funding is available to non-residential customers in Oregon. Funding awards can cover up to 100% of the eligible costs associated with studying, planning, promoting or deploying electric transportation technology and projects
- **Carbon Reduction Program (IIJA)** – This program provides \$6.4 billion in formula funding over five years for states to develop carbon reduction strategies and for projects to reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification. This is a



formula funding program from the federal government to the State, and then the State allotted funds towards municipalities. The Bend MPO area received roughly \$1.1 million through this grant and is planning to spend it on a micro-mobility hub project at affordable housing communities.

- **ODOT Innovative Mobility Program (IJA)** – This new initiative aims to improve historically underserved communities’ access to public and active transportation. Program goals include reducing the number of trips Oregonians make by car and reducing greenhouse gas emissions. Eligible projects include studies, assessments and implementation strategies, new shared mobility services, minor infrastructure projects supportive of active and public transportation, and outreach and education efforts to support transportation demand management.
- **DLCD Transportation and Growth Management Planning Grants** – these grants help local jurisdictions plan for streets and land to lead more livable, sustainable, and economically vital communities. The planning is intended to increase opportunities for transit, walking and bicycling.
- **ODOT Safe Routes to Schools** – a grant program for efforts that improve, educate, or encourage children safely walking or biking to school. ODOT has 2 types of Safe Routes to Schools programs: construction and education/technical assistance. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, etc. Education programs focus on education and outreach to assure awareness and safe use of walking and biking routes.

Transportation CCAP Actions

T1 – Support the transition to electric vehicles

T2 – Increase bicycle and pedestrian travel in place of single-occupancy vehicle travel

- T2A – Prioritize Bend’s Bike, Pedestrian, and Complete Streets policies in the Transportation System Plan. These policies include expanding bike and pedestrian infrastructure, especially in historically underserved neighborhoods

T3 – Increase transit ridership

- T3A – Work with partners to create a Mobility Hub program to improve access to a wide range of travel options and support multimodal lifestyles. These hubs combine multiple modes of transportation together in one physical location, often clustered around a high-frequency public transit stop. Typical components include carshare stations, bike parking, and wayfinding elements.
- T3B – Create high capacity transit corridors

- T3C – Support the expansion of transit service coverage consistent with the regional transit master plan

T4 – Promote ride sharing

- T4A – Encourage the use of carpooling, vanpooling, and other modes of ride sharing

T5 – Lead by example by converting fleet vehicles to electric and alternative fuel vehicles

T5A – Convert City fleet to electric and alternative fuels as total cost of ownership allows

Additional Transportation Data

Figure 1. Bend’s 2021 Local GHG Emissions (left) and Local + Importated GHG Emissions (right)

