

# RACIAL EQUITY AND SOCIAL JUSTICE TOOL

## COMPREHENSIVE VERSION



Racial Equity  
& Social Justice Initiative



# Racial Equity and Social Justice Initiative RESJ Tool: Comprehensive Version



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## INSTRUCTIONS

*Use this tool as early as possible in the development of City policies, plans, programs and budgets.*

*For issues on a short timeline or with a narrow impact, you may use the RESJ Tool – Fast Track Version.*

*This analysis should be completed by people with different racial and socioeconomic perspectives. When possible, involve those directly impacted by the issue. Include and document multiple voices in this process.*

*The order of questions may be re-arranged to suit your situation.*

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**Mission of the Racial Equity and Social Justice (RESJ) Initiative:** To establish racial equity and social justice as core principles in all decisions, policies and functions of the City of Madison.

**Equity** is just and fair inclusion into a society in which all, including all racial and ethnic groups, can participate, prosper, and reach their full potential. Equity gives all people a just and fair shot in life despite historic patterns of racial and economic exclusion ([www.policylink.org](http://www.policylink.org)).

The persistence of deep racial and social inequities and divisions across society is evidence of bias at the individual, institutional and structural levels. These types of bias often work to the benefit of White people and to the detriment of people of color, usually unintentionally or inadvertently.

**Purpose of this Tool:** To facilitate conscious consideration of equity and examine how communities of color and low-income populations will be affected by a proposed action/decision of the City.

The “*What, Who, Why, and How*” questions of this tool are designed to lead to strategies to prevent or mitigate adverse impacts and unintended consequences on marginalized populations.

## BEGIN ANALYSIS

Title of policy, plan or proposal:

Local Vehicle Registration Fee

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## 1. WHAT

### a. What is the policy, plan or proposal being analyzed, and what does it seek to accomplish?

As part of the 2019 budget, Mayor Soglin introduced the possibility of implementing a \$17 local vehicle registration fee. Revenues from this potential revenue source could be used to maintain the current level of transportation services funded with the city's general fund.

This analysis seeks to explore the potential impacts of the proposed local vehicle registration fee on low income and communities of color and how those impacts can be minimized.

This report analyzes both financial and transit implications of the local vehicle registration fee.

### b. What factors (including existing policies and structures) associated with this issue might be affecting communities of color and/or low-income populations differently?

Factors associated with this issue that may impact communities of color and/or low income populations differently include:

#### Financial Implications:

- The Local Vehicle Registration Fee is a flat fee which takes a larger portion of low income population's income.
- In the fall of 2018, Dane County will begin collecting a \$28 vehicle registration fee; the potential of introducing a \$17 city fee will result in the fee growing by 60% in one year.
- Low income populations may not have paid the registration fee last year.
- Late fees are applied for paying the vehicle registration fees past the due date.
- Undocumented residents are not able to register their vehicles because they do not have access to IDs.

#### Transit Implications:

- Perceptions of the existing transit system may not align with actual route frequency. Madison is viewed as a 'transit intensive' community, with a much greater transit ridership per capita and much greater local investment, when compared to other state transit systems, including Milwaukee.
- Transit service levels to areas serving low income and communities of color are not as frequent as may be necessary for households that tend to be more transit dependent.

### c. What do available data tell you about this issue? (See page 5 for guidance on data resources.)

#### Overview

The State of Wisconsin charges residents a \$75 annual fee to register a vehicle. Currently, 100% of the fee paid goes directly to the State. State law allows local governments to impose an additional flat fee for residents within their jurisdictions. If implemented, Madison would utilize revenue from the fee to fund the transit utility (Metro).

This fee would be in addition to the \$28 fee passed by Dane County, which begins October 2018. If the \$17 local vehicle registration fee is passed, the total vehicle registration fee for vehicles residing in the City of Madison would be \$120.

Twenty-seven local communities and counties in Wisconsin currently have a local vehicle registration fee. Residents of the City of Milwaukee pay combined state, county and city vehicle registration fees that totals \$125 annually. The city fee went into effect in 2008 and the county fee went into effect in 2017.

Wisconsin's vehicle-related fees are lower than 35 other states and the lowest of its neighboring states; Wisconsin has the 8th lowest auto insurance rates in the country.

#### Data Sets

Specific datasets explored in this analysis include (1) financial data, (2) registered vehicle data, (3) compliance with registration data, (4) transit access in Madison data and (5) demographic data.

## (1) Financial Outlook in the City of Madison

Operating costs for Madison Metro are funded primarily through three funding sources: intergovernmental revenues (42.3%), charges for service-including farebox revenues and miscellaneous revenue (25.1%), and local contributions (32.6%). Appendix A provides a visual for this breakdown for 2016.

Transit systems in Wisconsin, including Madison Metro, rely on property taxes for local, non-farebox support. Madison provides a much larger per capita local investment from the property tax in order to support a broader network of bus service than in many other cities of its size. In many other peer cities located throughout the country, regional transit authorities provide a direct funding source for transit through sales and fuel taxes, reducing the reliance on property tax subsidies from local governments.

Federal funding is declining as a share of costs and combined federal and state support is not keeping pace with costs. At the same time, farebox revenues have not kept pace with the rate of growth in expenditures. In order to maintain services, the City's property tax subsidy must make up the difference. In addition, the City has increased its capital contributions by nearly \$30 million to offset declining federal transit capital assistance – these capital contributions further increase pressure on the property tax.

Madison's general services budget is faced with the same constraints -- expenditures are growing at a faster pace than revenues (5.8% versus 4.1%). Much of the growth in expenditures is due to personnel costs (\$7.3m increase) and debt service (\$6.7m increase). These increases are fixed costs that must be adequately funded to avoid budget shortfalls in the upcoming year. Appendix B provides a one-page summary for the City's 2019 Budget Outlook.

## (2) Registered Vehicles

In 2017, there were 194,000 vehicles registered in the City of Madison, up 5% over a 5 year period. Based on this number, the local vehicle registration fee would generate \$3,298,000 in new revenue annually beginning in 2019. In order to receive a full year's worth of revenue from the local vehicle registration fee, the DMV must be given a three month notice to process all necessary system changes.

## (3) Compliance with Registration

The late fee for not registering a vehicle on time is \$10 if paid three or more days late.

In order to register a vehicle, drivers must first pay off all vehicle citations (e.g. parking tickets) before they can register the vehicle. If the parking tickets are past due, late fees apply. For any vehicle with parking tickets exceeding \$250, the vehicle may be impounded. To get a vehicle out of impound, all tickets that are suspending the registration must be paid or a court date set, along with correcting the registration issue with the Department of Transportation.

Drivers also risk being cited/charged for operating without a registered vehicle. An unregistered vehicle charge would be added to the record as a non-moving violation that would be worth 0 points with a penalty up to \$200.

The number of City of Madison citations for Wisconsin State Statute 341.04(1) Operating an Unregistered Vehicle with Expired Registration include:

2018 YTD: 163  
2017: 294  
2016: 277  
2015: 514  
2014: 588

This information was provided by the Madison Municipal Court. Trends in decrease in municipal citations for this issue is consistent with a general decline in all municipal citations.

In 2013, the Wisconsin Department of Transportation performed a compliance study in 8 counties. The study examined compliance over a four month period. The study found that 2.1% (or 391 out of 18,546) were unregistered. A follow up analysis in the spring of 2014 found 65% (or 253 out of 391) of the unregistered vehicles were now compliant. In another 11, the plate was no longer assigned to that vehicle. 28 had not passed an emission test required for registration, and 19 had outstanding traffic violations or other incidents that prevented the renewal of the license. 80 vehicles had no apparent restrictions that prevented registration renewal. "Thus, while 2.1 percent of the vehicles surveyed initially had expired registrations, only 0.7 percent of these vehicles failed to have renewed registrations by the time of [the] follow up analysis."

The same study reports "in 2013, approximately 17 percent of the vehicles registered in Wisconsin were registered after their registration expiration dates (764,015 out of 4,406,256 vehicles)."

#### (4) Transit Access in Madison

In 2015 Madison Metro contracted with Cambridge Systematics to conduct an onboard survey of riders and their ridership patterns. In 2016 Metro followed up the onboard survey with an equity analysis to examine potential disparity patterns. The equity analysis found that "people of color and low income riders did not have similar transit experiences to white, Non-Hispanic, or high income riders. Overall, higher percentages of people of color and low income riders had to transfer and spend more time on the bus for shorter length trips." The study found disparities in transfer rates and travel times that included "...black respondents were 2.5 times as likely to transfer one or more times than white respondents... more than three times as many black respondents transferred two times compared to white riders." Additionally, "...black respondents spent 25 percent more time on the bus than white respondents did." Similar trends exist for the Hispanic population in Madison. "Like the black respondents, Hispanic respondents were twice as likely to transfer two times than Non-Hispanic respondents." Hispanics also spend nine percent more time on the bus than Non-Hispanic riders.

When bus service does not adequately meet the needs of transit dependent populations, residents may seek alternate forms of transportation. Anecdotally, this may include cab rides, which is a less cost effective but timelier means to getting where they need to go.

#### (5) Demographic data

Maps were created to help explore zero vehicle households, low income households, and persons of color. These maps can be found in Appendix C and D. The maps demonstrate the co-location of low income households with zero vehicle households and concentration of persons of color with zero vehicle households. Further discussion of these maps can be found in the burdens section (2a).

NOTE: The maps contained in Appendix C and D are best viewed electronically.

#### Summary

Overall, citations for violations related to vehicle registrations are declining and compliance with vehicle registration to the Department of Transportation is high. While existing transit services may not meet all needs of transit dependent populations, the potential for service cuts could only stand to make matters worse for these populations.

#### d. What data are unavailable or missing?

The following data are missing or unavailable related to the Local Vehicle Registration Fee:

- Number of vehicles that never get registered
- Number of vehicles being driven that are not registered at any given time
- Population of residents who cannot access an ID
- Number of vehicles being driven by those who cannot access an ID
- Transit time

- Frequency at which residents access cab services where transit services are considered an inadequate means to getting where the passenger needs to go

e. Which focus area(s) will the policy, plan or proposal primarily impact?

Please add any comments regarding the specific impacts on each area:

- |   |  |
|---|--|
| <input type="checkbox"/> Community/Civic Engagement         | <input type="checkbox"/> Food Access & Affordability     |
| <input checked="" type="checkbox"/> Criminal Justice        | <input checked="" type="checkbox"/> Government Practices |
| <input type="checkbox"/> Early Childhood                    | <input type="checkbox"/> Health                          |
| <input type="checkbox"/> Economic Development               | <input type="checkbox"/> Housing                         |
| <input type="checkbox"/> Education                          | <input type="checkbox"/> Planning & Development          |
| <input type="checkbox"/> Employment                         | <input checked="" type="checkbox"/> Service Equity       |
| <input type="checkbox"/> Environment                        | <input checked="" type="checkbox"/> Transportation       |
| <input checked="" type="checkbox"/> Other (please describe) |  |

Comments:

Financial

## 2. WHO

a. Who (individuals or groups) could be impacted by the issues related to this policy, plan or proposal?  
Who would benefit?

The following individuals/groups could benefit as a result of this fee:

- Individuals who can access public transportation in the City of Madison because the existing bus routes and frequency could be maintained.
- Transit dependent populations because they maintain access to an alternate mode of transportation.
- Madison residents, businesses, and visitors who receive public services because the fee may prevent cuts to existing services in other City of Madison agencies.
- Property tax payers may benefit from reducing the City's reliance on property taxes as the primary revenue source.

Who would be burdened?

The following individuals/groups could be burdened as a results of this fee:

Madison residents who own a motor vehicle. See Appendix E for visualization.

- For residents with motor vehicles that have higher incomes, the fee represents a small increase in vehicle ownership costs.
- For residents with motor vehicles that have lower incomes, the fee when combined with other fees, increases the cost of motor vehicle ownership. These residents may have more difficulty paying the vehicle registration fee.

Residents that do not own a motor vehicle would not be burdened by the vehicle registration fee.

A \$17 fee on its own would likely not serve as the primary barrier for those who can already afford a vehicle. The issue exists as a significant burden for those low income individuals who are newly exploring car ownership and need to budget for the expense.

Are there potential disproportionate impacts on communities of color or low-income communities?

Yes, there are potential disproportionate impacts low-income communities, which include communities of color.

See map in Attachments C for the comparison of low income and zero vehicle households and Attachment D for the comparison of communities of color and zero vehicle households.

NOTE: The maps contained in Appendix C and D are best viewed electronically.

