Unlocking Clean Transportation with Outcome-Based Policy

Miguel Moravec, RMI

February 10, 2026

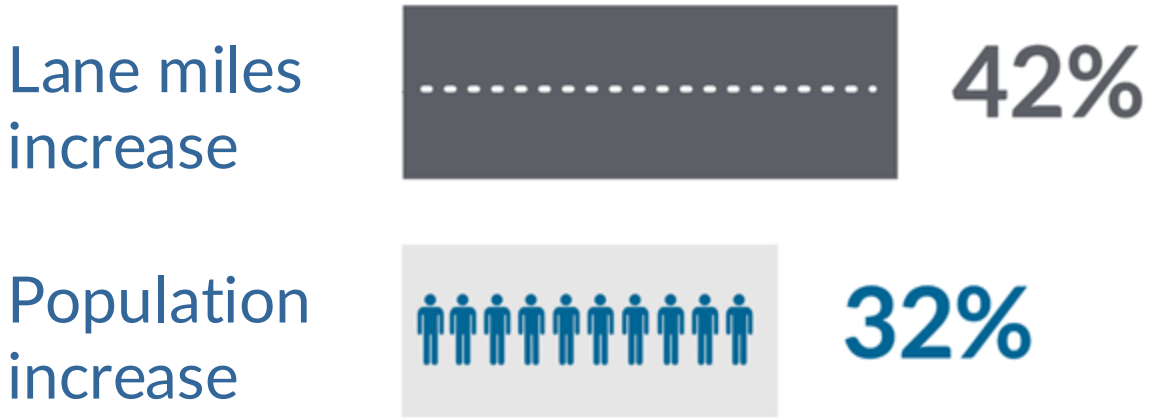

GAS
BUS

Why fix it first?

Induced Demand

Expanding lanes fails to reduce congestion

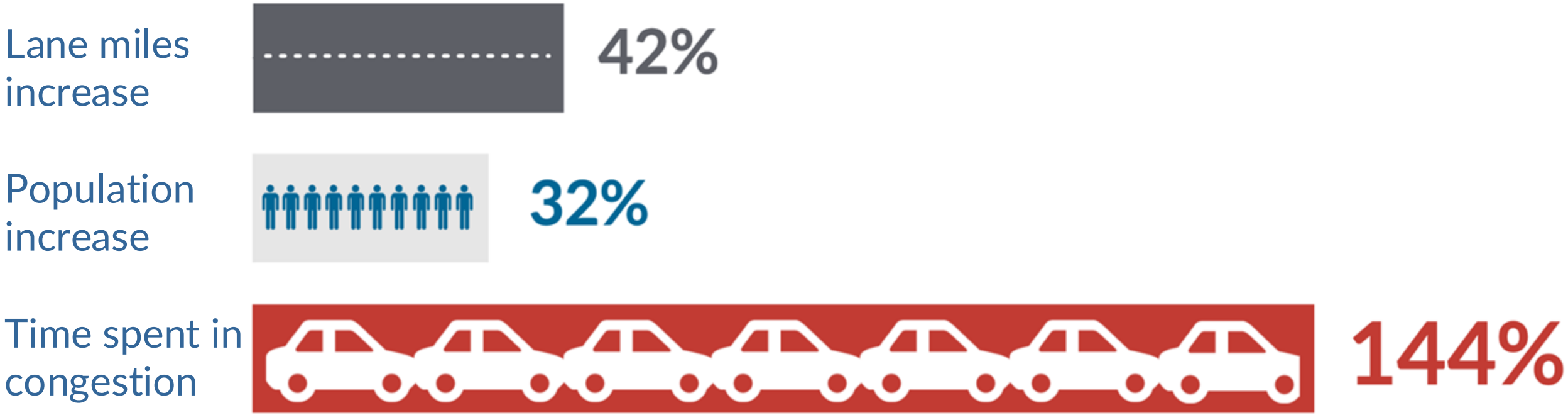
100 Largest Urban Areas in US, 1993-2017



Transportation for America

Expanding lanes fails to reduce congestion

Across US metro areas, freeway capacity grew faster than population, yet delay exploded

