

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22854

PropFeedbkType

Keyword

FeedbackDetails:

Mr. Kamp:

At the very bottom of this email is the text I sent to Madison City Alders recently in opposition to increase of the Metro bus fare.

I will go ahead and write a new post to you this morning. No cookie cutter emails.

I consider the Metro bus service to be one of the crucial services Madison provides city and Madison-area residents, and I would like to see it heavily subsidized and promoted and I do not want to see it become more expensive for riders to use.

I consider it a crucial service for two reasons: Metro serves the most vulnerable populations of this community and Metro keeps down congestion and pollution caused by cars.

By "vulnerable populations", I mean those who can not afford a car, and those who are not able to drive due to physical reasons such as advancing age.

I'd like to bring up the point that this city is a self-proclaimed Eco-Municipality. As a healthy mass transit system helps any location reduce pollution from cars, an extensive, professional, and well-funded mass transit system with cheap fares should be a keystone service in this city.

From SustainDane.org:

"An eco-municipality aspires to develop an ecologically, economically, and socially healthy community for the long term, using The Natural Step framework for sustainability as a guide, and a democratic, highly participative development process as the method."

The Natural Step framework, very briefly, calls for

*reduced disruption of the earth's crust due to activities such as mining,

*reduced chemical build up in the natural environment,

*protection of the habitats that support life on earth,

and *the protection of the basic needs of all human beings including financial stability, health, and safety.

It is time for Madison and area communities to aggressively support measures that help all of us turn our lifestyles around and bring us in line with the sustainability movement.

Please do not pass on additional expense to Metro riders with a fair increase. Please find ways to expand mass transit while simultaneously NOT passing on added cost to the individuals that use Metro services.

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Message :

Bus Fares: Please Do Not Raise

Nobody wants to see their pet project cut. However, the need for affordable mass transit is paramount. Throw in the good our bus riders do by keeping extra polluting cars off of the streets and consider the crucial role your buses play in the lives of those strapped for cash - and those who have never seen times as tough as these...

I live just over the edge of the Madison city limits but certainly am on the busline and do take the bus on a regular basis. My son lives on West Lakeside street and will switch from biking to busing to get to work now that winter is coming on.

FeedbackNbr 22858 ***PropFeedbkType*** ***Keyword***

FeedbackDetails:

No fare increase. Punish drivers not riders. Ron Schutz

FeedbackNbr 22859 ***PropFeedbkType*** ***Keyword***

FeedbackDetails:

I am a full-time UW-Madison graduate student. I bike commute primarily, but use car/bus transport during bad biking weather. I oppose raising the bus cost even though my own bus transport is subsidized by the university. In order to shape behavior to reduce car use for the good of our atmosphere, the rates should be lowered and subsidized for all uses. There are few things I would rather see my tax money used for than to subsidize mass transit and to remove vehicles from our roadways. This would produce cleaner air and safer streets for bikers and pedestrians. Further, the population most reliant on bus transport tend to have the lowest income and are most vulnerable when rates are raised.

This decision to raise rates seems highly uncharitable as well as environmentally backwards. Thank you for this opportunity to make comments.

FeedbackNbr 22861 ***PropFeedbkType*** ***Keyword***

FeedbackDetails:

Dear Madison Metro:

I am opposed to the Mayors proposed fare increase, because this is not a good time as a result of the economy, and I don't want to see service cuts either, I am urging you to please take one step further and ask Mayor Dave to please reconsider. If it means raising city taxes so be it, I rather pay higher taxes in order to restore service.

FeedbackNbr 22862 ***PropFeedbkType*** ***Keyword***

FeedbackDetails:

I am sorry to hear that the bus fare increase has been approved. This disproportionately will affect low income citizens of Madison. I am an employee of UW and get a yearly bus pass subsidized by UW. To avoid a fare increase, please consider waging a campaign to invite UW employees to pay something toward our bus pass to keep the fare affordable for lower income folks. I would pay this in support of that mission.

Public Feedback

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FeedbackNbr 22865

PropFeedbkType

Keyword

FeedbackDetails:

i do not think fares should be raised. the object is to increase ridership. the question should not be what services should be cut. in fact services should be expanded. the question should be where should funds come from to support these increases in services. the answer? the bus system should be supported where necessary from general revenues, as part of infrastructure. the aim needs to be to switch the dominant form of transportation from private to public, especially to the downtown, through the isthmus. as part of this policy, it is parking rates downtown that should be increased, not the cost of a bus ride.

FeedbackNbr 22866

PropFeedbkType

Keyword

FeedbackDetails:

I am opposed to the proposed fare increase. This proposal is a very substantial increase that is out of line with fares in cities similar to Madison. It may make riding the bus too expensive for people who depend on it and will likely encourage people who choose to ride the bus to use their cars instead (\$2 each way for busses that are less and less frequent and more crowded is not too far from the cost of parking). As well it is proposed just following a set of changes that have made metro a less user-friendly bus system.