Generally, low-income households and households with persons of color tend to be co-located with areas that have concentration of zero vehicle households.

Low-income and zero vehicle households are likely to be the most transit dependent populations in the City of Madison.

The transit service collects riders from neighborhoods and distributes them to employment centers and services. Because of this, corridors leading to employment centers, such as University Ave and East Washington, see greater transit frequency.

See Appendix F for map of employment density.

- b. Have stakeholders from different racial/ethnic and socioeconomic groups—especially those most affected—been informed, involved and represented in the development of this proposal or plan? Who is missing and how can they be engaged? (See page 6 for guidance on community engagement.)

Staff used two primary strategies to involve stakeholders and incorporate their perspectives on the proposed fee into this analysis.

First, the City of Madison Neighborhood Resource Coordinator and Equity Coordinator had individual conversations with several community members during the analysis period. Residents of NRT neighborhoods were engaged one-on-one along with discussions of attendees at the annual Urban League picnic. In total approximately 70 residents were engaged through these channels.

Second, three online survey questions were published to the POLCO website from 7/23/2018 - 8/5/2018. The survey questions were promoted through the City's social media channels (Facebook and Twitter) and the following listservs:

- LaSup
- Madison Network of Black Professionals - Black Lists
- African Association
- Communities United
- Facebook page for UW-Madison African American Alumni
- Justified Anger - Our History page
- Justified Anger's Young Professionals
- Urban League Young Professionals
- One City School Co-Parenting Group
- Women Leaders of Madison
- Equity in the Loop

Additionally, the City and County of Milwaukee were interviewed on the implementation of the local vehicle registration fee as well as lessons learned in the process.

c. What input have you received from those who would be impacted and how did you gather this information? Specify sources of comments and other input.

The residents and social worker who spoke with the Neighborhood Resource Coordinator all expressed similar perspectives on the proposed fee. Community members shared the opinion that while a fee increase was inherently burdensome to those living with lower incomes, the proposed \$17 fee was in and of itself doable and would not pose a significant barrier. The larger and more concerning issue to all was, that when combined with the \$28 fee adopted by Dane County, residents would ultimately face a significant jump in the absolute cost they would pay to register their vehicles.

All the community members, without prompting, proposed options to help those most burdened be able to accommodate the municipal fee as well as the overall combined increase in the vehicle registration fee. These options took two tracks: an installment-based payment system and a fee waiver or reimbursement system of some sort.

A final comment expressed by one of the residents expressed an appreciation that the fee would preserve City services overall, but wished there would be more of a direct impact on enhancing the transportation system itself.

Residents who spoke with the Equity Coordinator at the Urban League event reinforced sentiments about the regressive nature of the proposed fee. Many respondents questioned how individuals already behind on bills would absorb the increased fees. Respondents generally indicated they were unaware Dane County had enacted a fee increase and that the City of Madison was considering an increase.

Approximately half indicated they would be willing to pay more; additionally, half had indicated experiencing difficulty in paying the current fee at some point in the past.

Respondents indicated they would prefer a fee structure that would allow the fee to be determined based on the value of the vehicle or individuals' income levels.

In addition to the above conversations, POLCO, a local community polling tool, was used to gather most of the feedback related to the Local Vehicle Registration Fee. A summary of the findings are presented below and detailed information regarding respondent precinct, gender, age and state income decile are included as an attachment to this analysis.

POLCO Question 1: To preserve current transit operations including bus service and frequency I'm willing to pay \$\_\_ as a local vehicle registration fee.

Of the 119 respondents:

- 44 people (37%) are willing to pay \$0
- 34 people (29%) are willing to pay \$10
- 14 people (12%) are willing to pay \$20
- 8 people (7%) are willing to pay \$30
- 5 people (4%) are willing to pay \$40
- 14 people (12%) are willing to pay \$50+
- More people (75 of 119 or 63%) are willing to pay some fee to ensure preservation of existing transit service and frequency.
- Of the 119 respondents, 60 could be found in the voter registration database, which provides additional Census information regarding the verified population taking the poll. Of the 60 registered voters, state income decile data indicate 38 respondents (63%) are in the 70+ percent range. This means the majority of the population weighing in on this issue is earning more than \$80,000 per year.
- See Appendix G for detailed outcomes.

POLCO Question 2: Have you ever found it difficult to pay the current vehicle registration fee due to finances?

Of the 70 respondents

- 19 people (27%) said Yes
- 11 people (16%) said Sometimes



-40 people (57%) said No  
-See attachment H for detailed outcomes.

POLCO Question 3: How would you minimize the impact of a \$17 local vehicle registration fee on low income communities or those with financial difficulties?

-See attachment I for detailed responses.

Additionally, the City and County of Milwaukee were interviewed on regarding their rationale to implement Local Vehicle Registration fees.

The City of Milwaukee implemented the Local Vehicle Registration fee in 2008 in order to repair roads in neighborhoods.

The County of Milwaukee passed the Local Vehicle Registration fee in 2017 in order to help balance the budget and was viewed as a better option than further reducing department budgets. Milwaukee County indicates they are operating with a structural deficit. "Overall growth in major revenues is limited to approximately 1% which is not sufficient to keep pace with standard inflationary cost growth and is especially not sufficient to keep pace with larger increases in health care and pension."

### 3. WHY

a. What are the root causes or factors creating any racial or social inequities associated with this issue? (Examples: Bias in process; Lack of access or barriers; Lack of inclusive engagement)

From the 2013 Race to Equity report, we know significant economic disparities exist in our community and are especially pronounced when comparing the black to white populations in Dane County. In 2011, the black poverty rate in the county was estimated at 54% whereas whites experienced a poverty rate of 9%.

Flat fees are applied uniformly to the population, taking a larger percentage of income from low-income earners than high-income earners making it a regressive tax. As a result, the local vehicle registration fee could be a contributing factor to widening the gap between whites and blacks and other communities of color experiencing similar disparities.

The City of Madison is strictly limited by State statutes when it comes to growth in revenues, as is the case with all Wisconsin local governments. For the City of Madison, the primary local revenue source is property tax. Growth in this revenue is limited to the value of net new construction which is not enough to cover expenditure growth.

The City of Madison seeks to implement this fee to maintain access to the existing transportation services. Indirectly, the local vehicle registration fee seeks to ensure all other city services are maintained at their current level by creating a new revenue source.

This fee increases the minimum threshold an individual in the Madison community needs to purchase a vehicle, making it more difficult to budget for this expense. Low income communities would be disproportionately impacted by this.

Marginalized populations are less likely to organize and show up at a meeting to advocate for certain budget priorities.

b. What are potential unintended consequences? What benefits or burdens may result? (Specifically consider social, economic, health and environmental impacts.)

The potential unintended consequences of the local vehicle registration fee include social and economic impacts.

The addition of a local fee may cause communities that already have trouble paying the vehicle registration fee to continue to have difficulty paying.

The City of Madison may see the number of unregistered vehicles increase. As a result, citations for unregistered vehicles may increase.

If the City of Madison creates the local vehicle registration fee, it creates a new revenue source. However, this does not deal with the fact that the city's expenditures exceed the existing revenue sources.

The public may perceive the City to be committing future budgets to current service levels.

c. What identified community needs are being met or ignored in this issue or decision?

As the population in the City of Madison is growing and the racial/ethnic makeup of population continues to change, there is a clear need to maintain or enhance services across the board. The need to maintain or enhance services is beyond just transit services, and includes other services such as community services. The City of Madison needs a new revenue source to achieve this need.

#### 4. WHERE

a. Are there impacts on geographic areas? (Select all that apply.)

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> All Madison neighborhoods | <input type="checkbox"/> Park Edge/Park Ridge          |
| <input type="checkbox"/> Allied Drive                         | <input type="checkbox"/> Southside                     |
| <input type="checkbox"/> Balsam/Russet                        | <input type="checkbox"/> East Madison (general)        |
| <input type="checkbox"/> Brentwood/Northport Corridor         | <input type="checkbox"/> North Madison (general)       |
| <input type="checkbox"/> Darbo/Worthington                    | <input type="checkbox"/> West Madison (general)        |
| <input type="checkbox"/> Hammersley/Theresa                   | <input type="checkbox"/> Downtown/Campus               |
| <input type="checkbox"/> Leopold/Arbor Hills                  | <input type="checkbox"/> Dane County (outside Madison) |
| <input type="checkbox"/> Owl Creek                            | <input type="checkbox"/> Outside Dane County           |

Comments:

Everyone who has a vehicle would be required to pay this fee.

#### 5. HOW: RECOMMENDATIONS SECTION

a. Describe recommended strategies to address adverse impacts, prevent unintended negative consequences and advance racial equity (program, policy, partnership and/or budget/fiscal strategies):

Generally, there are two categories of strategy recommendations related to the local vehicle registration fee surrounding the avoidance of payment delinquency and the avoidance of service reduction in the City of Madison.

Avoiding delinquency of payment may be contingent on individuals not paying their outstanding citations to the City of Madison or lack of sufficient funds to finance the expense. The following recommendations are possible ways to mitigate the effects of either issue:

1.) Offer amnesty days for municipal citations related to vehicle registration.

- Municipal citations are issued under 341.04(3) operating an unregistered vehicle with expired registration.

- As outlined in the data section, municipal citations have been on the decline. However, supports for individuals who cannot afford to pay their citations may prevent some of the unintended consequences of adding to the local vehicle registration fee.

- It is important to note that based on the August 6, 2018 article in the Wisconsin State Journal "Most ticket scofflaws remained ticket scofflaws under Madison amnesty program", of the 200 scofflaws as part of the tow "unpaid ticket resolution days," only about one-third of the total reduced fines had been collected and 77 people hadn't paid anything at all.

## 2.) Bring mobile courts to underserved areas.

- Mobile courts could bring the amnesty program to the neighborhoods that tend to be disproportionately impacted by the current structure of government (e.g. court services provided during day time hours at city hall in downtown Madison). This may include transit dependent populations working first shift that may not have other means to access the court to discuss their case with an attorney.
- Services could be provided during the evening hours and on weekends.
- Staffing this model would need to be considered in budget implications.

## 3.) Create a hardship waiver or stipend.

- A hardship stipend or waiver could be administered by the City of Madison and follow income guidelines established by existing programs such as the ambulance hardship waiver or Section 8 housing criteria.
- The City of Madison administers the Section 8 program in house but holds contract to administer the hardship waiver for the ambulance billing process.
- In a recent racial equity analysis on the ambulance hardship waiver process, data indicate that of the 11,028 transports that occurred January 2017 - August 2017 only 11 individuals (0.1%) had a hardship waiver written off while 34 individuals (0.3%) went to collections.
- A follow up survey of the individuals who were sent to collections (n=330) found that 8.5% (n = 28) were returned with no forwarding address, suggesting the population is transient.
- When considering implementation of a hardship waiver or stipend the following items should be considered:
  1. How will the program be marketed to ensure maximum utilization among eligible residents?
  2. How will eligibility for the waiver or stipend be determined?
  3. Which agency will be charged with implementation of the program? Does the agency identified have the current capacity to administer the program? What are the costs associated with this process?
    - a. The magnitude of the proposed fee is relatively small compared to other fees levied by the City (e.g. Current ambulance conveyance fee = \$1,075 vs. Proposed vehicle registration = \$17).
- Consistent with the Section 8 and Ambulance Hardship waiver programs, a local vehicle registration waiver or stipend could use 50% area median income (AMI) to determine eligibility. According to the 2015-2019 City of Madison Consolidated Plan, there are 18,047 households in the City of Madison living at or below 50% AMI. Assuming each household has one vehicle, at 100% utilization the annual cost of providing waivers or stipends would be approximately \$307,000.

## 4.) Establish relationship with existing community partners

- Community partners often fill a gap where City services are unable to fully meet community needs.
- Teaching community partners, such as social workers as Joining Forces for Families, on the potential outcomes of residents not paying the vehicle registration fee on time may serve to further educate low income populations on the compounding effects that are possible as outlined in the scenario in the data section.

To avoid reductions in transit services and other city services, the fee needs to be considered as a recommendation.

## 5.) Implement the fee

- Compared with other states, local communities in Wisconsin have very few revenue options to support local services. In many states, cities can raise revenue from sales, motor fuel and income taxes. The property tax is the sole broad-based revenue source for Wisconsin cities (it pays for 75% of Madison's general services budget). The State of Wisconsin places strict limits on the growth in property taxes. It further constrains local options by limiting the growth in spending from the property tax through the expenditure restraint program. Most recently, the State Legislature adopted strict limits on the use of room taxes for general services, such as police and fire costs, further constraining options for cities to maintain service levels.

