

Hi there,

I would like to comment in support of the recommended transportation actions made by the ACEEE 2020 Clean Energy Scorecard. I'll list out the recommendations made and describe, from personal experience, why I believe they would help the City with its transportation, energy, and climate goals.

1. "...Madison has not yet adopted goals to reduce vehicle miles traveled/GHG emissions from transportation. Adopting and tracking progress toward these goals would help lay the groundwork for transportation action."

The City of Madison has a *ton* of documents, reports, and plans around renewable energy. While it is easy to find documents on goals and plans, it is quite hard to find concrete, systematic updates on how those goals are progressing. The City of Madison really needs to 1) create some quantifiable and measurable goals, such as the VMT/GHG emissions goals described above, and 2) actually make plans to measure them and report findings back on a regular basis. Serious plans - like allocations of funding for benchmarking, reporting deadlines, and a systematic method of reporting agreed upon in advance.

2. " Madison can further promote sustainable transportation within the city by encouraging or requiring the creation of affordable housing units in transit-served areas and subsidizing efficient transportation options for low-income residents."

The United States has an affordable housing crisis, and Madison is no exception. Adding affordable housing in all parts of the city enables people to live closer to work or other areas they frequent. That leads to less vehicle miles traveled in commuting, stronger and more walkable neighborhoods, and more housing options for people in lower-income jobs. Adding affordable housing near transit also reduces sprawl, which is good for the environment and good for the bus system (how expensive is it to extend bus lines into sprawled-out suburbs? I'm guessing *very* expensive). This is a no-brainer. The City already has great goals set out in the Comprehensive Plan to encourage infill and add more affordable housing, and we should be doing everything possible to keep making progress.

Madison should also definitely focus more on subsidizing public transportation for low-income residents. Cities all over the US subsidize car usage - by putting free parking around shopping centers, creating rules around minimum parking for developments, and maintaining ample free space for residents to park (multiple) cars. Why should a car owner pay nothing but gas money to go shopping, but a low-income person taking the bus has to pay \$2 each way? The person riding the bus should be rewarded for reducing congestion and taking the more environmentally-friendly mode of transportation - NOT charged an extra \$4 for their positive actions. As a city, we should be thinking more about equity in parking, car use, and the space vehicles take up in our city. Space that could be filled by pedestrians, bikes, buses, and other modes of transportation that are good for people and the environment.

Thanks for your time and consideration! I appreciate all the work the Transportation Policy and Planning Board does for Madison, and the opportunity to speak as a citizen of Madison.

Best,
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