FeedbackNbr 22867

PropFeedbkType

Keyword

FeedbackDetails:

Automobiles cost the city more than busses and create more pollution, and furthermore some people can only afford the bus. An increase in fare would be a hardship for a lot of them. A "wheel tax" on automobiles would be a more appropriate way to help fund public transit than a fare increase for bus travel.

FeedbackNbr 22868

PropFeedbkType

Keyword

FeedbackDetails:

1. Make fares LOWER or FREE, I'd be happy to help fund out of property taxes even tho I rarely ride the bus. Anyone who rides saves the city money other ways, and the environment many ways.
2. The other half of supporting non-car transit, is supporting walking and biking. Make ALL SIDE STREETS WITHOUT CENTER LINES, SLOW NEIGHBORHOOD STREETS so anyone can safely walk and bike when possible, and safely ride the bus when needed on some trips.

FeedbackNbr 22871

PropFeedbkType

Keyword

FeedbackDetails:

I would like to register against the proposed bus fare increase. From an environmental standpoint, we should be doing everything we can to encourage public transportation use instead of making it prohibitively expensive. And based on the increases in food pantry requests, current economic woes are hitting low income folks the hardest - they certainly can't afford a 30% jump in transportation costs.

Encouraged by environmental factors and recent volatile fuel costs, my family recently chose to downsize to a single vehicle. This was only possible because my partner bikes to work weather permitting and buses during the winter. I have cut down the number of weekly car trips my kids and I take by half, by opting for bus outings instead. A price jump of 50 cents per ride will be prohibitively expensive.

I strongly opposed the "bus wrap" funding proposal and was very disappointed that riders' views were ignored in approving this eyesore, but was assured it was the only way to make up revenue and presumably avoid rate increases. This new proposal following so closely upon that loss feels like a slap in the face.

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FeedbackNbr 22873

PropFeedbkType

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FeedbackDetails:

I plan on being at the meeting tomorrow night, but am hoping to hear the statistics about how many rides per day (or week, or whatever) are done as cash fares vs. 10-ride passes vs. month passes. And of the month passes, how many are UW related.

Thanks!

FeedbackNbr 22875

PropFeedbkType

Keyword

FeedbackDetails:

No need to reply. Remove ALL Senior Discounts. Older people are better off financially-as a whole-than any other segment of society. Leave all other fares at Option 1, EXCEPT raise the Cash Fare to \$2.

FeedbackNbr 22876

PropFeedbkType

Keyword

FeedbackDetails:

I oppose the increased fare. If the bus system needs greater monetary support, then we need to find other ways to provide it. As a no-income person myself, it is already difficult to justify \$1.50 for my shorter rides and I often resort to walking or biking instead. Increasing the fee will make the buses inaccessible to the people who need it the most.

FeedbackNbr 22877

PropFeedbkType

Keyword

FeedbackDetails:

I am writing to support the proposed fare increase for Madison Metro. It goes without saying that there is never a good time for any sort of fare, fee, tax or assessment increase, but Metro finds itself at a crossroads. The system finds itself unable to expand service to newly developing areas or maintain or lengthen service in existing areas because of various financial constraints. Add to this the wildly fluctuating cost of fuel and Metro finds itself in ostensibly the same place it was five years ago.

In the meantime, areas of the City on the far east, far west, southwest and southeast sides continue to be un-served by Metro service. While there are some who decry newer suburban development as sprawl, Madison cannot deny that it is a growing community. And while some of that new development is stand alone single-family homes, there are also quite dense multi-family and future mixed-use developments like Midtown Commons and Grandview Commons that sit un-served by Metro.

For me, my walk to Metro (Routes 56 & 57) is over a half-mile in each direction, and this doesn't come close to comparing to a friend who walks close to a mile, most of it on the shoulder of CTH PD to get to his job at the UW.

At the end of the day, while we must acknowledge the impacts a fare increase will have on some within our community, we must also acknowledge that Metro needs additional funds to remain solvent and to grow its service base into currently underserved or un-served areas of the City. We cannot wait until a regionalized transit utility is formed to accomplish this. I hope you will approve the proposed increase and allow Metro to move forward into the 21st Century.

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22879

PropFeedbkType

Keyword

FeedbackDetails:

I believe that the bus service is one of the most important services Madison provides area residents. I consider Metro to be vital to the overall health of our city for two main reasons: (1) Metro serves the most vulnerable populations of this community, and a fare hike would have the largest impact on those communities. I find this alone to be very unjust, a regressive tax on those who are already more at risk given these difficult times. (2) Metro works to keep street congestion down and decrease pollution caused by cars.

Given these two very important services, I believe that our public transportation services should be well funded but not on the backs of those of our community who are already vulnerable.

By "vulnerable", I mean those who can not afford a car, and those who are not able to drive due to physical reasons such as advancing age.

I find it a sad irony that for a city that declares itself and promotes itself as "Eco-Municipality", that our public transportation system, which one would argue is the heart and soul of such a community, would be so poorly funded while we continue to add to the sprawl and congestion with extensive road project funding. A healthy mass transit system helps any location reduce pollution from cars, an extensive, professional, and well-funded mass transit system with cheap fares should be a keystone service in this city.

