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Date: February 28, 2020

From: Stewart Schwartz, Executive Director

To: Transportation and Climate Initiative

Subject: Comments on draft MOU

The Coalition for Smarter Growth is a 23-year old non-profit working in the DC region, and we are the leading non-profit organization addressing where and how the region grows. Our Blueprint for a Better Region vision plan is for a revitalized city and a network of walkable, mixed-use, mixed-income, transit-oriented centers and corridors, linked by fast, frequent and reliable transit. Our advocacy has shaped the Metropolitan Washington Council of Government's (MWCOC) Region Forward vision plan (2010), their defined Activity Centers, and their recent commitment to locate 75% of new jobs and housing in activity centers, most with good transit.

A series of studies at MWCOC have shown that transit-oriented development and better co-locating jobs and housing results in significant reductions in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. The effect is even more pronounced when combined with pricing solutions such as market pricing of parking. In addition, the Transportation Planning Board has found that the following approaches provide the greatest improvement on a range of measures including reduction in VMT and GHG: balanced land use (TOD), demand management including pricing, bus rapid transit network, and Metro (WMATA) capacity expansion.

At CSG, we built on the 2008 Smart Growth America's [Growing Cooler](#) report and the Cambridge Systematics' [Moving Cooler](#) report to do local reports ([Cool Communities](#); and [GreenPlace](#)) showing the benefits of transit-oriented development for reducing per capita VMT and GHG emissions, using the URBEMIS model for analysis.

Based upon these findings, we believe that better land use must be at the core of TCI solutions, including transit-oriented development, locating housing (including substantial affordable housing) close to jobs, stopping outward sprawl far from the core of each metropolitan region, and conservation of forests and farms. We also believe that pricing signals for people using transportation networks are critical to use in conjunction with better land use, increase transit investments, and redesign of streets to be safer for biking and walking.

Therefore, we strongly endorse the detailed and persuasive comments by Allen Greenberg on the importance of usage pricing including per mile usage fees and parking pricing (including parking cashout) for have a major impact on consumer travel choices, significant reductions in VMT and greenhouse gas emissions.

In terms of the allocation of revenues, we support allocation toward a significant increase in transit capital and operating funding, to fare buydowns for lower income transit users (and consideration of free

transit), to affordable housing within walking distance of frequent transit, and lastly to other investments that support transit-oriented development and transit use, such as bicycle/pedestrian infrastructure. We also support dedicated lanes for bus, BRT, streetcar and light rail transit, network redesigns to maximize frequency and ridership, all door boarding via off board fare collection and other measures, and enhanced transit information and usability. Funds should be prioritized to those localities that are taking concrete and rapid steps to implement transit-oriented communities and stop sprawl.

We have no time to waste in slashing emissions, including those to transportation, so we urge rapid adoption of the most effective pricing system, with revenues tied to achieving maximum location efficiency in housing and jobs.

Thank you for consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stewart Schwartz  
Executive Director