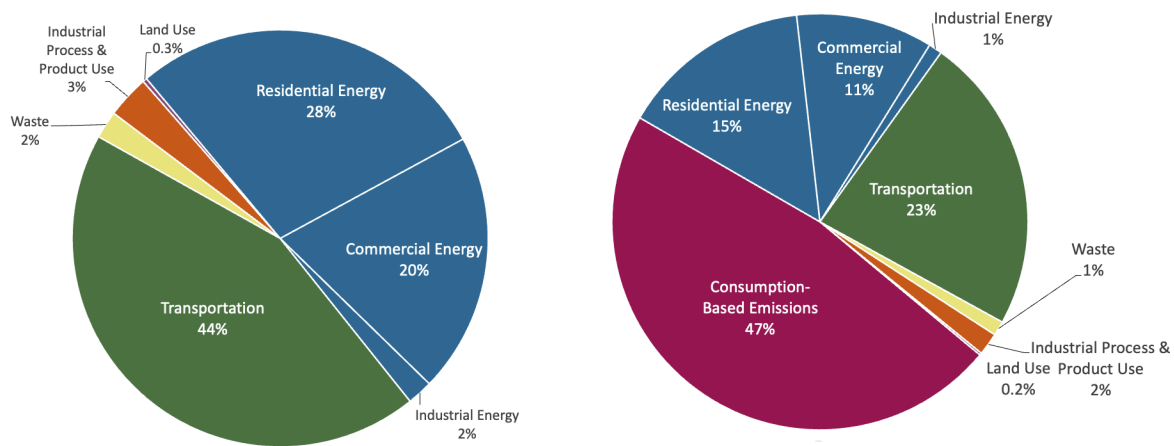


Figure 2. GHG emissions from transportation

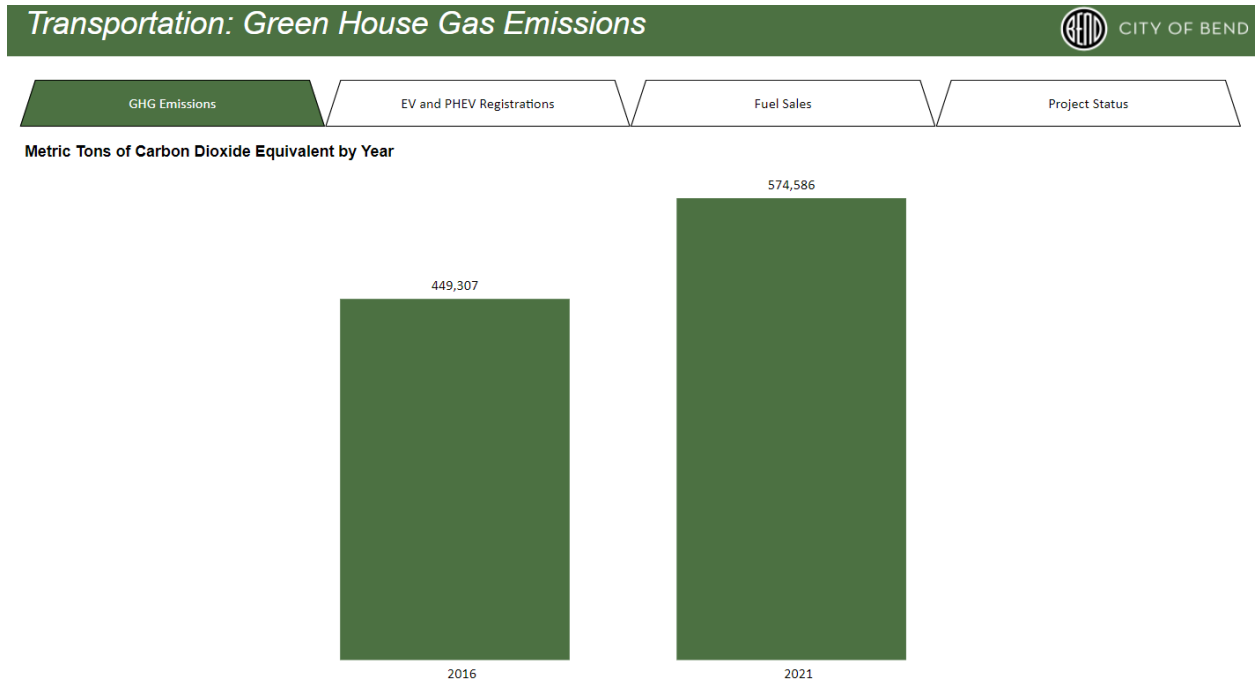


Figure 3. EV and Plug-in Hybrid Vehicle Registrations

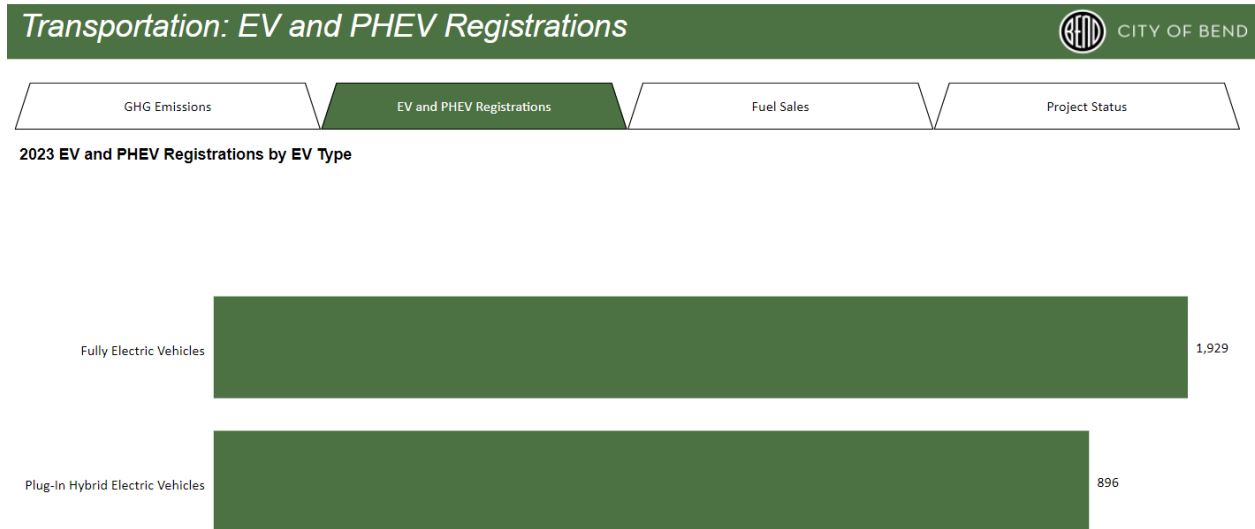