I am frankly shocked at our mayor who I believe likes to tout his "green" credentials, would actually propose a higher amount in the fare than Metro did. I understand that there has not been a fare increase in quite sometime, and perhaps a modest increase would be acceptable, but the proposed increase I find really insulting at a time when we are all finding our budgets stretched.

Thank you.

FeedbackNbr 22880

PropFeedbkType

Keyword

FeedbackDetails:

Raising the bus fare by 1/3 is a completely inappropriate approach. Not only does it target Madison residents who can least afford it, and promotes increased traffic and greater gas use and air pollution, it creates another disincentive for using this important part of our transportation system. Perhaps all those UW staff who are doing well could at least pay for part of their bus passes -- it's not fair to others using the system and paying their own way for UW folks to get a free ride. Keep the fare increase to \$.25 or better, none at all.

FeedbackNbr 22881

PropFeedbkType

Keyword

FeedbackDetails:

Dear Mr. Kamp:

I am concerned about the .50 fare increase that's included in the City's proposed budget. This increase will make the cash fare 2.00 per ride and is coming at a time when we face an energy crisis, environmental problems and EPA non-attainment status. We should be doing everything possible to encourage bus ridership and keeping the fare affordable for those who depend solely on public transportation. Please take action to encourage bus use by keeping fares low and support Amendment #30 to the City budget that offers an alternative to a fare increase in order to keep fares at their current rate.

Please support this important amendment. Thank you.

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FeedbackNbr 22885 **PropFeedbkType** **Keyword**

FeedbackDetails:

Dear Sirs,

I am a regular bus rider and I think that bus fare should'nt go up because you will lose people riding the buses and more cars on the roads. People who live on low housing should'nt have to pay higher fares to get around Madison and to work or where ever they need to go. I am not for raising bus fare so you can buy new buses. Not fair to people who take buses to get around. Bad enough don't have services on holidays. So I'm against having bus fare go up so you can spend it the way you see fit! Hope you people take time to think about people with medical problems and need to get around on the bus.

Sincerely yours

FeedbackNbr 22886 **PropFeedbkType** **Keyword**

FeedbackDetails:

AGAINST FARE INCREASE,

FeedbackNbr 22888 **PropFeedbkType** **Keyword**

FeedbackDetails:

Mr.. Camp,

Please listen to the people of Madison who are protesting this inappropriate bus fare increase. They are the working class, the poor, the elderly, the disabled folks who ride the bus regularly and often live on the edge of financial disaster.

We should not be balancing the budget on the backs of the less able in our "progressive" city. There are other places to take up the slack, like the excessive new road-building funds. This is one area that should have NO increase.

Besides, the proposed \$0.50 increase to bus fares is coming at a time when Madison's air is getting more polluted by cars, increased carbon emissions are threatening our planet, and folks on fixed or low incomes most bus riders are seeing all other costs of living explode. Please OPPOSE increasing fares and vote to keep fares at their current rate.

Thanks!

FeedbackNbr 22889 **PropFeedbkType** **Keyword**

FeedbackDetails:

Where does Madison wish to see itself in 10, 15 or 20 years? There is an opportunity here to use a long term lens and place real emphasis on public transit. So much lip service about being a green municipality and then short term thinking that essentially would penalize the very people who rely on and advocate for public transportation.

Other communities around the country, faced with similar funding limits, have realized that DECREASING bus fares actually boosted ridership, which more than offset the "scarce money" for public transit. Of course there are environmental benefits that accrue as well.

Can we really afford not to put our public dollars into encouraging behaviors that help individual citizens make the right choice to ensure our long-term health and well-being?

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FeedbackNbr 22892

PropFeedbkType

Keyword

FeedbackDetails:

I am a graduate student at the UW, and I have lived in Madison for the past 15 months. For the most part I have been impressed by bus service in the downtown area, especially on campus. I ride Madison Metro frequently and, therefore, have some sense of how critical it is to the economic and social vitality of the city. I have also noticed, however, that bus service is much less frequent and much more sparse in outlying areas. Given the TDM goals of any public transportation system, it seems odd that Madison Metro does not better serve the bedroom communities where many downtown workers live. I find it even odder, therefore, that the city may again raise bus fares, this time by as much as \$0.50, a dramatic increase of 40% over current fares. Dramatically raising bus fares without addressing existing service gaps makes no sense, especially at a time when many riders are experiencing economic difficulties. That the fare increase will enable Madison Metro to provide its low-income riders with additional support is a weak justification considering the limited utility of the bus system to people who often live in poorly serviced neighborhoods and work during poorly serviced times of the day. Above all, I strongly believe that providing comprehensive, reliable, and affordable public transportation is a basic obligation of the state to its citizens, especially in a wealthy society like the United States. Madison should spend less on building new roads that primarily benefit private commuters from satellite municipalities and should concentrate instead on building a comprehensive, reliable, and affordable public transportation system that benefits all. Until plans for such a system are on offer, no fare increase is justifiable in my view, and even then adjustments in priorities should make fare increases unnecessary. Thank you for your consideration.