- Madison has utilized the few tools available to try to keep pace with rising costs. Past budgets have included implementation of a city-wide urban forestry special charge, increases in ambulance conveyance fees and strong growth in room taxes prior to the recent change in state law. The local room tax rate was raised from 9% to 10% in the 2018 budget to help maintain general service levels. Implementing a vehicle registration fee is one of the last options available to help maintain services and keep pace with rising costs.

- Revenue from this fee will help the City maintain the current level of service for both transit programming as well as other priorities (such as community services, public safety and health, and public works and parks) that are funded through the City's general fund. If this revenue is not included as a potential funding source in 2019, other reductions will have to be made to comply with the State's levy limit and expenditure restraint program. Reductions will have to be made in areas where the City has discretion in how funds are spent. These areas may include community agency contracts, seasonal staffing for a variety of functions, and programming in City facilities.

b. Is the proposal or plan:

- Realistic?
- Adequately funded?
- Adequately resourced with personnel?
- Adequately resourced with mechanisms (policy, systems) to ensure successful implementation and enforcement?
- Adequately resourced with provisions to ensure ongoing data collection, public reporting, stakeholder participation and public accountability?

If you answered "no" to any of the above, what resources or actions are needed?

There is no clear owner or capacity to administer any of the delinquency recommendations

c. Who is accountable for this decision?

Mayor  
City of Madison Alders

d. How will impacts be documented and evaluated? What are the success indicators and progress benchmarks?

The City of Madison wants to ensure delinquency for lack of payment of the vehicle registration fee does not go up as a result of the addition of a local fee. Additionally, the City seeks to ensure existing City services are maintained at the 2018 level.

Impacts will be documented and evaluated by ensuring municipal citations for 341.04(3) operating an unregistered vehicle with expired registration are steady or decreasing.

e. How will those impacted by this issue be informed of progress and impacts over time?

The City will inform residents through the budget document, highlighting the fiscal health of the City and the transit utility.

## DATA RESOURCES FOR RACIAL EQUITY AND SOCIAL JUSTICE IMPACT ANALYSIS

### City of Madison

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- Neighborhood Indicators (UW Applied Population Lab and City of Madison):  
<http://madison.apl.wisc.edu>
- Open Data Portal (City of Madison):  
<https://data.cityofmadison.com>
- Madison Measures (City of Madison):  
[www.cityofmadison.com/finance/documents/madisonmeasures-2013.pdf](http://www.cityofmadison.com/finance/documents/madisonmeasures-2013.pdf)
- Census reporter (US Census Bureau):  
<http://censusreporter.org/profiles/06000US5502548000-madison-city-dane-county-wi>

### Dane County

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- Geography of Opportunity: A Fair Housing Equity Assessment for Wisconsin's Capital Region (Capital Area Regional Planning Commission):  
[www.capitalarearpc.org](http://www.capitalarearpc.org)
- Race to Equity report (Wisconsin Council on Children and Families):  
<http://racetoequity.net>
- Healthy Dane (Public Health Madison & Dane County and area healthcare organizations):  
[www.healthydane.org](http://www.healthydane.org)
- Dane Demographics Brief (UW Applied Population Lab and UW-Extension):  
[www.apl.wisc.edu/publications/Dane\\_County\\_Demographics\\_Brief\\_2014.pdf](http://www.apl.wisc.edu/publications/Dane_County_Demographics_Brief_2014.pdf)

### State of Wisconsin

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- Wisconsin Quickfacts (US Census):  
<http://quickfacts.census.gov/qfd/states/55000.html>
- Demographics Services Center (WI Dept of Administration):  
[www.doa.state.wi.us/section\\_detail.asp?linkcatid=11&linkid=64&locid=9](http://www.doa.state.wi.us/section_detail.asp?linkcatid=11&linkid=64&locid=9)
- Applied Population Laboratory (UW-Madison):  
[www.apl.wisc.edu/data.php](http://www.apl.wisc.edu/data.php)

### Federal

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- American FactFinder (US Census):  
<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- 2010 Census Gateway (US Census):  
[www.census.gov/2010census](http://www.census.gov/2010census)

# CITY OF MADISON RACIAL EQUITY AND SOCIAL JUSTICE COMMUNITY ENGAGEMENT CONTINUUM

Adapted from *Community Engagement Guide: A tool to advance Equity & Social Justice in King County*

The continuum provides details, characteristics and strategies for five levels of community engagement. The continuum shows a range of actions from county-led information sharing that tends to be shorter-term to longer-term community-led activities. The continuum can be used for both simple and complex efforts. As a project develops, the level of community engagement may need to change to meet changing needs and objectives.

The level of engagement will depend on various factors, including program goals, time constraints, level of program and community readiness, and capacity and resources. There is no one right level of engagement, but considering the range of engagement and its implications on your work is a key step in promoting community participation and building community trust. Regardless of the level of engagement, the role of both the City of Madison and community partners as part of the engagement process should always be clearly defined.

Levels of Engagement				
<b>City Informs</b> City of Madison initiates an effort, coordinates with departments and uses a variety of channels to inform community to take action	<b>City Consults</b> City of Madison gathers information from the community to inform city-led projects	<b>City engages in dialogue</b> City of Madison engages community members to shape city priorities and plans	<b>City and community work together</b> Community and City of Madison share in decision-making to co-create solutions together	<b>Community directs action</b> Community initiates and directs strategy and action with participation and technical assistance from the City of Madison
Characteristics of Engagement				
<ul style="list-style-type: none"> <li>Primarily one-way channel of communication</li> <li>One interaction</li> <li>Term-limited to event</li> <li>Addresses immediate need of City and community</li> </ul>	<ul style="list-style-type: none"> <li>Primarily one-way channel of communication</li> <li>One to multiple interactions</li> <li>Short to medium-term</li> <li>Shapes and informs city projects</li> </ul>	<ul style="list-style-type: none"> <li>Two-way channel of communication</li> <li>Multiple interactions</li> <li>Medium to long-term</li> <li>Advancement of solutions to complex problems</li> </ul>	<ul style="list-style-type: none"> <li>Two-way channel of communication</li> <li>Multiple interactions</li> <li>Medium to long-term</li> <li>Advancement of solutions to complex problems</li> </ul>	<ul style="list-style-type: none"> <li>Two-way channel of communication</li> <li>Multiple interactions</li> <li>Medium to long-term</li> <li>Advancement of solutions to complex problems</li> </ul>
Strategies				
Media releases, brochures, pamphlets, outreach to vulnerable populations, ethnic media contacts, translated information, staff outreach to residents, new and social media	Focus groups, interviews, community surveys	Forums, advisory boards, stakeholder involvement, coalitions, policy development and advocacy, including legislative briefings and testimony, workshops, community-wide events	Co-led community meetings, advisory boards, coalitions and partnerships, policy development and advocacy, including legislative briefings and testimony	Community-led planning efforts, community-hosted forums, collaborative partnerships, coalitions, policy development and advocacy, including legislative briefings and testimony

## NOTES

Department of Transportation Compliance Study:

<https://wisconsindot.gov/documents2/research/WisDOT-Policy-Research-0092-13-14-final-report.pdf>

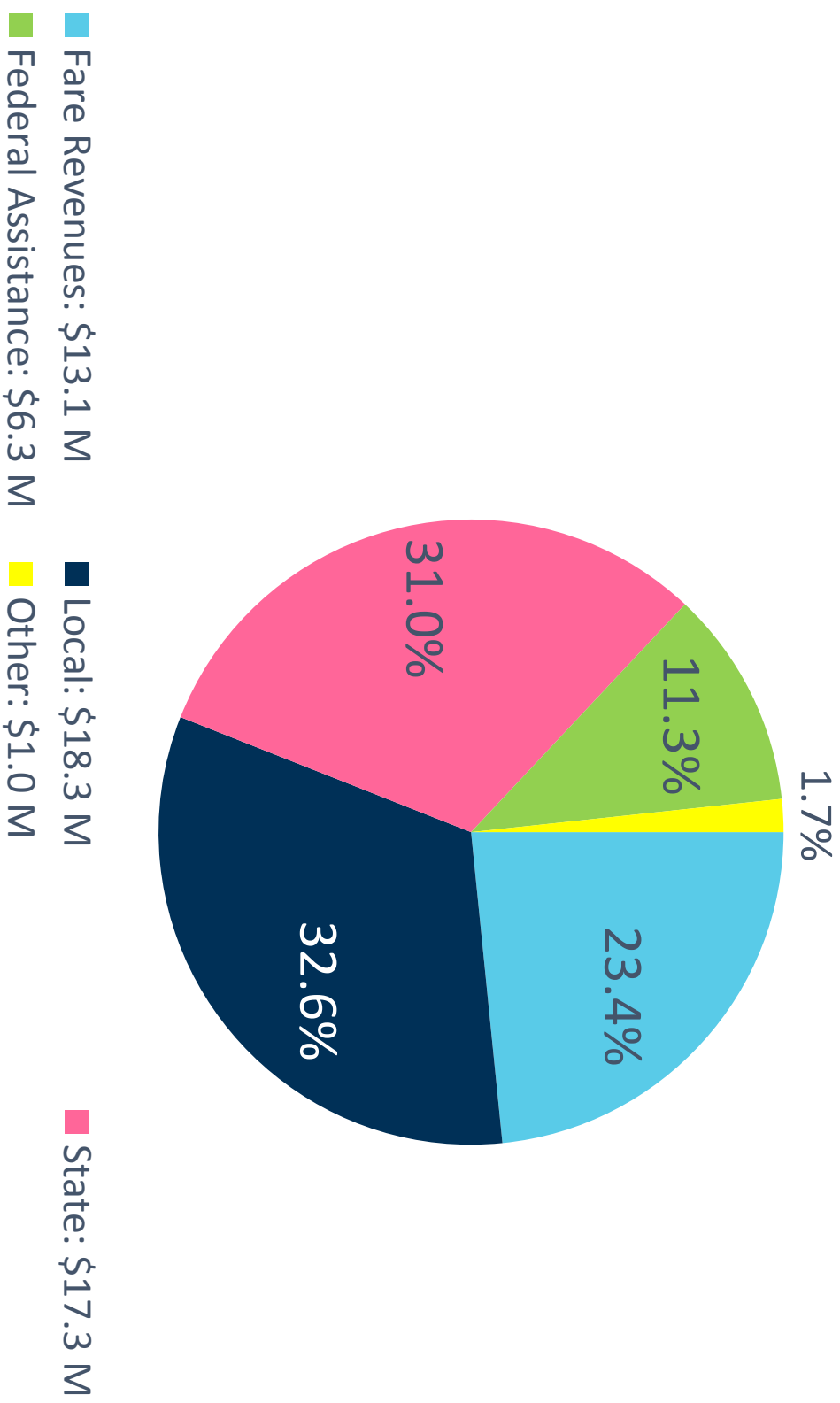
Metro Transit Onboard Survey:

<http://www.cityofmadison.com/metro/tigergrant/materials/metro-transit-on-board-survey.pdf>

City of Madison, Wisconsin Consolidated Plan

[http://www.cityofmadison.com/cdbg/docs/2015-2019\\_ConPlan.pdf](http://www.cityofmadison.com/cdbg/docs/2015-2019_ConPlan.pdf)

## Operating Budget (Funding Sources)



Source: 2016 National Transit Database, Metro Transit System: [https://www.transit.dot.gov/sites/fta.dot.gov/files/transit\\_agency\\_profile\\_doc/2016/50005.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2016/50005.pdf)



# Understanding the 2019 Outlook

CITY OF MADISON

## 2019 OUTLOOK

Revenue	Expenditures
<b>+13.3m</b>	<b>+18.0m</b>

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# -\$4.7m

## Revenue

# +4.1%

INCREASE

- Growth in General Fund revenue is driven by a one-time increase in state aid (\$1.1m) and the projected levy increase (\$10.6m).
- Local revenues are projected to decline by 0.8% (\$0.4m) from 2018 to 2019.