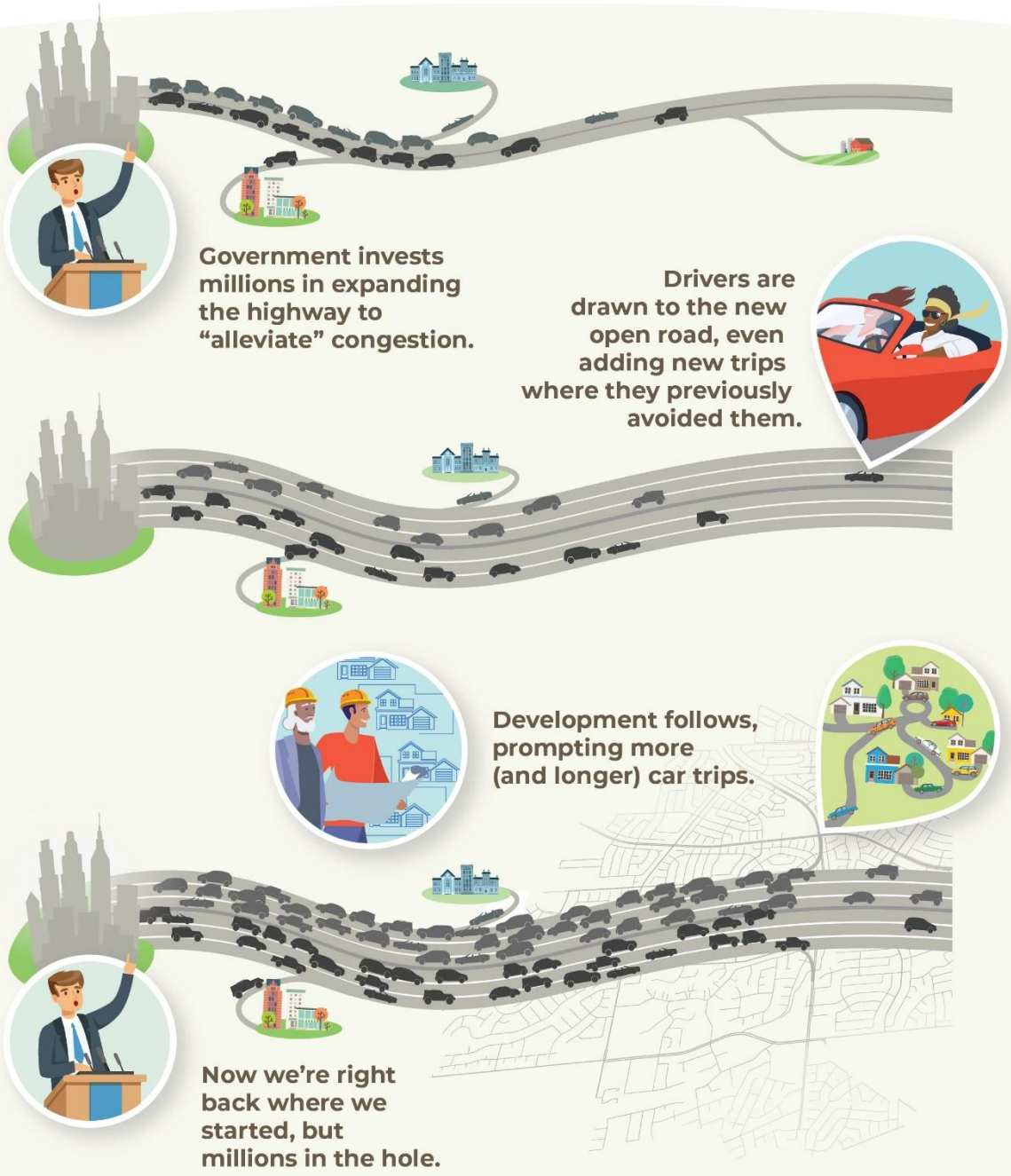


Transportation for America

1993 - 2017

Induced demand

How highway expansion actually creates more traffic



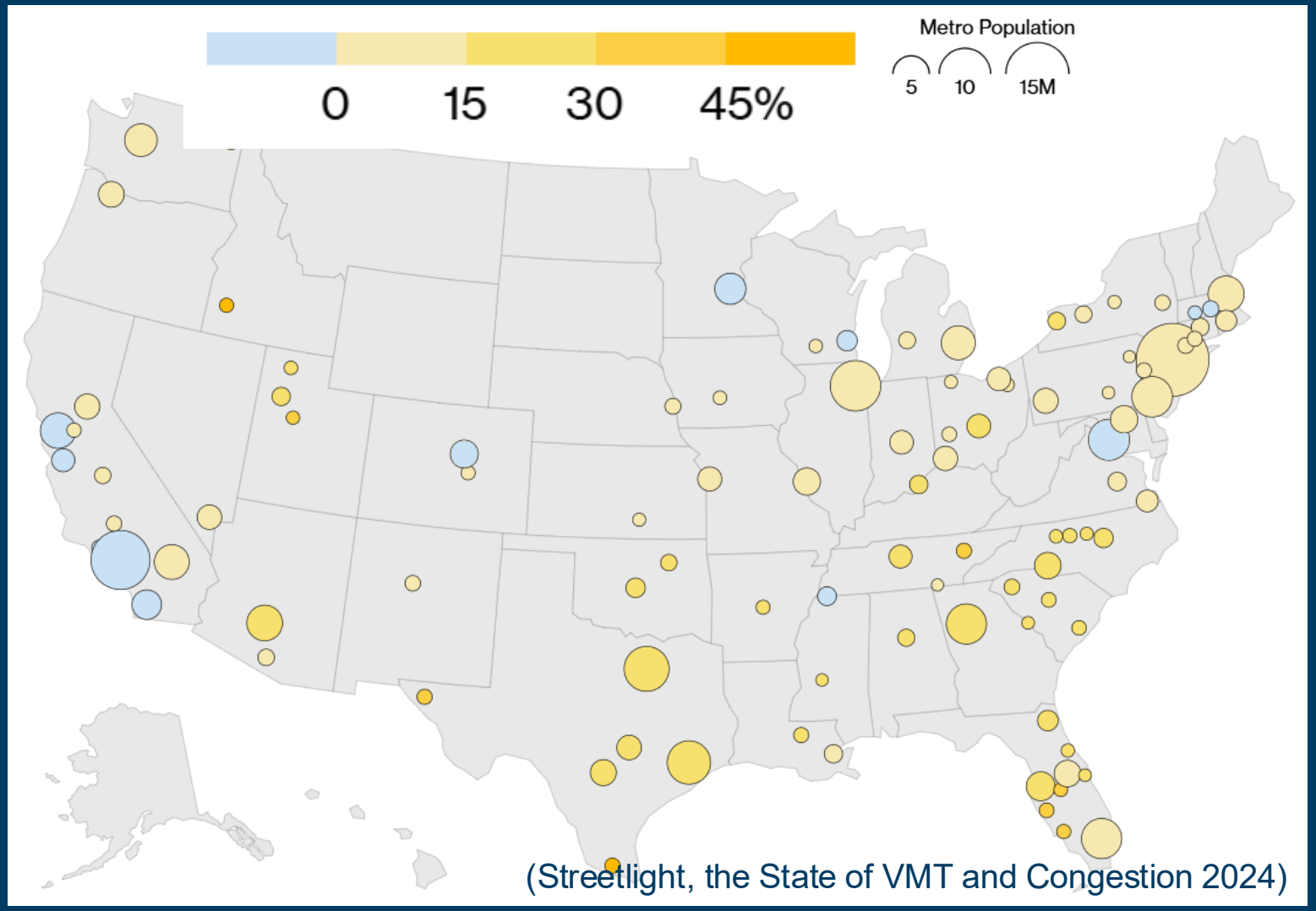
Transportation for America

Smart Growth America
Improving lives by improving communities

more expansions
=
more traffic

Change in driving 2019-2024

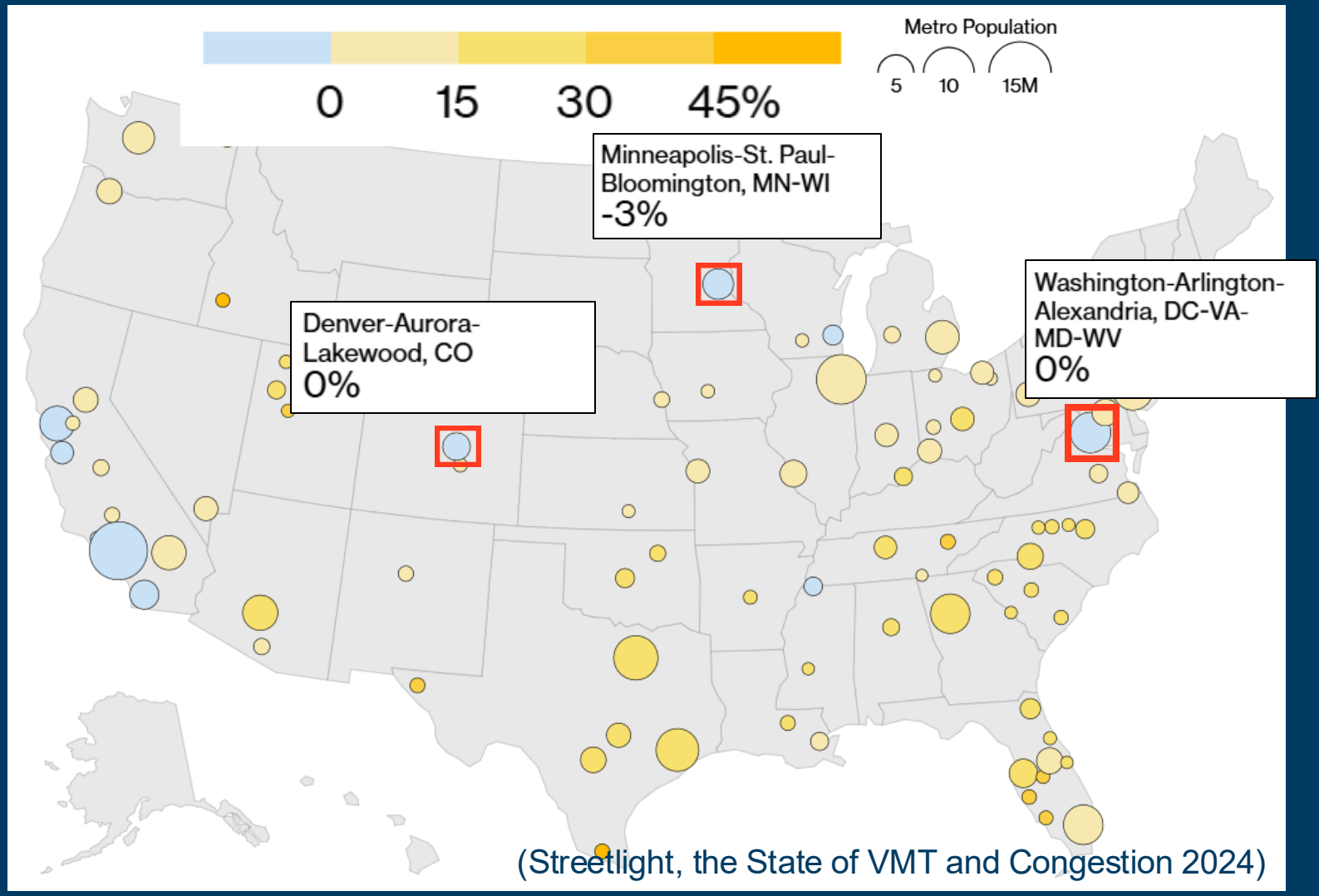
- Traffic is up 12% in most of country, US population grew 1%



(Streetlight, the State of VMT and Congestion 2024)

Change in driving 2019-2024

- Traffic is up 12% in most of country, US population grew 1%
- **Exception: 'fix it first' style policies helped growing regions stabilize traffic**



(Streetlight, the State of VMT and Congestion 2024)

Outcome-Based Policy

1

Climate Goals

2

Affordable Choice

3

Fiscal Responsibility

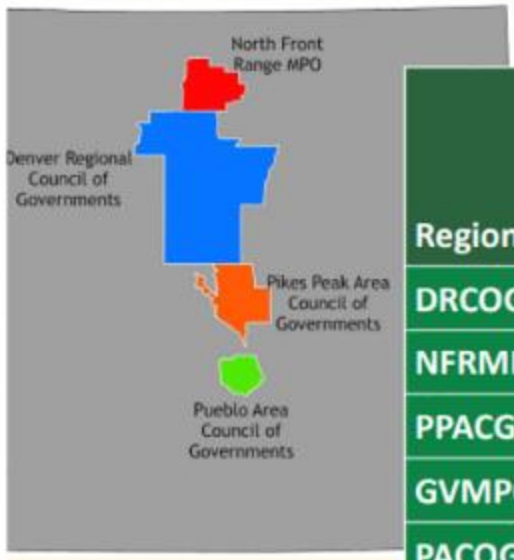
1 Colorado

Climate Goals

“CDOT GHG Planning Standard” SB 21-260

CDOT GHG Planning Standard
How it works:

1. **Assign regional targets** based on state climate goals



GHG TRANSPORTATION PLANNING REDUCTION LEVELS IN MMT OF CO2e

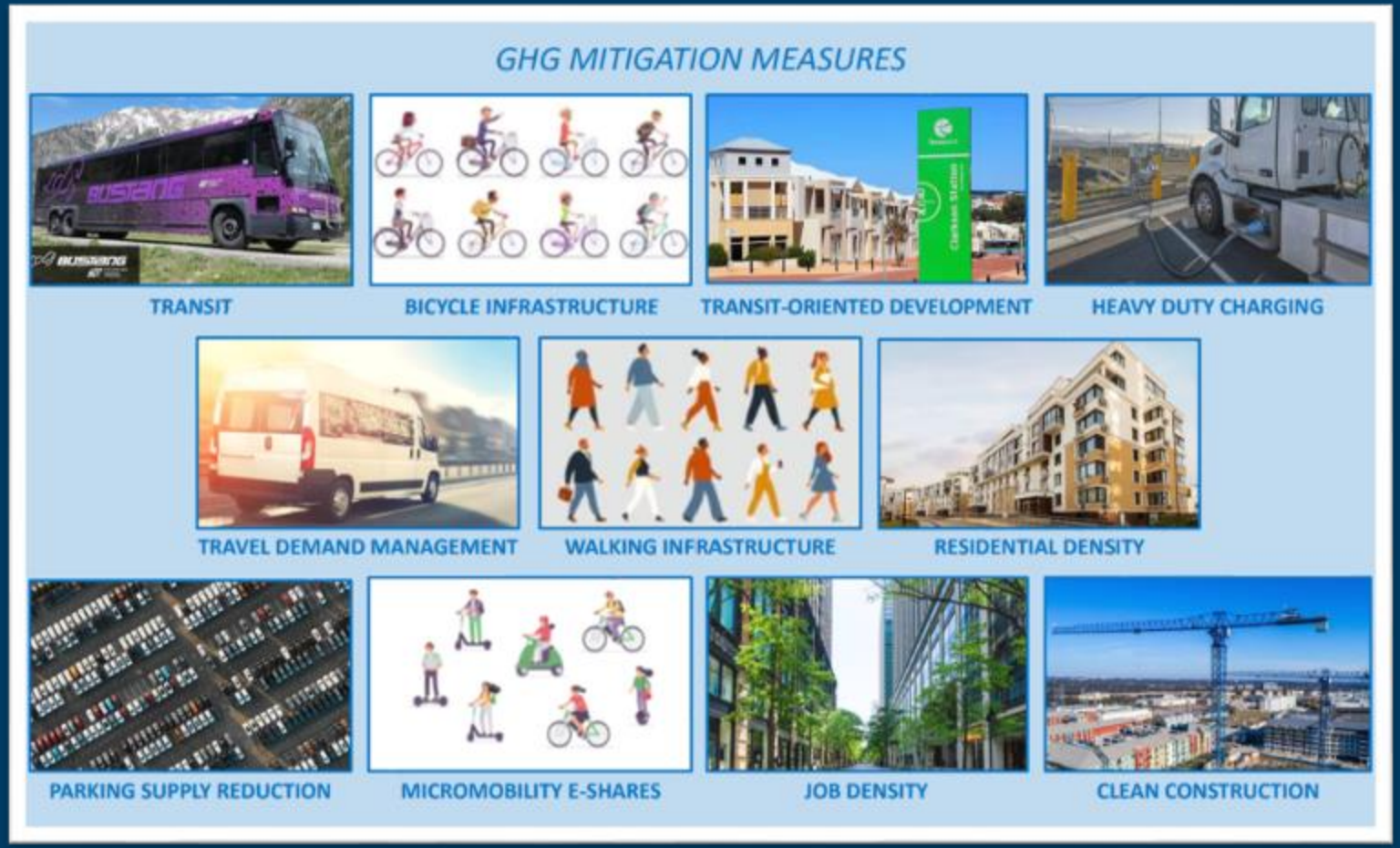
Regional Area	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PPACG	N/A	0.15	0.12	0.07
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
TOTAL	0.43	1.5	1.2	0.7

CO SB 21-260, Source: CDOT

CDOT GHG Planning Standard
How it works:

1. **Assign regional targets** based on state climate goals

2. **Close gap** w/ menu of multimodal and land use mitigations



CO SB 21-260, Source: CDOT

Real impact: CO policy shifted $1 billion from expansions into multimodal solutions