FeedbackNbr 22893

PropFeedbkType

Keyword

FeedbackDetails:

Climate science indicates that cuts in greenhouse gas emissions of on the order of 80% or more will be required to have a chance of averting some of the most serious impacts of climate change. Public transportation is a key element to the reduction of warming emissions such as carbon dioxide. Thus, I strongly urge reconsideration of fare cuts or service reductions as both could discourage the use of bus service at a time when we urgently need to be expanding the use of public transportation.

Public Feedback

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FeedbackNbr 22894

PropFeedbkType

Keyword

FeedbackDetails:

TO whom it may concern:

Our family is very opposed to the MADISON METRO RATE increase as those who pay cash fares and cannot afford monthly passes or otherwise are going to be the main target here!! This population will be the extreme low income, people on SSI/SSDI and more! This is NOT fair as our family cannot afford to drive a car. Our multi challenged son cannot ride alone with anybody in a Car(safety reasons even though he is legal age)as for opening doors while driving! Do you want this child for a few days on your hands? This is what will end up if this is what Madison Metro plans on doing to its own citizens. I am a legal advocate in the state and many people higher up know our family WELL!

WE cannot afford to have fare increases as we will no longer be able to get around. Our son needs para transit and by FEDERAL LAW; he is entitled to this w/o being discriminated against financially! (possible law suits later?) Our family BY FEDERAL LAW am mandated to integrate our son into the community. IF you raise the fares NOW: We will no longer be able to provide our son with what he needs in life!

Would you like to care for our son the rest of his life? YES: I am being harsh here as Madison Metro and the rest of the CITY/STATE needs to hear this as I speak for probably hundreds if not THOUSANDS Of challenged individuals within our city/state! IS Madison Metro ready to pay for those with physical challenges and pay for them to be able to get out into teh community every time they need to be out doing what others do? This would be a day to day cost + the number of challenged individuals in the city. You add that up and I am sure Madison Metro would NOT like that factor.IF fares go up ; bear in mind: I know many that will gladly strike Madison Metro and tell ohters to BOYCOTT Madison METRO!

I don't know how many Madison Metro drivers have family members with cognitive and /or physical challenges that may go with this; You are destroying those families as well and you at MADISON METRO are UNION! What is wrong with that picture?! You can't even support your own people in the endeavor. One day you may find yourselves in this predicament ; than what? OOOPS...too late..guess we should of done the right thing to begin with earlier on! (Only after the fact!) I hope this letter has hit home in more than one way and I do expect to hear back from madison Metro, city council and others involved(Mayor Dave C), and how everybody could possibly come to this most horrendous answer.

I know if fares go up; I am going to be sending my cash rides from TAXI to madison Metro! Enough is enough in this city!

How do you propose to get around a FEDERAL LAW? I will leave that thought with you. BTW.....REP BALDWIN's Office and others HAVE been contacted in regards to ADA (federal laws) being broken!

I will ensure for the disabled population that EQUAL OPPORTUNITY OFFICE is also contacted along with many others.

FeedbackNbr 22895

PropFeedbkType

Keyword

FeedbackDetails:

"If it comes down to a choice between raising fares, and cutting service, raise the fares."

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22896

PropFeedbkType

Keyword

FeedbackDetails:

Dear Mr. Kamp,

I am writing today to oppose further deterioration of Madison bus service via a fare increase.

From what I understand, the road building budget is being increased greatly by the Mayor, while bus fares are going up. It was suggested the road money be used to maintain bus service at the current fares and service level.

I agree!

This is an important service, and it currently already very deficient.

It needs to be strengthened. No fare increase! Having to ride the bus is punishment enough for not having a car! The buses are already inconvenient, sometimes scary and time consuming. Simple commutes of a few miles take over and hour with transfers. And now they want everyone to pay first class fares to ride a advertising covered bus that pokes along and only runs every half hour or hour? Maybe it's time to look at a wheel tax again.

Thanks,

FeedbackNbr 22907

PropFeedbkType

Keyword

FeedbackDetails:

I am against the bus fare increase. It is not going to go toward better bus service for one thing and it hurts the ones who need it most. There is always money available for fancy buildings for fancy people. A simple bus ride should not be taken away from the poor, elderly and disabled. Please do not cause anymore stress for those whose lives are difficult enough.

FeedbackNbr 22908

PropFeedbkType

Keyword

FeedbackDetails:

I feel this fare increase would hurt those of us who are most disenfranchised in this community.

Many are already struggling to get back and forth to job that pay mininum wage. Please consider other options. Being a home owner I am more than willing to pay the small amount in the form of property tax to help those who are less fortunate to releive the burden of finding additional fund to merely get to and from work.

