

## Principles for Transportation Planning in 2025



***Mobilizing Climate Action Together***

**Vision: Oregon will have a model transportation system featuring multimodal transit and freight, walkable communities and robust active transportation infrastructure, that is sustainably funded and free of fossil fuels, by 2050.**

1. Build a system that is multimodal, efficient, cost-effective, safe, equitable, inclusive, and is healthier for all community members.
2. Track reduction of carbon emissions toward established goals annually (use methods that produce results within 6 months on the year ending), and make such assessment mandatory and publicly accessible. Take additional actions on an annual basis if reduction is not meeting goals.
3. Shift from the default mode of private-car to that of mass transit and active transportation
4. Limit highway expansions to avoid induced demand and increasing car traffic
5. Assess all changes to the transportation system through their effects on climate, safety and equity.
6. Reduce highway congestion by funding mode-shifting to transit and active transportation through new funding such as a tire tax.
7. Maximize benefits of planning residences close to trip destinations (work, shopping, etc) in line with land use goals
8. Provide stable funding for ODOT. Phase out dependency on the gasoline tax, to be able to meet the goals stated here.
9. Focus on repair and maintenance and safety first before expenditures on new highway capacity projects.
10. Fund ODOT construction projects from the Highway Trust Fund.
11. Require new, large projects to have clear and feasible funding mechanisms separate from the Highway Trust Fund, with rigorous oversight.
12. Assess System Development Charges in such a manner that the cost of growth (building out roads and other infrastructure) is factored into land use decisions – including distance of housing from jobs and services. Meeting our state’s goals for increasing affordable housing may require offsets for targeted projects.

13. Require ODOT to create and make available for public review 3-D scale models for large projects significantly in advance of project approval.
14. Establish measurable metrics goals for system attributes listed in (1), and develop a public dashboard to track those.
15. For transportation infrastructure projects, require direct engagement and funding planning with regional and urban transportation planning bodies (Metropolitan Planning Organizations; MPOs).
16. Incentivize rapid electrification of the freight fleet. One method would be to allow rapid depreciation of the extra cost of the electric trucks and buses.
17. Private Electrification: EV drivers who rent units at multifamily buildings must be provided with daily access to a minimum of Level 1 charging, and/or public Level 2 or 3 charging options available within a 2-mile radius. Incentivize EV purchases for the lowest income and highest polluting vehicles.

MCAT Transportation Committee June 20, 2024