Figure 4. Fuel sales

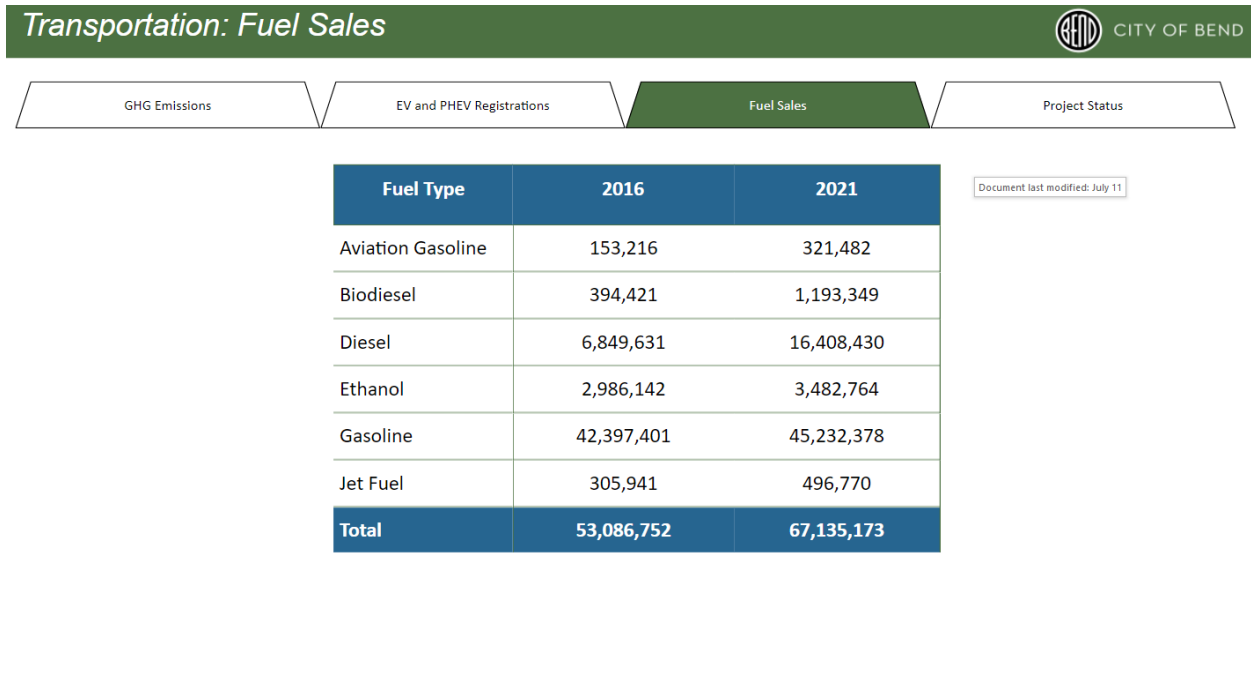


Figure 5. Bend’s 2021 local transportation GHG emissions by vehicle type in green (left) and local + imported emissions with air travel and upstream fuel production in magenta (right)