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22909

PropFeedbkType

Keyword

FeedbackDetails:

This is the second time that we have had a public hearing. The first time I was able to come. This time I can't because I suffered service cuts to my express route (It was decided we didn't need one of our trips (#57); this as after it was decided that during the day we didn't need two way service on the #50 and #51, so to go to the Post Office it takes 2 hours). I pay the H & E bus fare and am on a fixed income; I can't drive so believe me it is a trial to ride the bus due to the going to the Transfer Point and not having the buses run together. Now, we are being told that we need to pay more and are being threatened to have less service! Recently, the Mayor had a Roundtable that we could not ride the bus to because it was on Saturday and the bus service started after the program started! To me this is not how a City Service is to work especially if I for one had told the City Planner this the last time they held this Program. It's like by cutting the hours of service and service you are making a case for eliminating people's ability to get around who don't have cars, or to justify implementing your RTA for the people you want to live in the City. There are many people having to walk who are working 2nd shift jobs past East and West Towne Malls or at restuarants who are now subject to predators as the Police Department is reporting because there are no buses, and you are making threats to limit bus service even more. Unfortunately, the people who are working these jobs are not getting subsidzd bus fares like many of the people who are paid more than the people who are working at these restuarants or at these 2nd shift jobs; they can't afford the increased bus fares. People on this Committee were given information from other City's about the costs of their bus fares and asked for an explanation as to why they managed to be far more cost effective if their systems were the same size or larger? No response or explanation was given. Just because you sit on a City Committee and are afraid of being kic

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FeedbackNbr 22910

PropFeedbkType

Keyword

FeedbackDetails:

I am opposed to the 50 cent fair increase. I think it is terrible that we have come to this point so that not approving the fare means big cuts for metro.

I don't think it is fair to charge poor people the highest fares in the system. I have a UW pass, so my current "fare" is \$.90 or something and will go up with a fair increase. Why should a poor person pay essentially twice what I do and I could afford to purchase a monthly pass if I had to.

I belong to a south side church, Mt. Zion and I know that there are many families that don't have bus fair now. A friend at church teaches GED through MATC at the Boys and Girls Club (main one) and she has her hours cut because many potential students can't afford the bus fare to get to the Allied Drive area.

I am part of a group that put on free dinners to bring people together. They were well received and we wanted to include people from the Allied Drive area. Rita Adair (a social worker) pointed out to me that a bus ticker may seem like small change to us, but to some it might be milk money for the next day.

Ald. Bruer opposes new services on the south side because he thinks there are already too many. Well, there are a lot of people on the south side that can use services. Are they going to be able to afford the new bus fare to get them to the services in another community.

We approved spending a lot of money for a 3-5 year economic development plan that does nothing to help poor people. Fred Mohs says some will "trickle down". Aren't we essentially giving the Madison Mallards \$800,000 this year for to help pay for a stadium. Is that as necessary as adequate bus service.

In my opinion, the bus service continues to get worse (I won't go into the details here) and now you want to add to the problems by making the system much more difficult to ride.

The \$2,500 that someone pays to get a closer parking lot at the Kohl center would pay for 6 week job training programs for 50 people. However, they have be able to afford to get to where the training is offered.

I don't have faith that the rate increase can be stopped because of the bullying by the mayor. We should all keep in mind what Malcome Forbes once said "We should judge people by how they treat people who can't do anything for them".

They mayor and most of the Common Council doesn't come out looking good when you keep that in mind.

Thanks for this opportunity.

FeedbackNbr 22914

PropFeedbkType

Keyword

FeedbackDetails:

I am opposed to rates being raised in general, but can live with the "adult" fares going up. The student rates need to stay as low as possible to encourage families to bus their kids to school, and to allow kids in this community to participate in pro-social activities.

I also believe that the youth "semester" passes need to be "pro-rated" as the semester progresses. I went in to buy one TODAY and Madison Metro wanted the full \$125!!! Outrageous. I bought bus tickets instead.

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FeedbackNbr 22915

PropFeedbkType

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FeedbackDetails:

I work as an advocate/service provider for homeless, nearly homeless and recently homeless persons. As it is, these folks, often can not come up with busfare and have to miss appointments, interviews, school events, etc. A fare increase will make transportation even farther out of reach. The families in our program, even those who are employed, are often paying 80% or more of their income for rent and utilities. They simply have no more money for anything. Lack of transportation increases isolation, and isolation is a factor in many of the hardest-to-solve problems in our community.

If Madison is taking seriously the stated goal of ending homelessness in the foreseeable future than this fare increase should not be considered. It will effect poor families and single adults more than it will effect any other segment of the community. The needs of the poor simply must be given priority over programs that benefit middle class and affluent families. This may not need to be forever but it does have to be the case now. I realize that this will cut some programs that are wonderful parts of what Madison has to offer. But housing, food, heat, clothing and basic medical care for all are rights. I realize that city government is not involved in providing some of those things but if the city increases the cost for their part of the equation it effects to whole equation The festivals, and gardens, beautifully designed neighborhoods and downtown streets, city sponsored conferences and two downtown conference/entertainment centers: these are not basic needs. Not that they aren't wonderful assets.

Madison has a long standing reputation as a progressive community. When I witness the growing unmet needs of those in poverty, I don't think that we are progressive in any way that includes being humane.

I don't have a solution to the city budget, but perhaps the bus fares could remain the same or be lowered for persons who are eligible for food stamps or other government benefits and could be raised for others. Thank you.