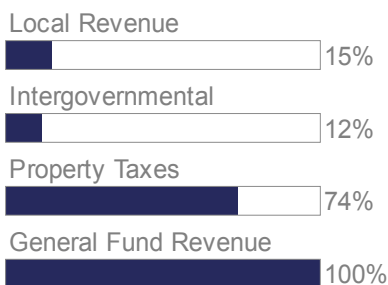
## PROPERTY TAX LEVY

Allowable Levy Growth  
Projected Growth=\$10.6m

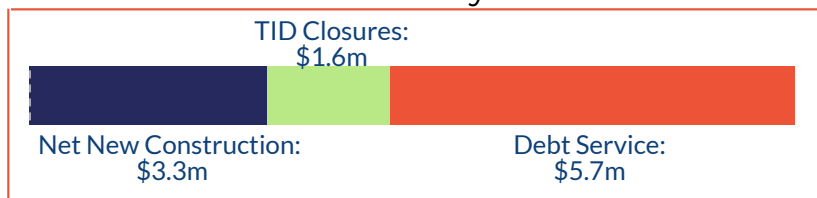
- State-imposed Levy Limits cap the growth rate in the property tax levy. The closures of three TIF Districts adds \$1.6m to the allowable increase in 2019.
- The property tax levy is projected to increase by 4.6% (\$10.6m) from 2018 to 2019; at this rate taxes on the average value home will increase 1.1%.

## Where the \$ Comes From

### GENERAL FUND REVENUE BY TYPE



### Elements of Levy Growth

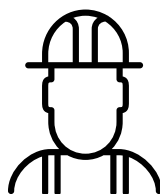


## Expenditures

General Fund expenditures are projected to increase by 5.8%. Debt service & personnel costs are the primary drivers of the increase.

# +5.8%

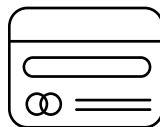
INCREASE



## PERSONNEL COSTS

Increase=\$7.3m

- Step & longevity increases for existing employees;
- Anticipated contract increases;
- Police overtime & academy costs;
- Sick leave escrow payments; and
- Projected increase in health insurance rates.



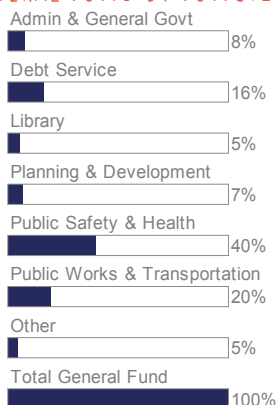
## DEBT SERVICE

Increase=\$6.7m

- Assumes GO Borrowing in 2018 will be consistent with prior year trends (2/3 of authorized borrowing).
- At projected level, debt service will be 16.0% of the 2019 budget.

## Where the \$ Goes

### GENERAL FUND BY FUNCTION



## FUEL & EQUIPMENT COSTS

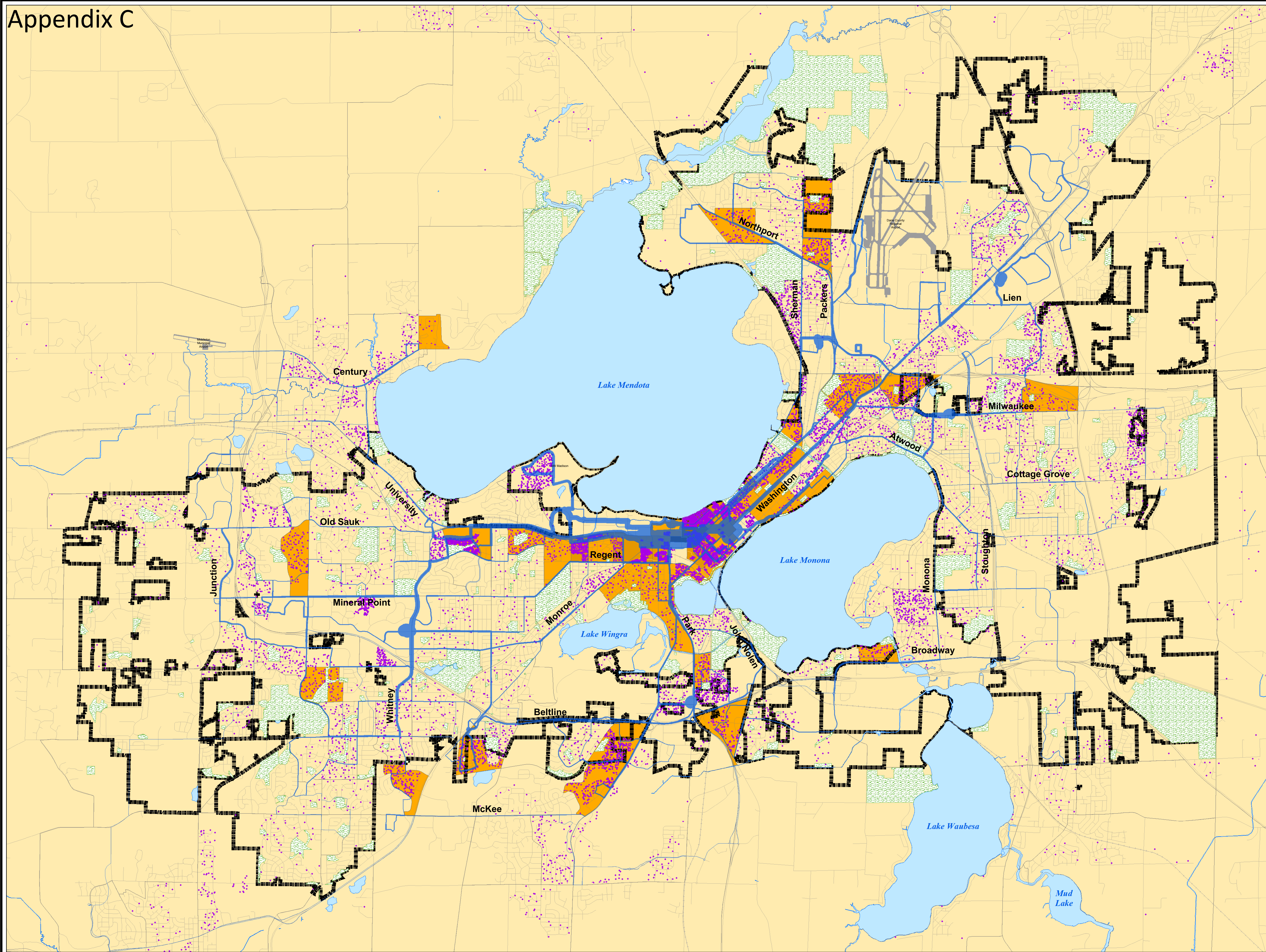
Increase=\$2.0m

- Projected increase in fuel & diesel costs for City & Metro fleet based on current futures estimates.
- Increase depreciation costs based on current assets and those planned to be purchased.



# Low Income Households and Zero Vehicle Households

City of Madison Area  
Dane County, Wisconsin



**1 Dot = 1 Households**

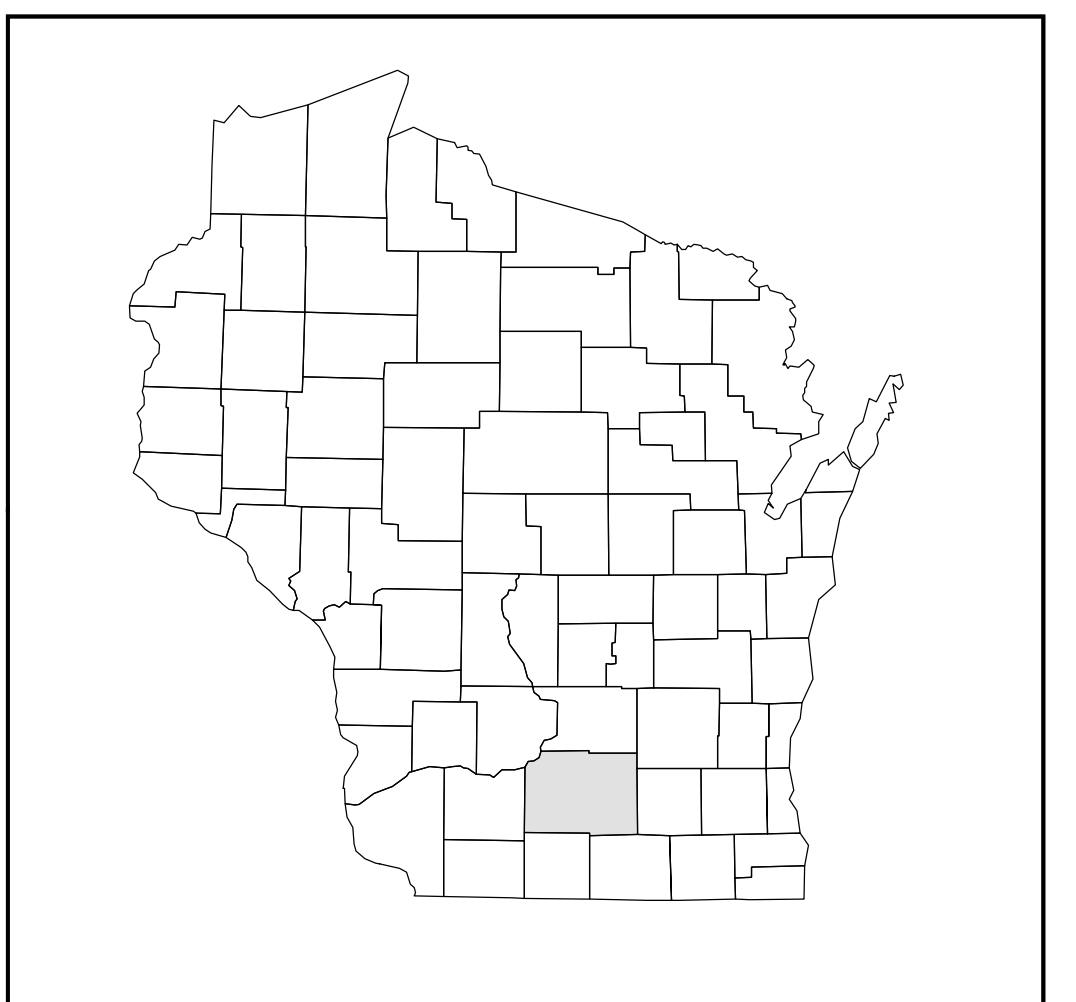
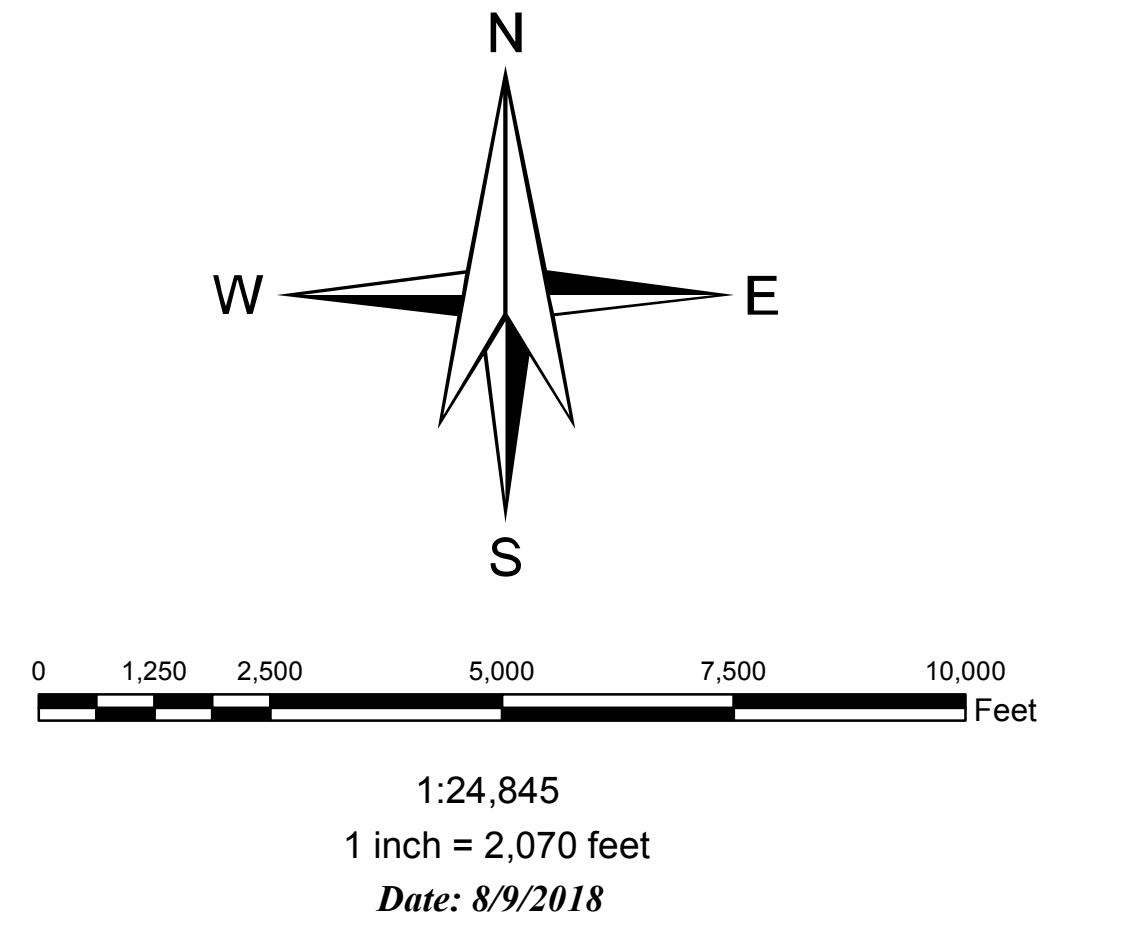
**Zero Vehicle Households**

**Metro Bus Routes Buses per Week**

- 100
- 500
- 1000
- 2000

**Low Income Households Per Acre**

- 0.0 - 0.85
- 0.86 - 4.2
- 4.3 - 13
- 14 - 25
- 26 - 42



A multivariate mapping technique using dot density mapping is used to show both population density and minority concentrations.