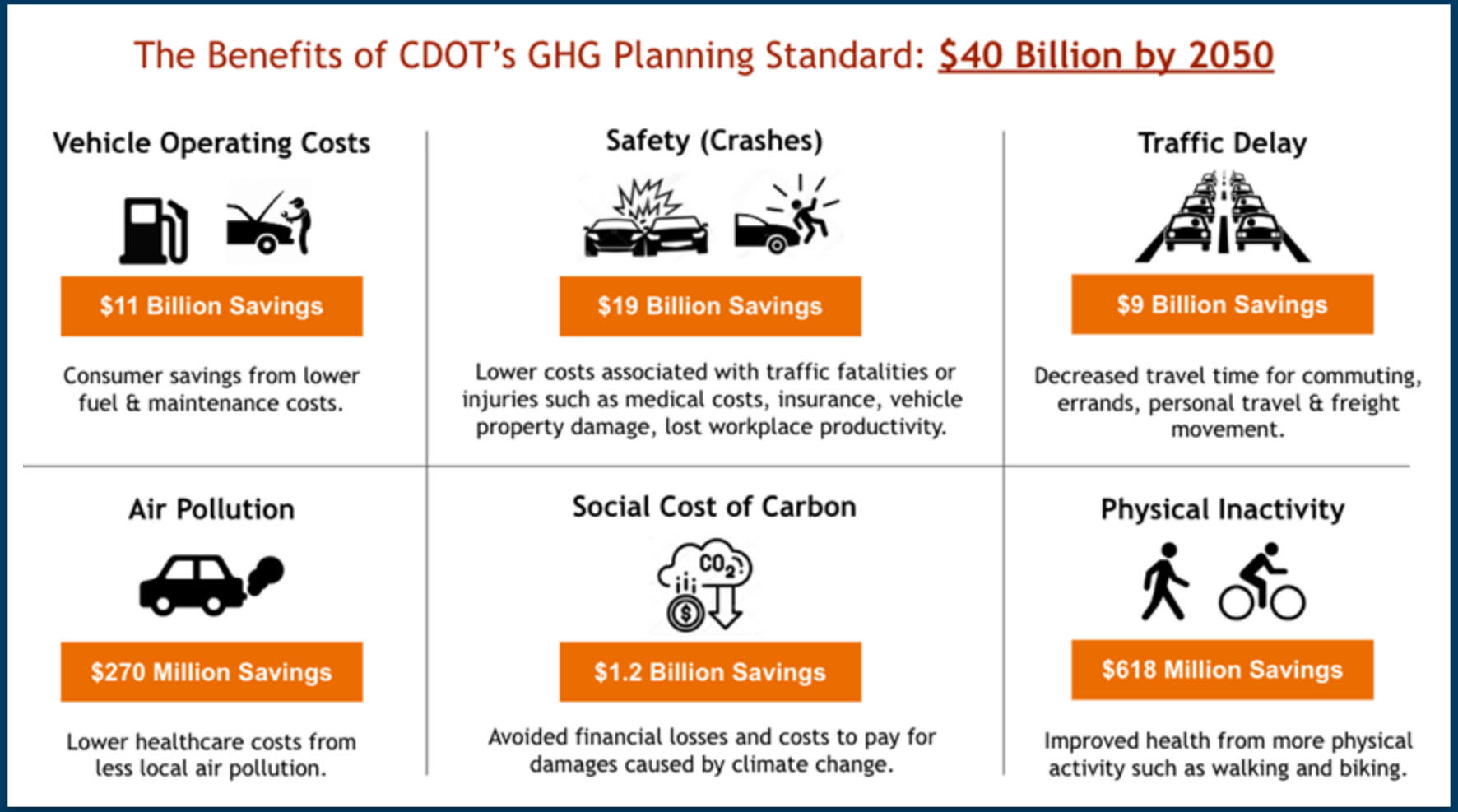
5 Bus Rapid Transit Corridors

Bike, Walk, and Transit Networks

Transit Oriented Development

Max BRT in Fort Collins. Image Source: Austin Humphreys

Cost Savings: CO forecasts $40 billion net benefit for residents by 2050



Source: Cambridge Systematics, CDOT 2021 Cost Benefit Analysis, Image by SWEEP

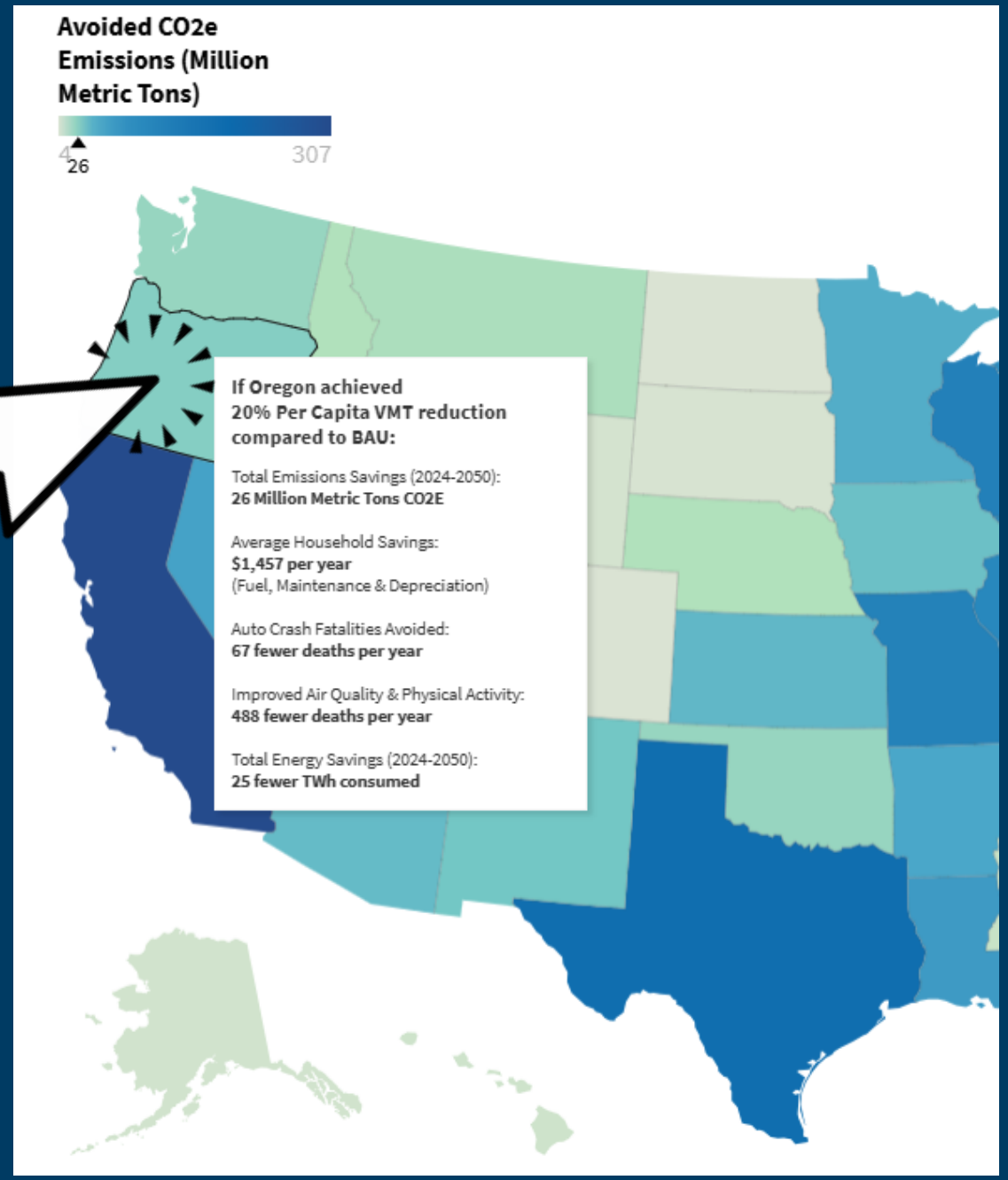
Colorado uses climate targets to unlock fix it first outcomes

2 Minnesota

Affordable Choices

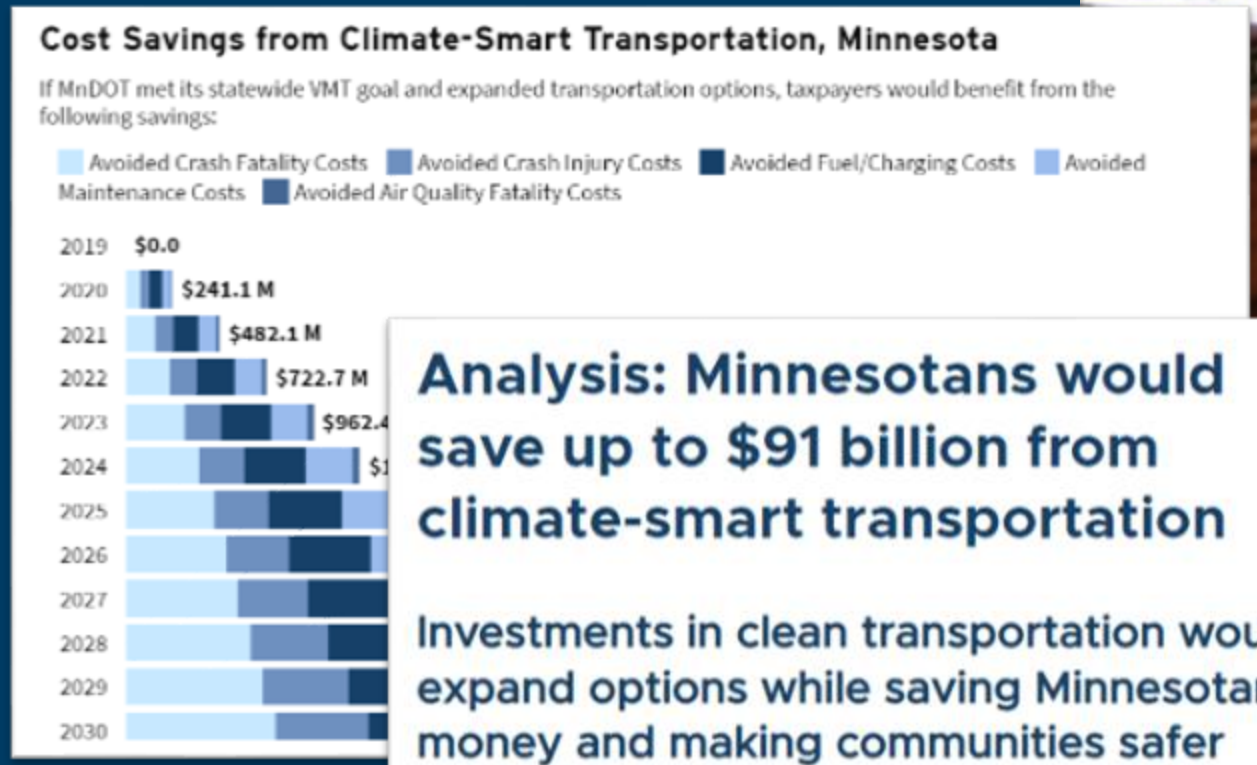
“MnDOT Driving Down Emissions Framework” HF 2887 / 5242

See your state's "Smarter MODES" cost-savings online



RMI – Energy. Transformed.