FeedbackNbr 22916

PropFeedbkType

Keyword

FeedbackDetails:

A few thoughts on bus fares:

A 50 cent raise in fare seems like a really big jump to me, especially now that gas prices have dropped about 50% from the peak a couple of months ago.

Low income people who have no car don't have the money for this kind of jump. There was an interesting comment somewhere about a different fare for the low income. I am not aware that such a fare exists now, so maybe that was a suggestion for the future. Those on fixed incomes are not getting an increase that will cover this kind of increase. Those on SSI, the retired.

Seems like a big jump would discourage ridership, rather than increase it, which is what we need to happen for so many reasons--pollution, oil consumption, highway and parking congestion.

There are other issues with bus service that need to be tweaked. Example: a mother with 3 teens said, "I can't afford to buy summer bus pass for all three kids in June. I really need a monthly bus pass so I can spread the cost across the summer." Parents who have to buy several bus passes for a school semester probably feel the same. Many can not lay out all that money at beginning of school year, while paying fees, etc. Why not make a monthly bus pass available for teens? And why is it so hard to get in individual teen ticket for those kids who cannot be trusted to keep track of a 10-punch or who will use it to roam the city. Parents need to have the option to have more control of kids whereabouts sometimes. There is a connection here to truancy, juv crime during they day. A young person with a semester pass, often issued by the school, can roam anywhere in the city, any time of day.

If a monthly pass is available for adults, why not for teens?

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FeedbackDetails:

I ride the bus uptown for meetings and have, with the increase of cost of gasoline, become accustomed to taking the Metro bus to the Square. It is good service and I think we need more people to use the bus, to avoid more traffic and reduce pollution. A fare increase is not the way to encourage more bus riders. Please find the needed money via other ways. We need more emphasis on mass transit and renewable energy and this is not the right way to raise revenues.

FeedbackNbr 22919

PropFeedbkType

Keyword

FeedbackDetails:

Please do everything you within your power to avoid or minimize the increase.

If you must increase, even 25 cents, make sure that any improvements are targeted to the low income areas/riders who will bear the brunt of any increase.

FeedbackNbr 22920

PropFeedbkType

Keyword

FeedbackDetails:

I'm concerned that increased fares will dissuade riders at a time when transit service is so much more important.

I do not support the fare increases.

FeedbackNbr 22922

PropFeedbkType

Keyword

FeedbackDetails:

I am unable to attend tonight's hearing and am writing to communicate my opposition to the proposed increase in Madison Metro bus fares. The Madison Metro service is an important economic engine which allows many Madison residents to save money on personal transportation. Money that would otherwise be lost buying cars from out of state and gasoline from foreign counties can either be invested or spent on local goods and services. The bus system is also a public service that gives both residents and visitors to Madison an opportunity to conveniently and economically get from oneplace to the next.

In a time when Dane county is failing to meet its air quality standards, families are having trouble meeting basic living expenses and the city of Madison is having trouble balancing it's budget, I urge you to keep bus rates constant to encourage more ridership and instead cut out spending on roads and other automobile-centered development that enables an unhealthy and unwise use of resources.

Thank you,

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22923 **PropFeedbkType** **Keyword**

FeedbackDetails:

I moved to Madison in 1973. I didn't have a car until 1990. I used the bus for shopping when I lived downtown. When I moved from downtown I used the bus every day traveling to work. I am a big supporter of using the bus.

I had to move 40 miles from Madison to afford a house that was bigger than my apartment. I still use the campus bus and occasionally use Madison Metro. I know many people who use Metro as their only source for transportation. Many of my friend and former neighbors depend on it for work.

I think the fare hike is too big. People I know who don't get a free or subsidized bus pass from work, can't afford it. I read ridership has increased. It will decline if the fee is raised so high.

I took the bus no. 12 today to get to work. The neighborhood I used to live in (Bridge Road) has only service in the morning and evening. When I took the bus there (1981-2001) there were always lots of people using the bus. And there was reduced service during the day but there was some kind of service.

This is what I observe that the richer neighborhoods get more service even though less people use the bus and the poorer neighborhoods get cuts in service. It doesn't seem fair or logical.

Sincerely,

FeedbackNbr 22924 **PropFeedbkType** **Keyword**

FeedbackDetails:

would rather pay a little extra if it means that the service is in tact.

FeedbackNbr 22925 **PropFeedbkType** **Keyword**

FeedbackDetails:

If you raise the rates, then maybe you could make the transfers last longer than 2 hours (maybe 3 or 4?)

FeedbackNbr 22930 **PropFeedbkType** **Keyword**

FeedbackDetails:

we live in madison, near east high and both work in middleton, and it's a long bus ride, and if you plan to increase the fares, it would be best to expand service into middleton, and or keep the rate the same without cutting service.

FeedbackNbr 22943 **PropFeedbkType** **Keyword**

FeedbackDetails:

Do not raise fares. Doesn't understand why if you are getting corporate help (ie the big wrap ads on the buses), that you need to raise the fare 50 cents.