One dot equals one household with no vehicular access.

2016 American Community Survey 1-Year Estimates

Source of data table:  
ACS\_2016\_5YR\_BG\_55\_WISCONSIN.gdb/BG\_METADATA\_2016

Fields:  
TENURE BY VEHICLES AVAILABLE: Owner occupied: No vehicle available: Occupied housing units--(Estimate)  
TENURE BY VEHICLES AVAILABLE: Renter occupied: No vehicle available: Occupied housing units--(Estimate)

ACS\_2016\_5YR\_BG\_55\_WISCONSIN.gdb/BG\_METADATA\_2016

Fields:  
POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER:  
Income in the past 12 months below poverty level: Households--(Estimate)

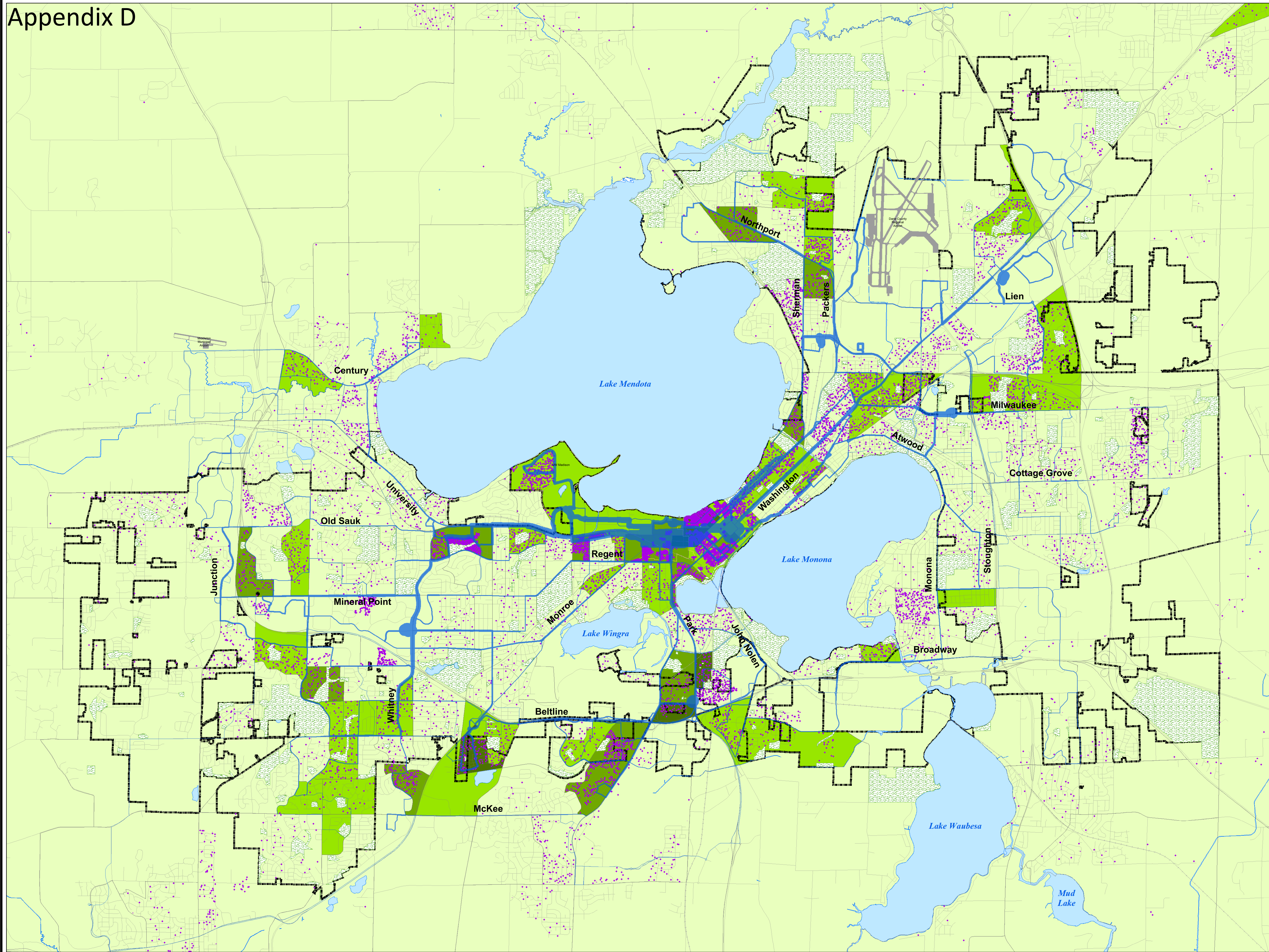
The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

Source Info:  
Street Base: 2012 (DCLIO)  
Hydrography: 2010: 1:2400 (DCLIO)  
Population and Race: 2010 Census (U.S. Bureau of the Census)



# Persons of Color and Zero Vehicle Households

City of Madison Area  
Dane County, Wisconsin



**1 Dot = 1 Households**

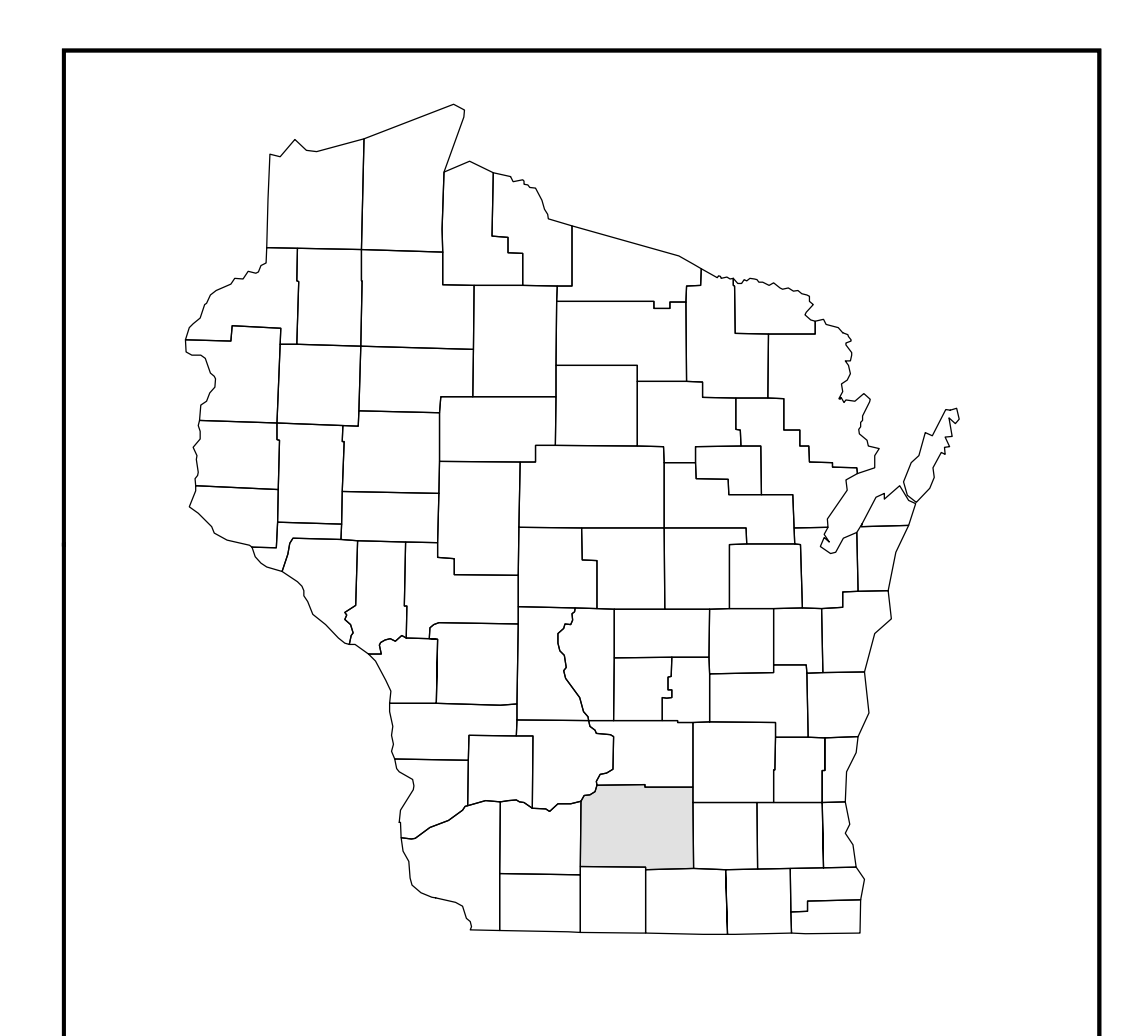
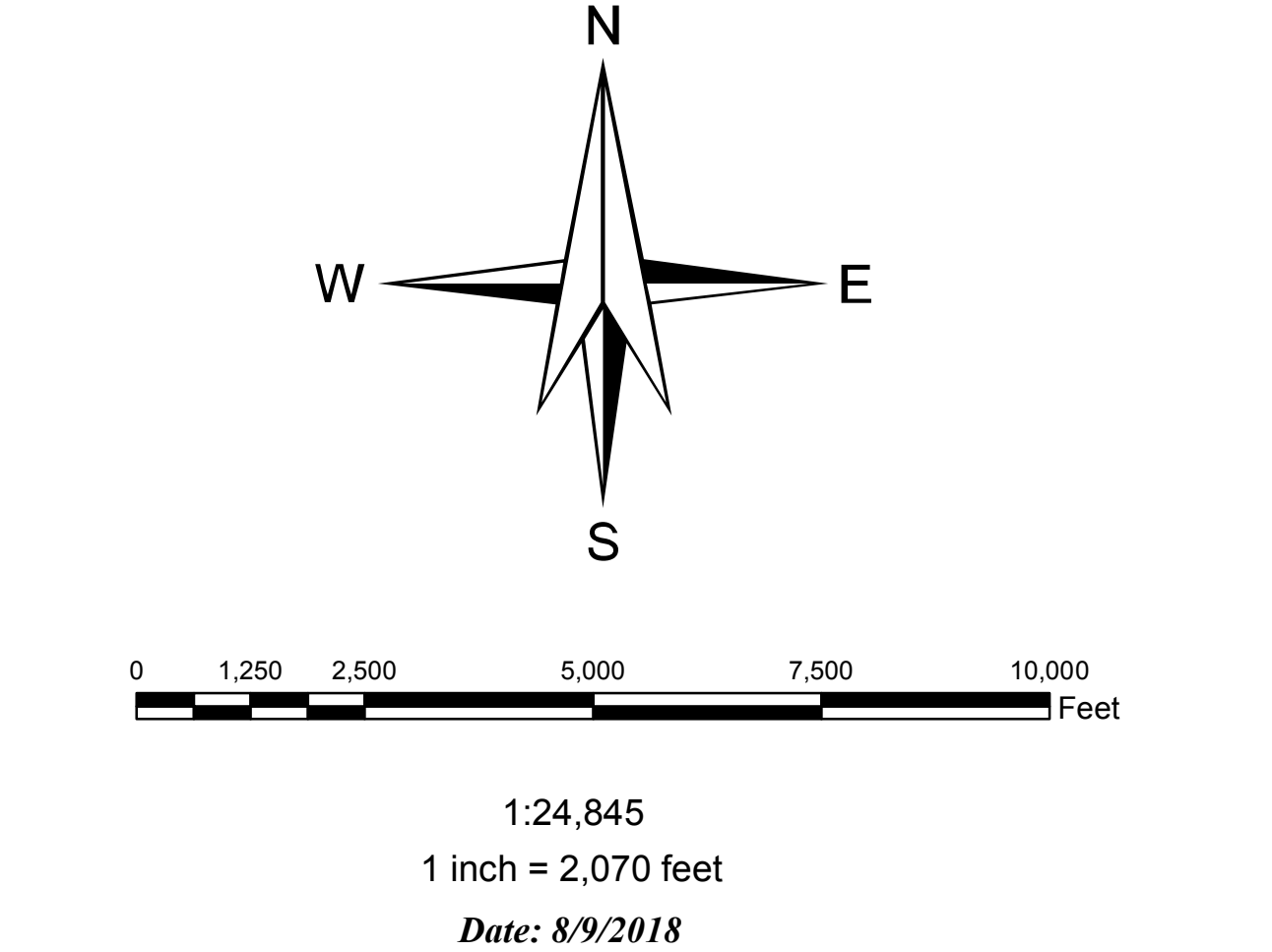
**Zero Vehicle Households**

**Metro Bus Routes Buses per Week**

- 100
- 500
- 1000
- 2000

**Persons of Color Per Acre**

- 0.00 - 1.49
- 1.50 - 4.45
- 4.46 - 8.10
- 8.11 - 19.19
- 19.20 - 36.90



A multivariate mapping technique using dot density mapping is used to show both population density and minority concentrations.