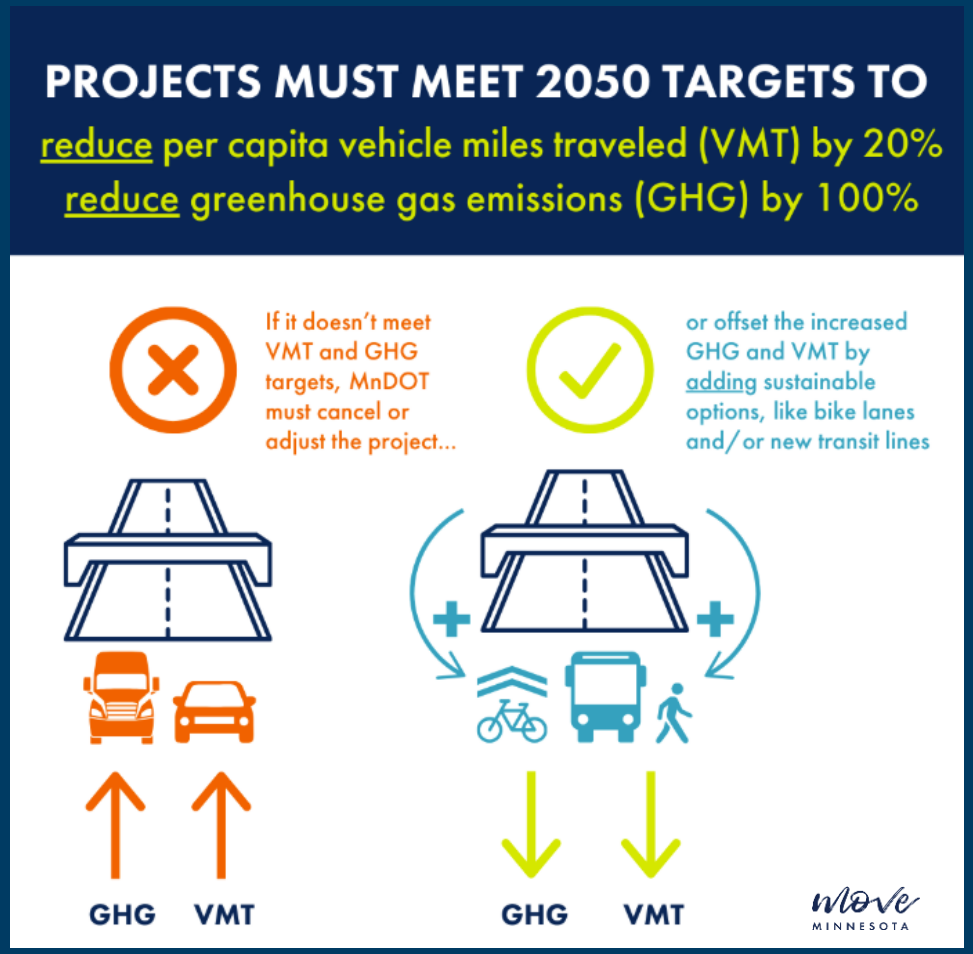
MN Driving Down Emissions: lawmakers spoke to benefits of affordable choices



Analysis: Minnesotans would save up to $91 billion from climate-smart transportation

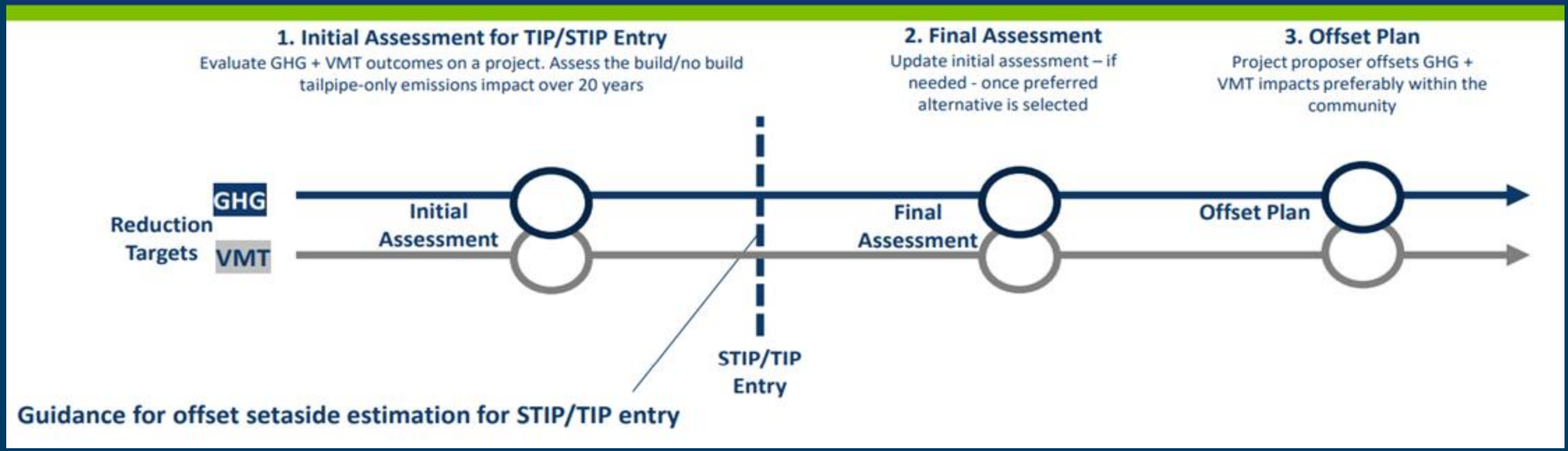
Investments in clean transportation would expand options while saving Minnesotans money and making communities safer and healthier.

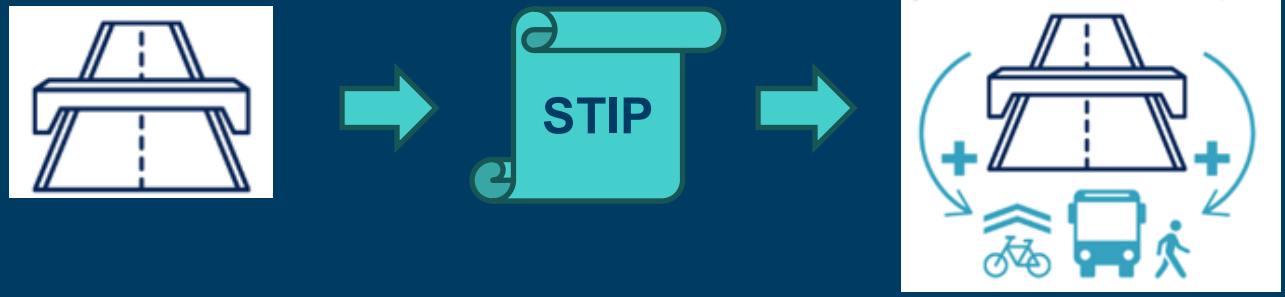
MN Driving Down Emissions: bill passes, adds teeth to CO model with “VMT” targets



MN HF 2887 (2023), HF 5242 (2024)

MN Driving Down Emissions: projects must be evaluated early, paired with offset funding





Minnesota uses affordable choices (VMT) to unlock fix it first outcomes

3 Virginia

Fiscally Responsible

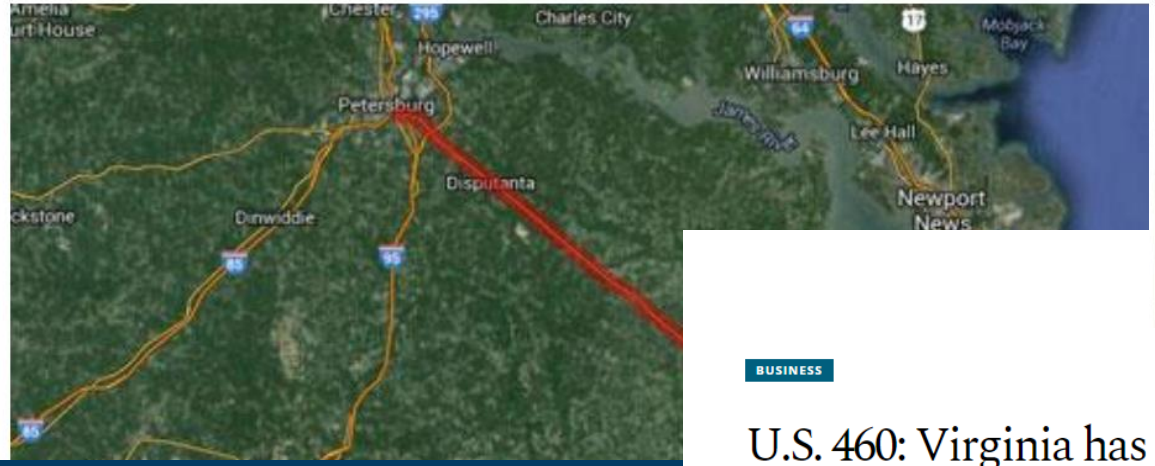
“SMART SCALE Project Prioritization” HB 2 **