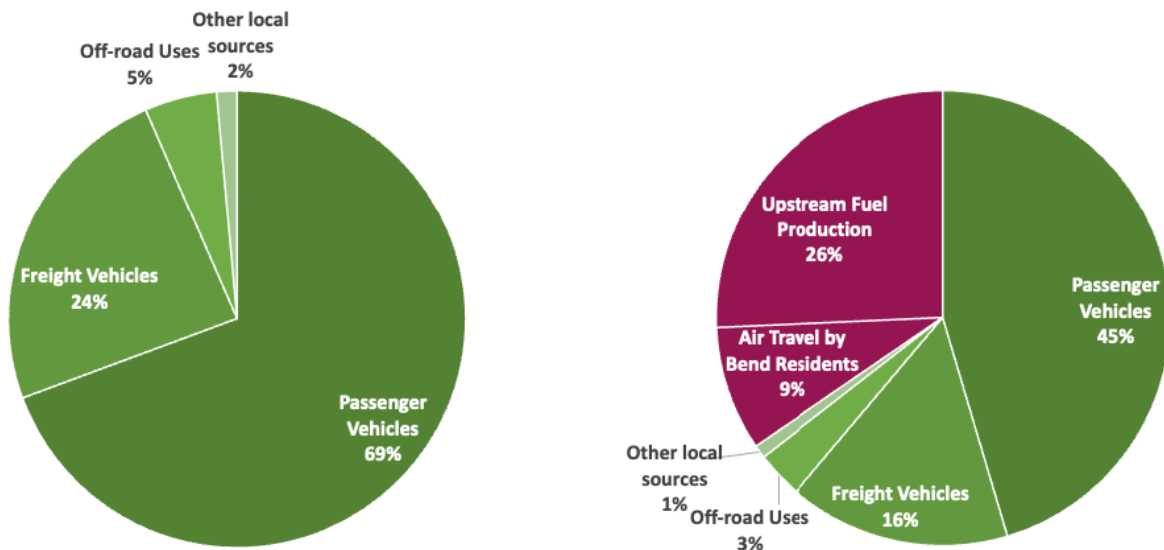


Table 1. Emissions in 2016 vs 2021

Inventory Year	Building Energy MT CO ₂ e	Transportation MT CO ₂ e	Waste Disposal MT CO ₂ e	Refrigerants MT CO ₂ e	Land Use Change MT CO ₂ e
2016	641,490	449,307	33,603	39,370	n/a
2021	660,446	574,586	28,016	43,440	4,329
% Difference	+3%	+28%*	-17%	+10%	n/a

Inventory Year	Goods Production MT CO ₂ e	Food Production MT CO ₂ e	Fuel Production MT CO ₂ e	Air Travel MT CO ₂ e
2016	278,523	263,569	279,364	52,570
2021	393,802	365,624	338,460	77,561
% Difference	+41%	+39%	+21%	+48%

Inventory Year	Local Emissions		Imported Emissions		Community Total	
	Total MT CO ₂ e	Per capita MT CO ₂ e	Total MT CO ₂ e	Per capita MT CO ₂ e	Total MT CO ₂ e	Per capita MT CO ₂ e
2016	1,163,771	13.9	874,025	10.5	2,037,796	24.4
2021	1,310,817	12.8	1,175,447	11.5	2,486,264	24.4
% Difference	+13%	-8%	+35%	+10%	+22%	-0.2%