One dot equals one household with no vehicular access: 2016 American Community Survey 1-Year Estimates

Source of data table:  
ACS\_2016\_5YR\_BG\_05\_WISCONSIN.gdb/BG\_METADATA\_2016

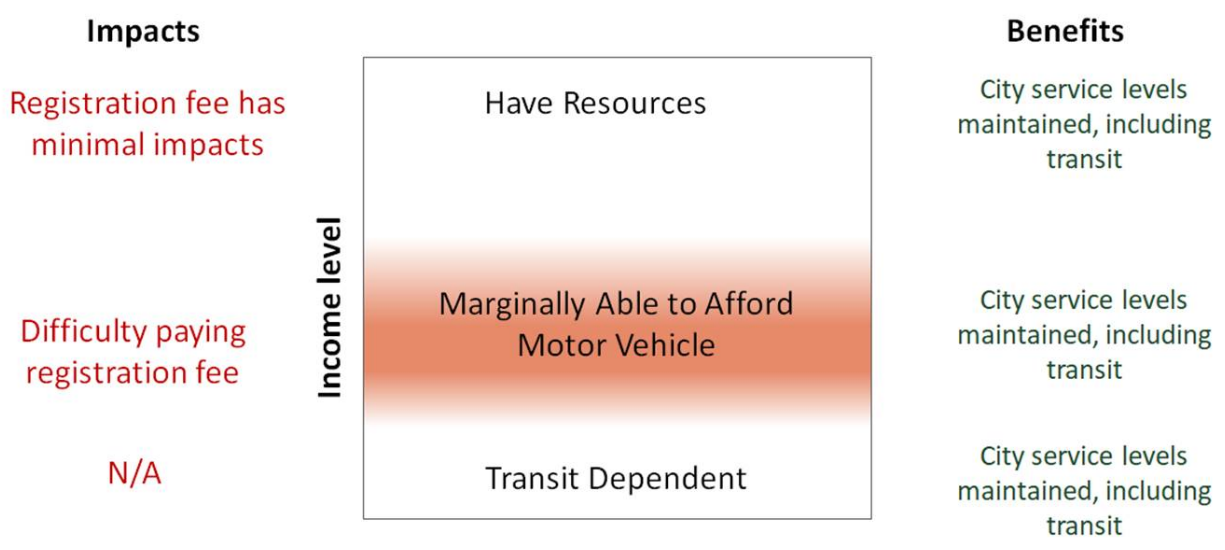
TENURE BY VEHICLES AVAILABLE: Owner occupied; No vehicle available; Occupied housing units—(Estimate)  
TENURE BY VEHICLES AVAILABLE: Renter occupied; No vehicle available; Occupied housing units—(Estimate)

Fields:  
RACE: Black or African American alone: Total population—(Estimate)  
RACE: American Indian and Alaska Native alone: Total population—(Estimate)  
RACE: Asian alone: Total population—(Estimate)  
RACE: Native Hawaiian and Other Pacific Islander alone: Total population—(Estimate)  
RACE: Some other race alone: Total population—(Estimate)  
RACE: Two or more races alone: Total population—(Estimate)

The dots are placed randomly within each census block but are restricted to areas of residential land use. This restriction results in a map that gives a more accurate portrayal of where population exists on the ground versus the traditional choropleth map.

Source Info:  
Street Base: 2012 (DCLU)  
Hydrography: 2010; 1:24,845 (DCLU)  
Population and Race: 2010 Census (U.S. Bureau of the Census)

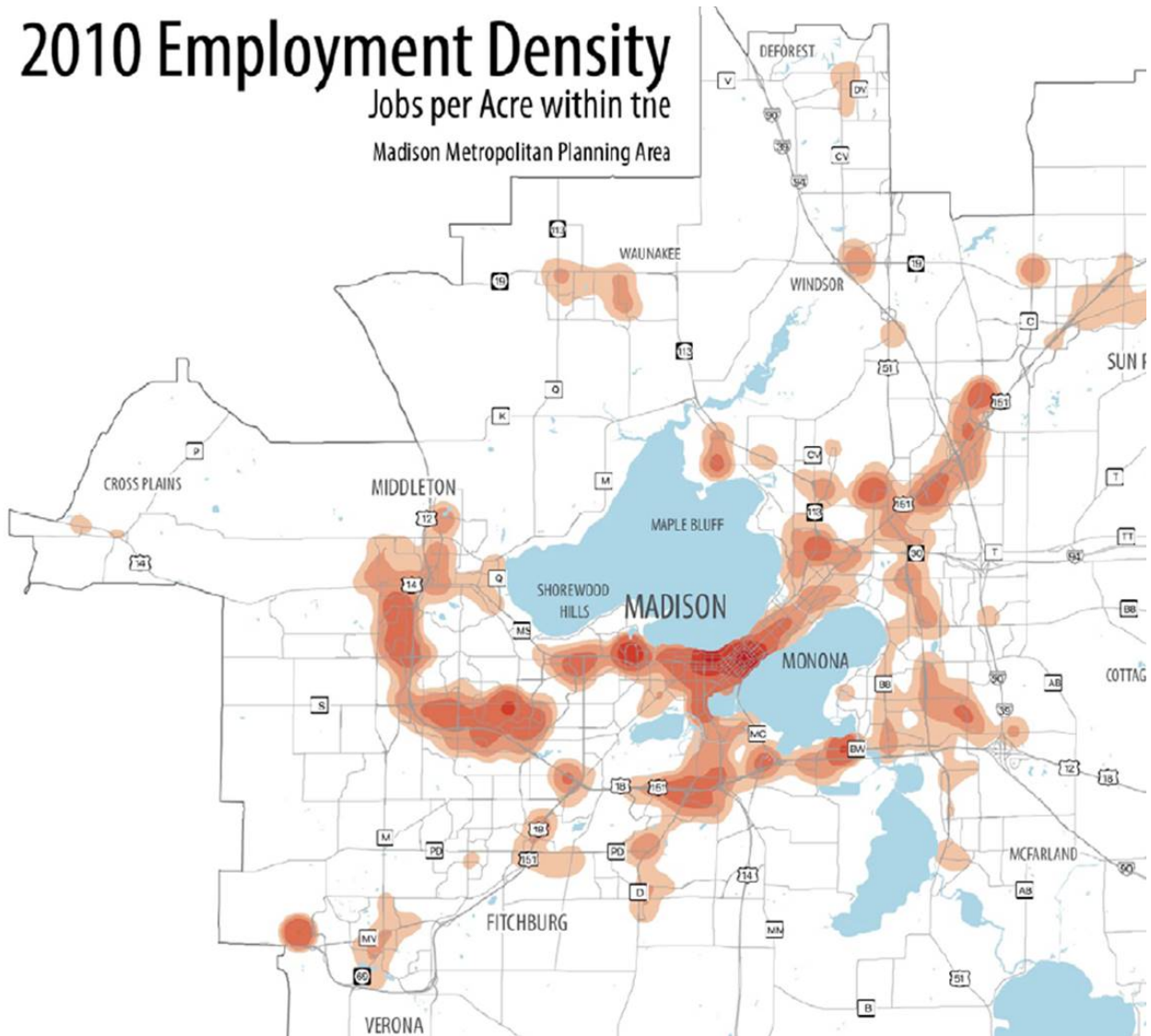




Appendix

# 2010 Employment Density

Jobs per Acre within the  
Madison Metropolitan Planning Area



## Policy Overview

# To preserve current transit operations including bus service and frequency I'm willing to pay \$\_\_ as a local vehicle registration fee.

Policy added **2018-07-17**

Voting ends **2018-08-05**

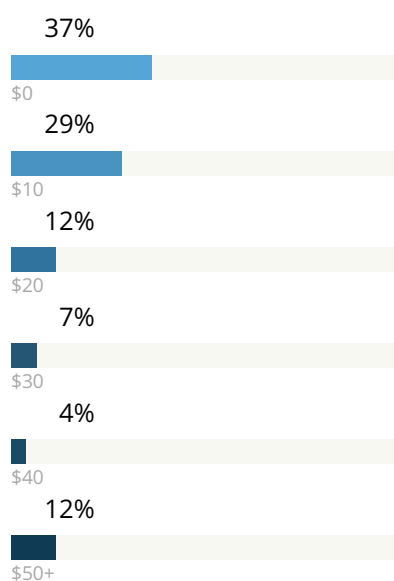
17 opinions

119 votes

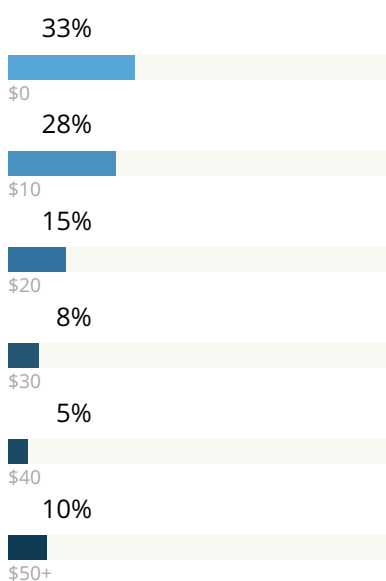


Posted by  
City of Madison  
Finance

### All Respondents



### Registered voters



## Description

The State of Wisconsin charges residents a \$75 annual fee to register a vehicle. Currently, 100% of the fee you pay goes to the State. The City of Madison is considering a \$17 local vehicle registration fee in order to maintain transit (bus) frequency and routing. This fee would be in addition to the \$28 fee passed by Dane County, which begins October 2018. If passed, the total vehicle registration fee for vehicles residing in the City of Madison would be \$120.

Twenty-seven local communities and counties in Wisconsin have a local vehicle registration fee. Residents of the City of Milwaukee pay combined state, county and city vehicle registration fees of \$125. Milwaukee County uses revenues from its fee to help maintain transit routes, the City of Milwaukee uses revenues to repair roads in neighborhoods.

Wisconsin's vehicle-related fees are lower than 35 other states and the lowest of its neighboring states; Wisconsin has the 8<sup>th</sup> lowest auto insurance rates in the country.



## Opinions

### Anonymous user's opinion 2 votes

The proceeds from riders should cover the cost of the service. If people don't value the service then it should be modified or ended.

### Anonymous user's opinion 0 votes

I don't see why vehicle owners have to pay a \$17 fee to maintain buses and routes. How about raising the bus ticket price. Why should a resident of Madison have to pay extra for their vehicles when the money is going into buses. I think the people that actually use the buses should have the fine not car owners.

### Anonymous user's opinion 0 votes

We need to maintain our bus route system if not improve it

### Anonymous user's opinion 0 votes

I've rarely used the Metro since college, but would be happy to pay to support the system and those who depend on it

### Anonymous user's opinion 0 votes

Local vehicle registration fees should be used for local streets and roads. This will free up tax revenue for transit, and drivers would be paying their fair share for the roads they drive on. I ride the bus regularly and support our tax dollars being used for this vital service. But having vehicle registration fees go to transit is completely illogical.