FeedbackNbr 22944 **PropFeedbkType** **Keyword**

FeedbackDetails:

I think that is not fair that you guys want to raise the prices for all the fares and the basic cash fares. I think that we need to get more firdership some people rely on the bus because they don't drive or choose not to. The economy is bad right now. I will agree with that is true. If you guys raise the prices you guys will loose a lot of friders

I hope that it does not happen it wont only effect me it will effect everybody else I close with this I urge you guys no to raise the prices. I also know that gas prices have gone down I hope you guys make the right decision

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22951 **PropFeedbkType** **Keyword**

FeedbackDetails:

It doesn't make sense to raise fares, because the buses run late a lot.

FeedbackNbr 22965 **PropFeedbkType** **Keyword**

FeedbackDetails:

If the rates go up for the monthly pass that used to be able to be used for any 30 days and not 30 consecutive days as it is now, would go back to any 30 days I would be alright with an increase. Using 4-5 rides on the 10 ride pass in one day is expensive when the transfer is only good for 2 hrs and it takes 1.25 hrs to get to an appointment in Middleton midday, appointment is one hour, and can't catch the bus again. My non-regular riding of the bus is the reason for this rationale. However in the winter I ride more often than not. Especially if we're getting a similar winter.

FeedbackNbr 22966 **PropFeedbkType** **Keyword**

FeedbackDetails:

Please reverse the increase in bus fares. This city needs affordable transportation for poor and working people.

FeedbackNbr 22967 **PropFeedbkType** **Keyword**

FeedbackDetails:

I am writing in regards to the recently passed 33% increase to Madison bus fares. As a member of Madison's working class, I can tell you that this increase will have an extremely negative impact on members of the working-class, working-poor, and low-income communities in Madison. The Madison Metro System is suppose to be "public" transportation, but this increase puts the ability to access this "public" service out-of-reach for many individuals in this area. Many residents rely on the metro system to get to work, to take their families to school and appointments, and for every other essential task we do every single day of our lives. Though \$2 may not seem like much to many of the individuals who set the rates, it is a lot to the average working American. Given the recent economic downturn and the rising unemployment rates, it is crucial that this increase be reversed or lessened to ensure accessibility for all. Thank you for your time and consideration.

FeedbackNbr 22968 **PropFeedbkType** **Keyword**

FeedbackDetails:

The city council recently passed a fare increase, which is very concerning to me. I believe a formal revenue projection based on this policy is needed before this passed. The increase will likely lead to decreased ridership, which may cause an overall decrease in revenue and negate the original intention of increasing the fare. I believe any committee reviewing this increase should seek an independent analysis of this policy from the university and report back to the city council and the public on its findings.

Thank you.

FeedbackNbr 22969 **PropFeedbkType** **Keyword**

FeedbackDetails:

The bus fare should not be raised to 2 dollars.

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22970

PropFeedbkType

Keyword

FeedbackDetails:

1. For a large decision like this, it would be helpful to have hearings in several parts of the city to make the process more accessible to concerned citizens. These residents may also have creative ideas to make this difficult decision easier and less painful.
2. I oppose the bus fare increase because it will decrease ridership and hurt the Metro system. It will also hurt bus riders who can least afford it.
3. The proposed service enhancements are not worth the harm that the fare increase will cause. The new marketing position, the security for transfer points, and the new money for Transit for Jobs should be scrutinized carefully to determine whether these benefits really outweigh the negatives of raising the fares. Some of these goals could be achieved in ways other than a fare increase, such as tasking Madison's police with addressing crime better at transfer points.
4. To increase ridership and revenues, the TPC could take action to pressure the state to do transportation planning. Hundreds of state agency employees ride Madison Metro, and there is potential for many more to do so. But it would appear the state is doing little to encourage more ridership among its employees. This is imposing unacceptable road building and parking costs on the city of Madison. As a major public employer, the state should encourage its workforce to make the best transportation decisions for the whole community. Resolutions and public statements by the TPC and other city leaders could pressure the state to act.
5. The fare hikes are unfair, and contrary to our environmental goal of reducing car use. A household with bus riders will pay not only city taxes and the usual bus fare, but hundreds of dollars more in fees (fare hike) each year. A household with only car drivers will only pay only the regular city tax.
6. The Transit for Jobs program seems very worthwhile and should be funded. However, we should not be fooled into thinking that this will mitigate the effect of a fare hike on most low income riders. Transit for Jobs has an annual goal of reaching 1800 people, adults, mostly homeless people. To conserve its meager resources, the program is forced to impose strict limits such as dispensing tickets only for job-related activities (not grocery shopping or medical appointments, or anything else), and an annual limit of 75 tickets per participant. This is less than two months' worth of rides. Contrast this with the unlimited rides available to UW students and others on employer-sponsored bus passes. It is embarrassing that programs for the indigent offer such a disparity in benefits.

And what about low income families that are not homeless, and what about children in low income families? Transit for Jobs does not address these groups. According to U.S. Census figures cited on p. 10 of the MPO's transit plan through 2030, there are 55,393 individuals in the city of Madison living under 150% of poverty (about 26% of the population).
Transit for Jobs helps less than 4% of this group. Transit for Jobs cannot help the vast majority of low income bus riders. Low income riders are a large group of people who will be hurt significantly by this bus fare increase.