Virginia SMART SCALE: 2014 highway cost-overrun, cancellation demands accountability

ROADS

State suspends $1.4 billion U.S. 460 project

BY JIM NOLAN AND MICHAEL MARTZ
Richmond Times-Dispatch Mar 14, 2014



Contract terminated for team chosen to complete Route 460 project

POSTED 4:10 PM, APRIL 15, 2015, BY BECCA MITCHELL AND NADEEN YANES, *UPDATED AT 09:21PM, APRIL 15, 2015*

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- 'They said we got him' Mother of murdered student

BUSINESS

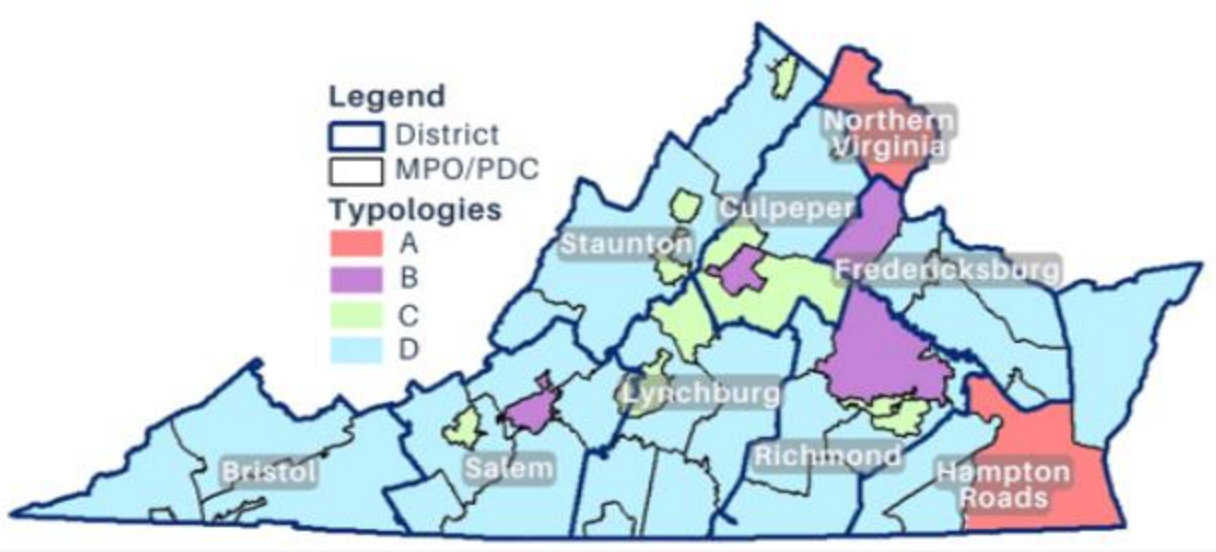
U.S. 460: Virginia has spent $270 million for a road that may not be built

By TRAVIS FAIN and TFAIN@DAILYPRESS.COM
DAILY PRESS | APR 05, 2014 | 7:34 PM | RICHMOND

With more than $270 million already spent and more on the line, state

Virginia SMART SCALE: Legislature acts - 6 transparent metrics, weighted by region

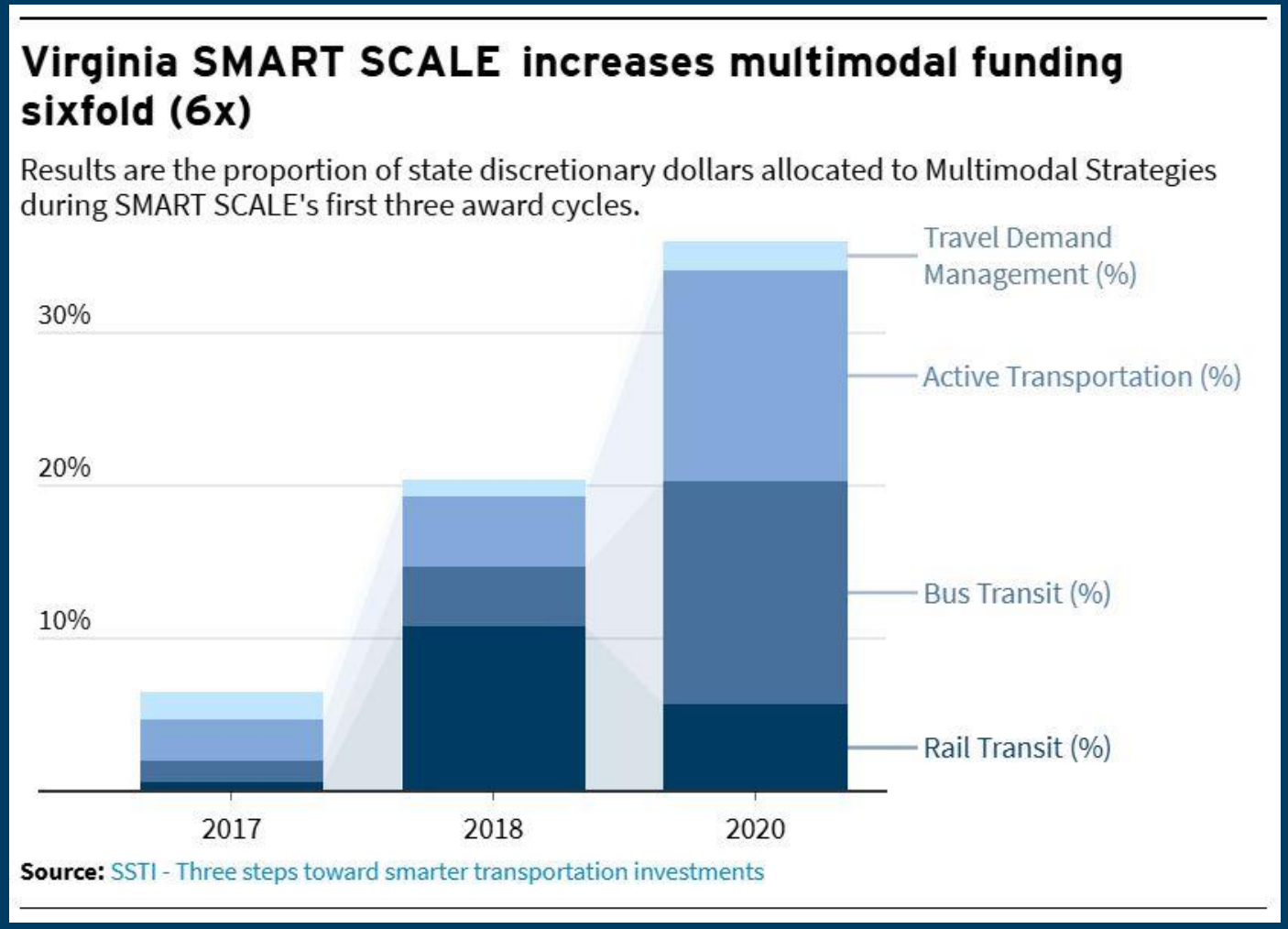
Safety	Reduce the number and rate of fatalities and severe injuries
Congestion	Reduce person-hours of delay and increase person throughput
Accessibility	Increase access to jobs and travel options
Land Use	Support transportation-efficient land development patterns
Economic Development	Support economic development and improve goods movement
Environment	Improve air quality and avoid impacts to the environment



Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	5%	45%	15%	20%	5%	10%
Type B	20%	15%	20%	15%	20%	10%
Type C	25%	15%	15%	10%	25%	10%
Type D	30%	10%	10%	10%	30%	10%

VA HB 2** (2014), VA HB 2241** (2017)