### Anonymous user's opinion 0 votes

Willing to pay \$10

### Perry Govier's opinion 0 votes

Preserve?! The reason they're suffering is because it's so limited. Madison needs a significant increase in public transportation offerings.

### Anonymous user's opinion 0 votes

If Madison Metro is having monetary issues, perhaps they should rein in overtime and stop paying drivers over \$100k/year

### Anonymous user's opinion 0 votes

The county already added a vehicle registration fee, the governor added a hybrid tax, I pay to live in proximity to my work place so that I can bike (which I register,) or walk (which for now isn't taxed.) I'm annoyed that I'm paying additional fees to subsidize urban sprawl so people in McMansion built in cornfields can have a straight four lane shot to their office. The transit system serves the most vulnerable in our community and should be maintained and supported- but added fees aren't the only answer. Consider reducing city funding to other pride projects, like constant TIF funding, neighborhood single occupancy grant programs like the Green Bush and Mansion Hill programs, Judge Doyle Square, policing AirBNBs, and the Public Market. Stop spending money on ego and put it into services.



**Anonymous user's opinion 0 votes**

We need to improve our bus transit system, and extend its services so that it can readily be used by more people. People driving individual vehicles benefit from having fewer people on the road, and should contribute toward the cost of public transportation. However, the fee would disproportionately affect low income drivers in a negative way, so there should be some means to provide a waiver for people who would find this a hardship.

**Anonymous user's opinion 0 votes**

My concern is that the County is implementing a rather steep fee this year, for families with more than one vehicle that can get pricey, the State Legislature is imposing an additional \$75 registration fee on hybrids and \$100 on electric cars on October 1st of this year. This is a rather regressive tax in that people living in poverty will pay the same and people living in poverty in Madison will get hit twice, with a County and City fee. If the City could find a way to have a low-income exemption I'd be more inclined to support it.

**Anonymous user's opinion 0 votes**

Buses are outdated. It would be significantly less expensive to take half the city transportation budget and apply it towards an uber credit.

**Anonymous user's opinion 0 votes**

Revenue should be collected from users, not from those using an alternative means of accomplishing a goal. I also don't think we should tax cars for the maintenance of boat launches or walking trails or bike paths.

**Anonymous user's opinion 0 votes**

A local vehicle registration fee is not an equitable way to finance a transit system. Someone who lives in Shorewood Hills, Maple Bluff or Monona ends up not paying into this unfair and regressive finance scheme. The transit system needs to be paid for by those who use it and by everyone who lives or works within the boundaries of the transit system in a more equitable manner like income taxes or property taxes.

**Julia Gilden's opinion 0 votes**

We should pay much more than \$125/year to mitigate all the negative externalities of driving private cars. My only concern about this fee is this it may overburden people with low incomes. I would prefer that transit be funded by progressive taxation where the rich pay their fair share.

**Anonymous user's opinion 0 votes**

I live in a high density neighborhood on the Isthmus where the quality and safety of life is radically compromised by parking and traffic issues. Making the cost of driving clear while helping the many great alternatives to driving one's own car we already have in Madison would be great. When you get four students living together in a 2 or 3 flat house, and each has a car, you have a serious problem. We have good alternate transportation. Keep it strong and make it even better!

**Anonymous user's opinion 0 votes**

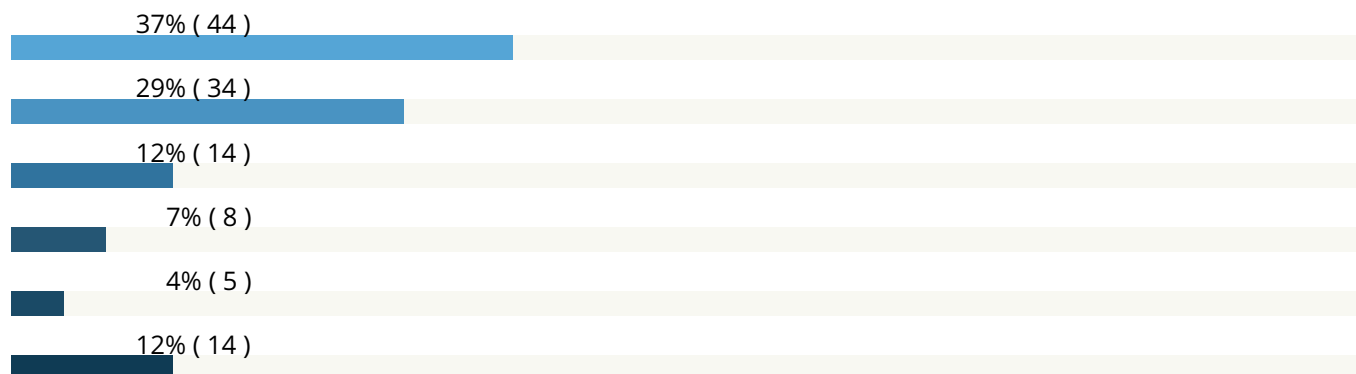
Were public transportation a needed money-maker, you couldn't keep investors and users away from it. Since it is not, only the government entities with tax assessment authority and unlimited funds can keep it going.

## All Other Communities

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### City of Madison Finance

#### All respondents (119)



#### Registered Voters in City of Madison Finance (56)

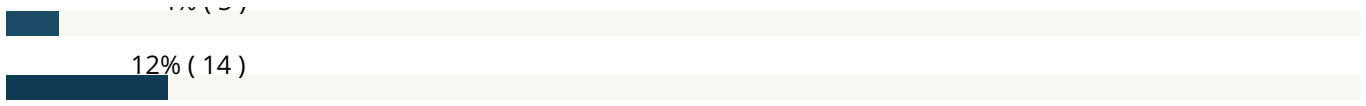


#### Live in City of Madison Finance (102) - Self-reported



#### Subscribers to City of Madison Finance (119)





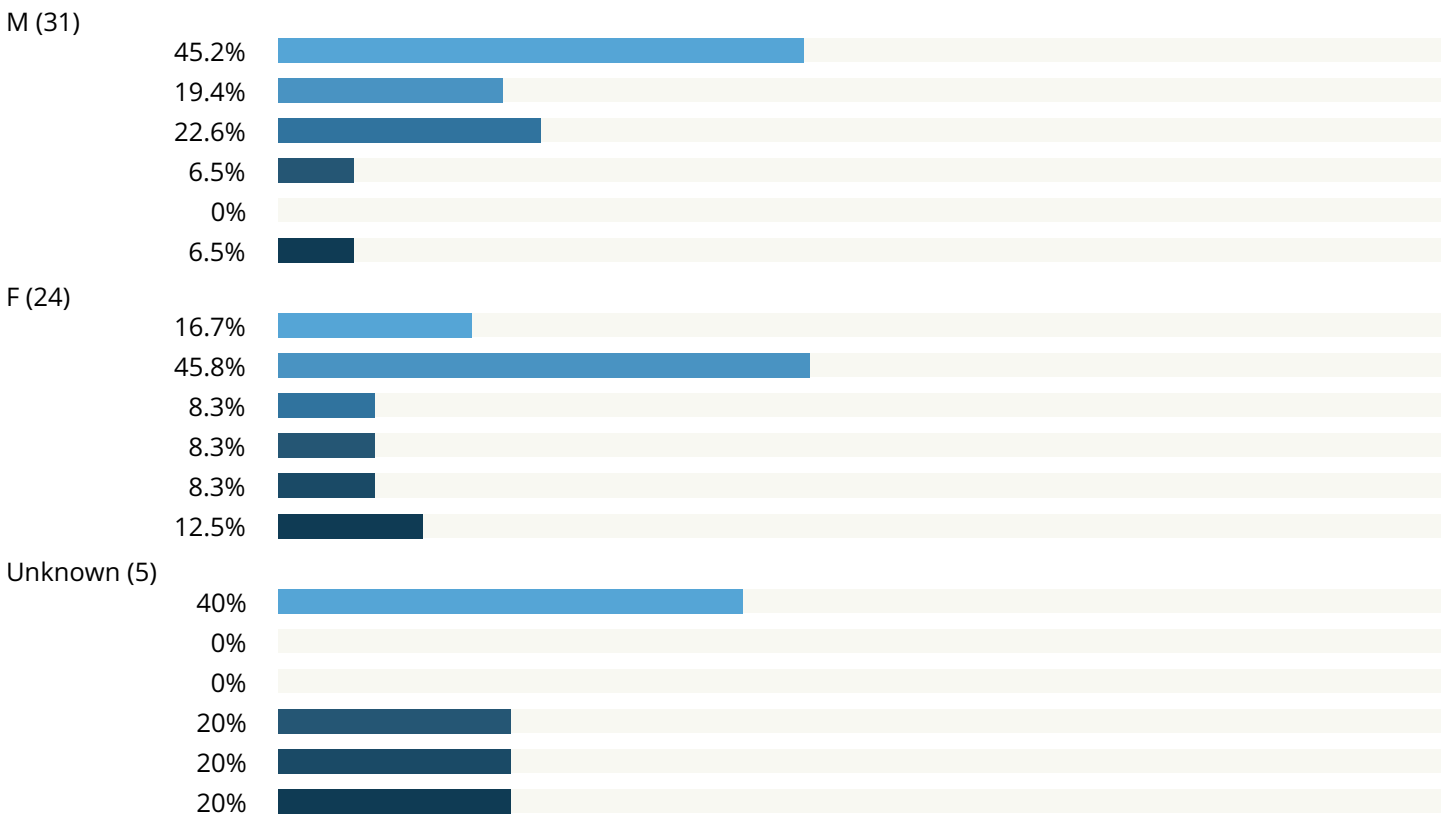
**Registered Voters from anywhere (60)**