Also note that many families making more than 150% of poverty also struggle for their daily needs. Federal poverty levels are too low, and costs such as healthcare have increased dramatically, keeping even families above 150% of poverty struggling in many cases.
7. Several cities much larger than Madison have been able to keep their bus fares below \$2. According to a newspaper article from June of 2008, cities with off-peak fares at \$1.50 include Boston, Miami, and Dallas. Baltimore's fare is \$1.60. Washington, D.C.'s is \$1.35. If they can do it, Madison can, too.

8. There may be a much greater need for Metro in the next few years. A Canadian economic analysis group put out some interesting predictions about U.S. cars on the road. In June 2008, this group predicted that within 4 years, gasoline would be \$7 per gallon, and 10 million U.S. vehicles would come off the road. They predicted that half of the cars coming off the road would come from low income households (less than \$25,000 income per year) giving up their second cars. This would generate a great need for transit services, for those who have access to public transit.

Since June, gasoline prices have dropped considerably, but that group's prediction may still be partly right if gas prices rise again. As late as September, the group predicted that 3 million cars will come off the road in the U.S. by 2010, due to consumers' difficulty affording replacement cars, and other factors. Assuming that Wisconsin has a 1/50th share in many national statistics (we are an "average" state in many respects), this would imply we will be losing 60,000 cars off the road in our state by 2010. If this occurs, it will likely generate a great demand for bus service, and increases in ridership.

Source:

CIBC World Markets, Inc. StrategEcon monthly briefings:
<http://research.cibcwm.com/res/Eco/ArEcoMI.html>

9. There are a few disadvantages to setting up a fare specifically for low income riders. In addition to the administrative costs, there is the political cost of introducing means testing to a program that is currently offered the same for all. Historically, this kind of move can weaken support for a program if it is perceived as primarily benefiting a lower income group. Furthermore, setting up a separate low income fare would tend to free up political decision makers to raise bus fares much higher, faster in the future, if they are uninhibited by concern over impacting poor people. Bus fares for the general rider could skyrocket, inhibiting growth in ridership.

8. However, if a low income fare is instituted, there are several ways to simply identify those who would be eligible. One possible criteria could include households that qualify for low income energy assistance. This program has a criteria of 150% of poverty, and it is administered out of one agency in Madison. This might be a feasible way to identify some of the people eligible for a low income pass.

9. It would be helpful if there was a better guideline for deciding when transportation resources will go to roads and when they will go to transit. There is currently competition between these funds in the annual budget process. The road-transit competition for resources would appear to continue when Regional Transportation Authorities are in place, as roads and transit will both get funding from the RTA tax, is my assumption. Hence it would be useful to consider how road and transit funding should be apportioned fairly now, without waiting for RTAs to be set up. Transit may still be underfunded once RTAs are in place.

10. Buses could be one of our tools to reduce drunk driving. It is important that the fare remain low to preserve the attractiveness of bus transportation for bar patrons.

11. Transit promotes cleaner air because it reduces solo car driving, an inefficient and polluting form of transportation.

Maintaining bus ridership is important to reduce air pollution and its effects, including health costs from asthma and other breathing problems. It is appropriate to further subsidize bus transit because air pollution benefits are substantial and valuable.

FeedbackNbr 22971

PropFeedbkType

Keyword

FeedbackDetails:

Please vote down the fare increase. A 33% increase is just too much. Though two dollars may not seem like a big deal the four dollar cost of the back and forth to and from work adds up when it is a day to day expense.

Public Feedback

Received after 11/24/08 Hearing

FeedbackNbr 22978

PropFeedbkType

Keyword

FeedbackDetails:

Dear Mr. Kamp,

I know balancing this year's budget is going to be tough, but I am writing to ask you to please not raise Metro bus fares.

Low-income people desperately need a way to get around town, and the bus is crucial to them.

I'd rather see more of the unpopular bus-wrap ads to raise funds for increased gas costs than a fare increase.

True, bus wraps block the vision of passengers inside the bus, but I think a majority of bus riders would agree that they could swallow an ugly view sooner than they could endorse a 50-cents fare increase.

I view bus service as an essential city service. I'm hoping you can find less essential items to cut from the budget. Like new traffic lights (which merely inconvenience folks for short periods of time during rush hour) or traffic calming devices (which supposedly make streets safer but in reality make them really scary for bicyclists or pedestrians who now have to worry about drivers cutting them off while driving around the traffic islands).

Thanks for listening!

FeedbackNbr 22994

PropFeedbkType

Keyword

FeedbackDetails:

I agree with the other state employees who utilize the bus, a rate increase that high is counter-intuitive and not constructive; the goal is to make riding the bus more attractive and easier, I find it increasingly difficult and the fare would be another reason to not ride or ride less. I think Albany N.Y. is a good comparable and we should not be that much higher than Albany. Thank you Sandra Endlich-Saul