Virginia SMART SCALE: State road expansion funding decreased substantially

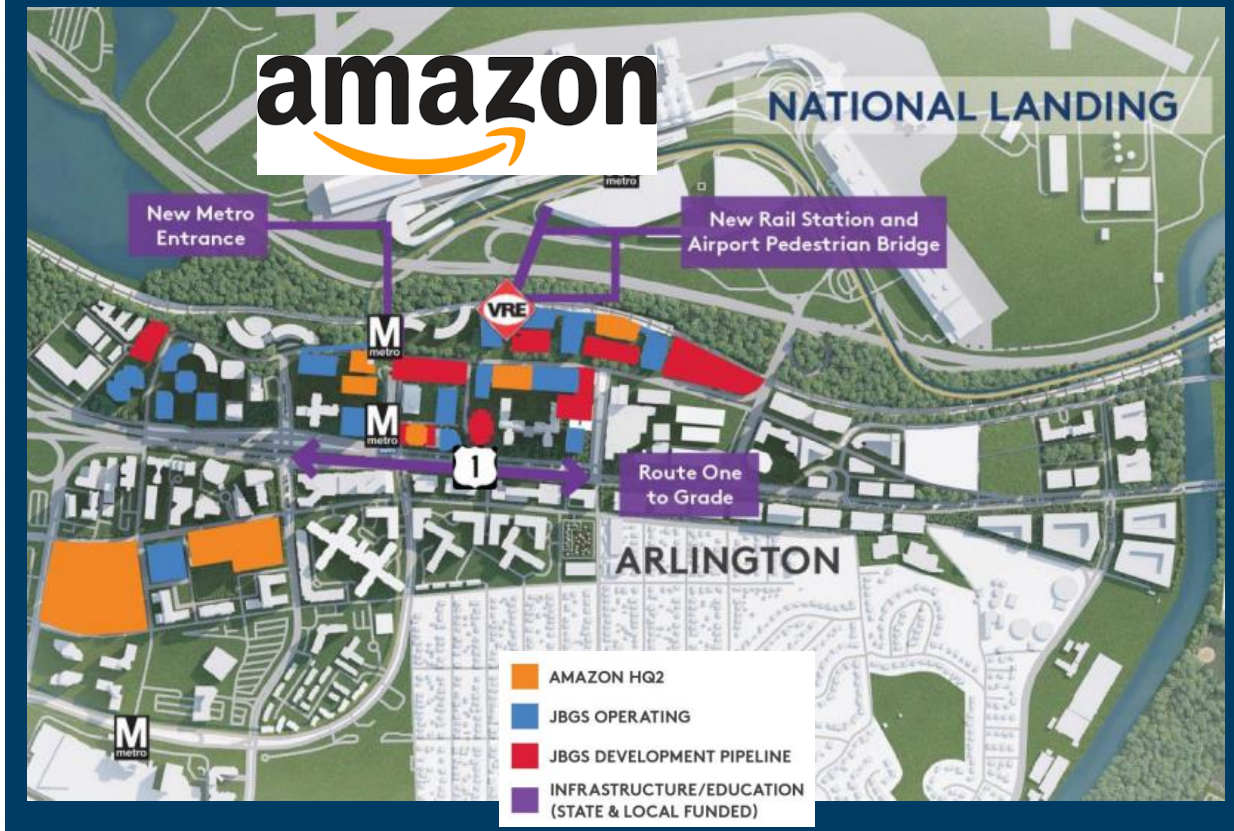


"It's hard under the SMART scale that Virginia operates under for us to get that kind of funding for I-73 [expansion]"

- State Sen. Bill Stanley, R-Franklin County

Virginia SMART SCALE: Transit investment attracts $2.5B Amazon HQ2 to Arlington

- 3 Metrorail stations served by Blue and Yellow lines
- 5 Arlington Transit bus routes
- 9 WMATA bus routes
- 3 commuter bus routes
- Two trailheads accessing hundreds of miles of regional trails
- Bus rapid transit with dedicated lanes
- Only **34%** of National Landing employees drive alone to work, compared with a national average of 76% [1]



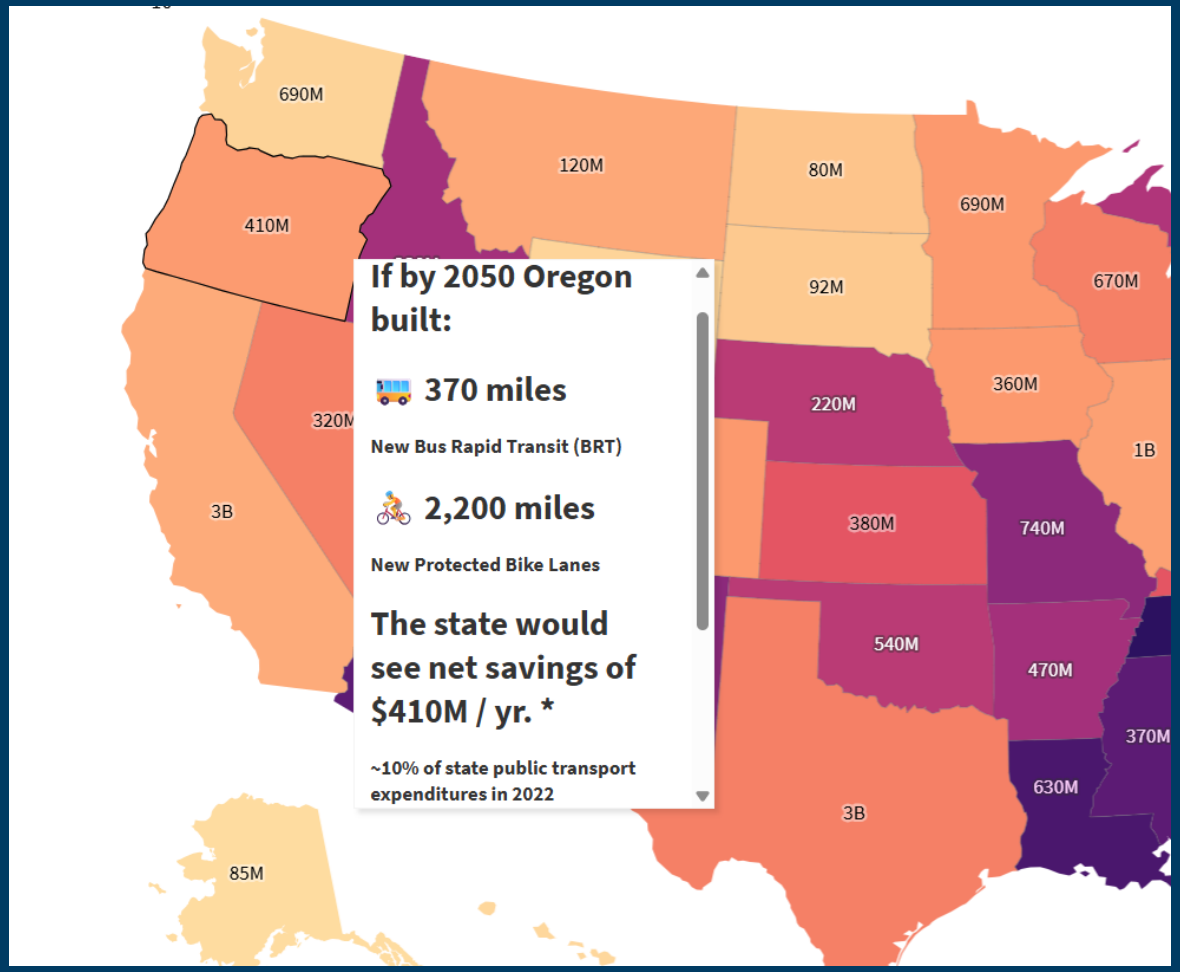
Virginia is #1 state for business

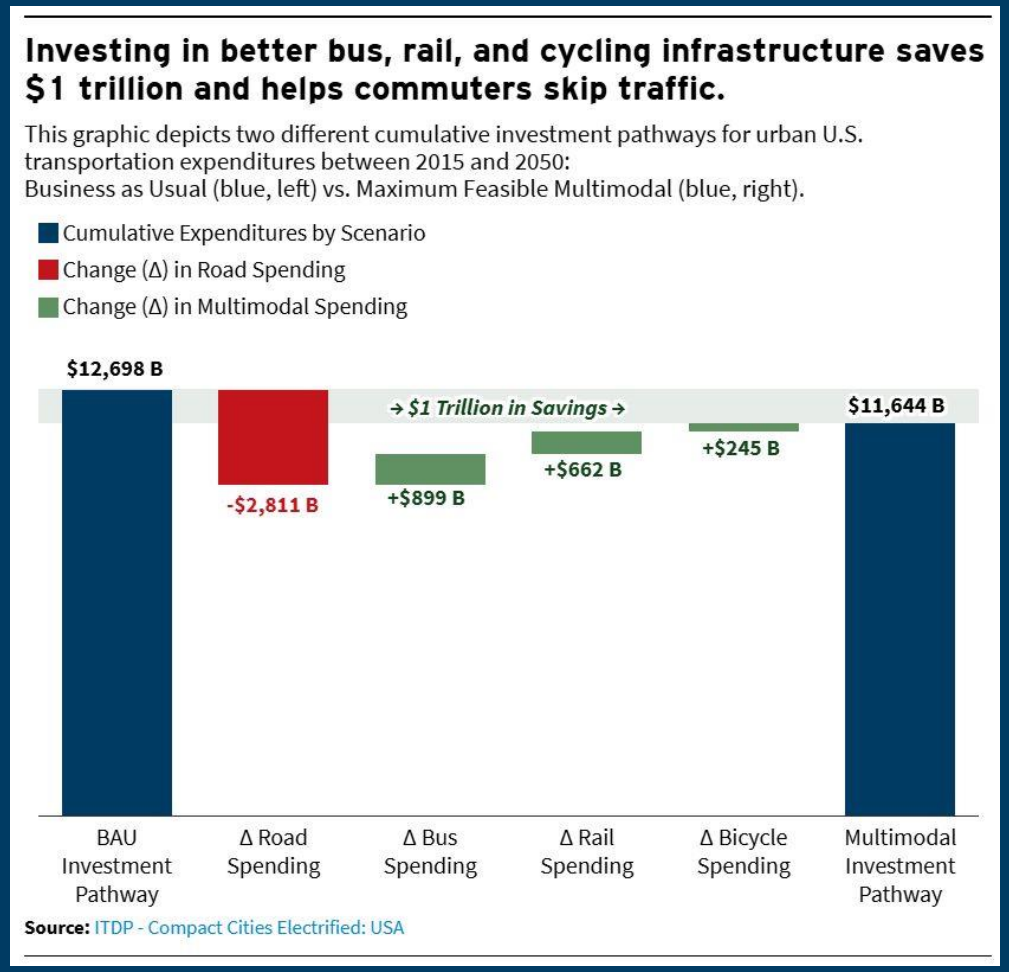
Virginia uses fiscal responsibility to fix it first outcomes

How does this apply to Oregon?

Oregon can save $410 M / yr by ‘fixing it first’

Meeting urban travel demand by prioritizing the buildout of a complete multimodal systems could unlock net transportation expenditure savings of ~10% in OR





1

Climate Goals

CO SB21-260 (2021)

2

Affordable Choice

MN HF 2887 (2023)
MN HF 5242 (2024)

3

Fiscal Responsibility

VA HB 2 (2014)
VA HB 2241 (2017)

Questions:

Miguel Moravec
mmoravec@rmi.org

Appendix

The Guardian

US

US spends billions on roads rather than public transport in 'climate time bomb'

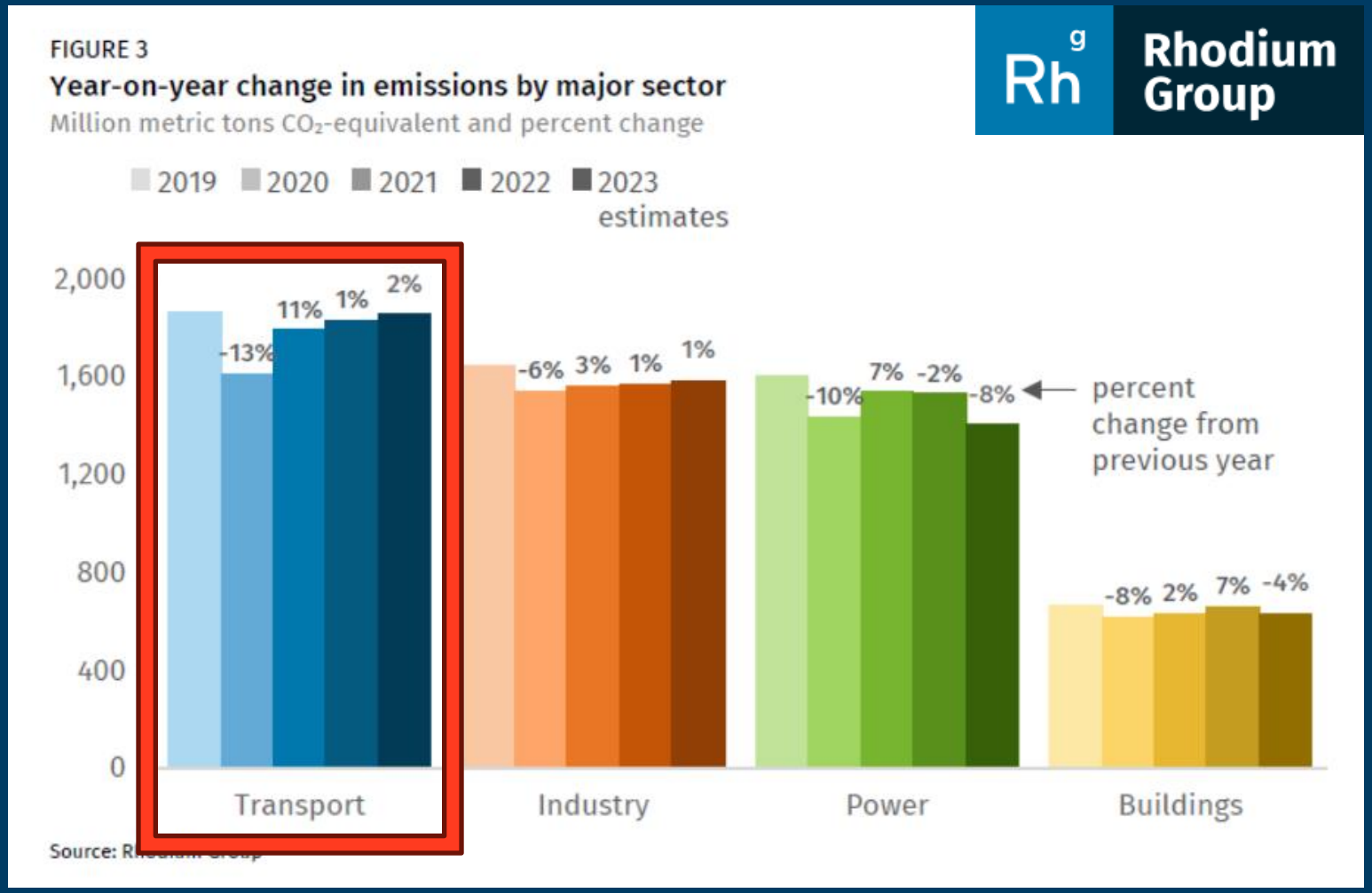
New analysis finds money from Biden's $1.2tn infrastructure bill has overwhelmingly been spent on widening highways for cars

Of reported funds dispersed to states, more than half – around $70bn – have been spent on the resurfacing and expansion of highways. Photograph: Jim Lo Scalzo/EPA

Highway Expansion:

- climate "time bomb"
- fails to reduce traffic
- gobbles limited $

more traffic = more climate pollution



Rural Mitigation Example: Roaring Fork Valley Bike Share Expansion

Table A1-2.3 TDM Grant: City of Aspen, Micro Transit and Bike Share Pilot Expansion

Component	Description of information to be submitted with application.
Measure Description	The expansion of an existing micro transit service program, demonstrating new, on-demand service models and approaches to users requesting services. The program will also include the installation of permanent e-bike share infrastructure and the purchase of additional shared e-bikes for the existing fleet. By 2030, the program anticipates adding more than 46 e-bikes and incorporating successful micro-transit models demonstrated within the pilot into long-term transit programming within the city.
Timing	• **Anticipated Start Date:** July 2022 • **Completion Date:** March 2023 (end of CDOT grant period).
GHG Reductions	**2030: 7 Metric Tons**

Mitigation Project Type	Metric (per 100 bikes)	Points per Metric in 2030	Total
Bikeshare Program	0.46	15	7

Co-benefits

Annual VMT reduced per bike	Number of bikes	Total
531	46	54,426

Pollutants Avoided	Estimated Kg avoided annually (2030)
CO	56

Source: CDOT GHG Mitigation Plan 2023 Annual Status Report