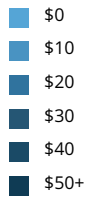


**Abstained (0)**

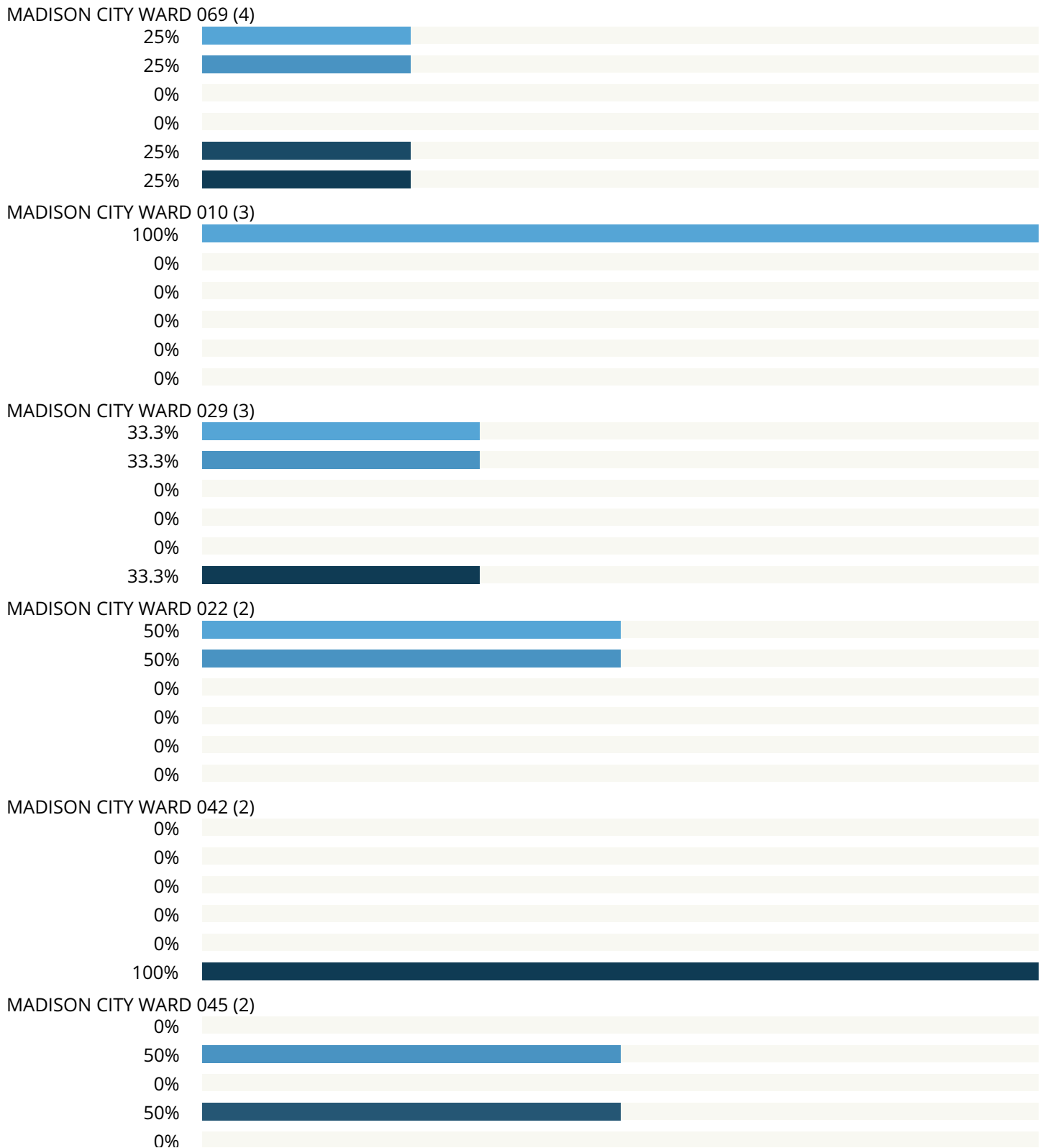


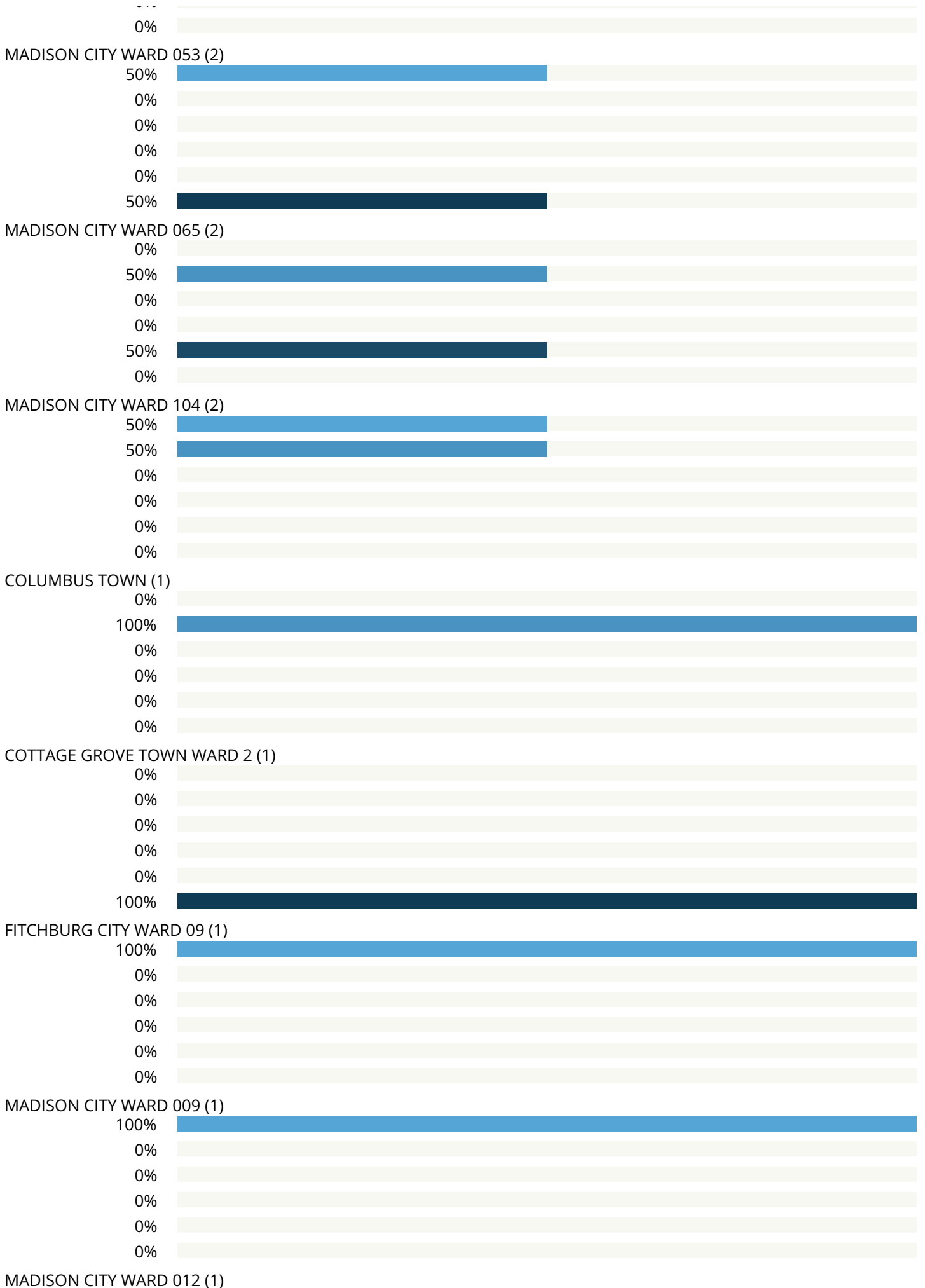
Voters\_Gender Breakdown  
60 Registered voters



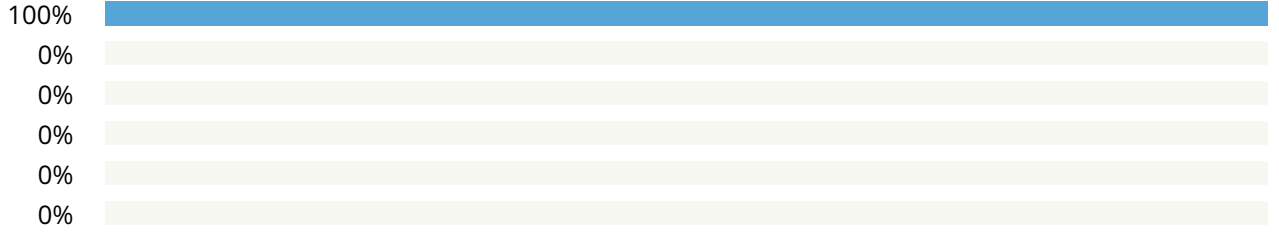


Precinct Breakdown  
60 Registered voters

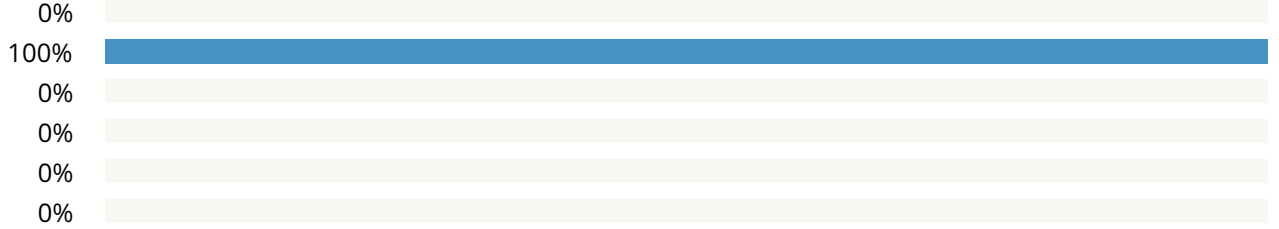




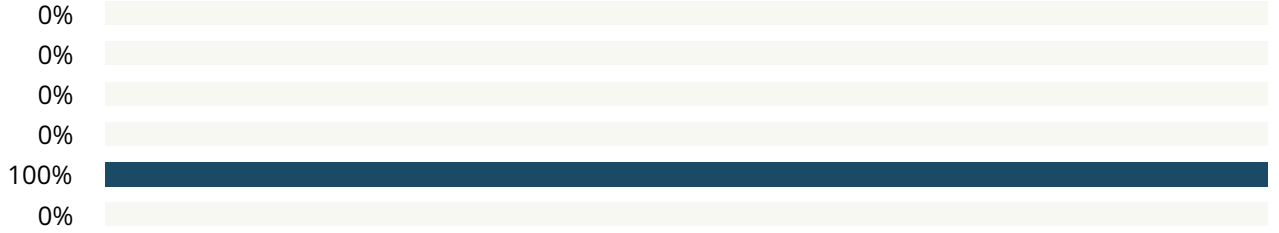
MADISON CITY WARD 012 (1)



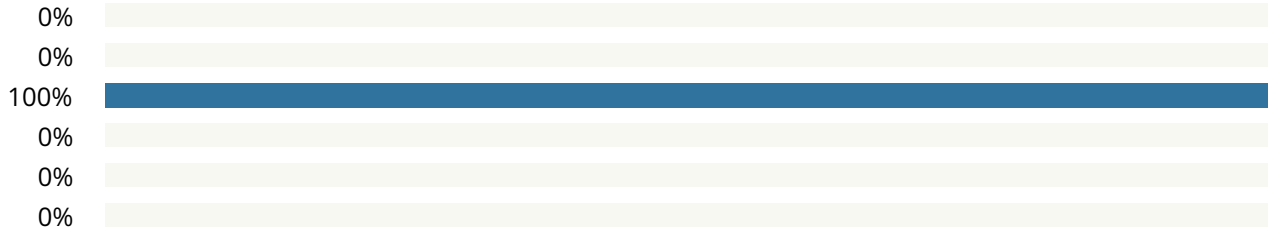
MADISON CITY WARD 014 (1)



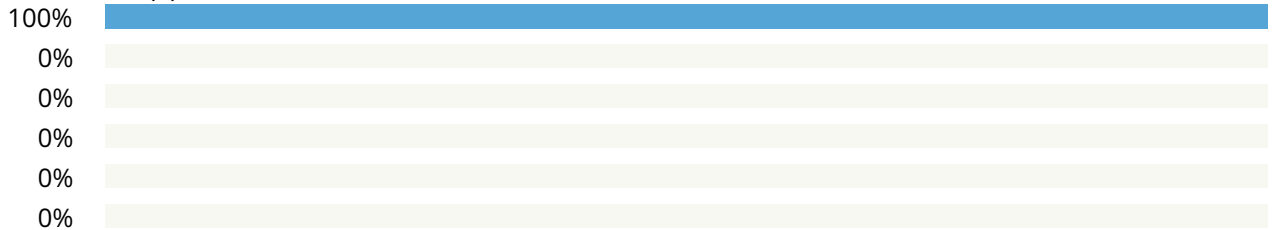
MADISON CITY WARD 015 (1)



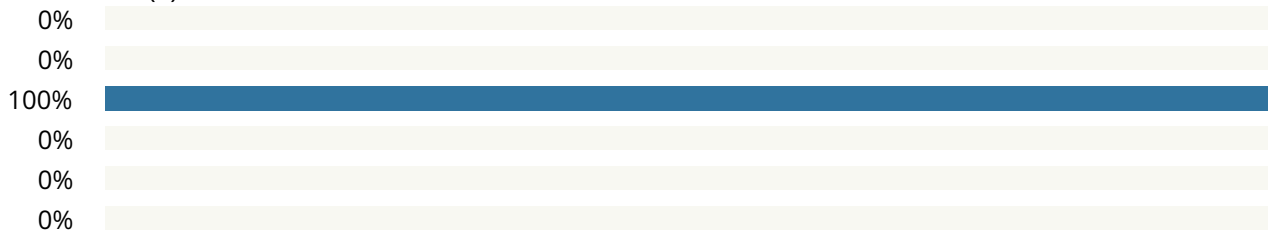
MADISON CITY WARD 019 (1)



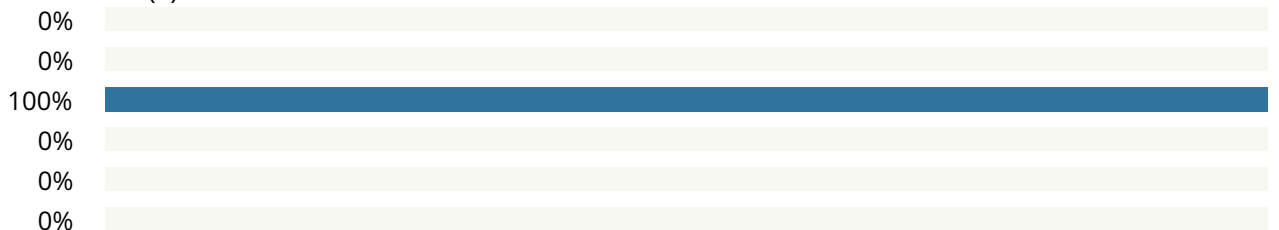
MADISON CITY WARD 023 (1)



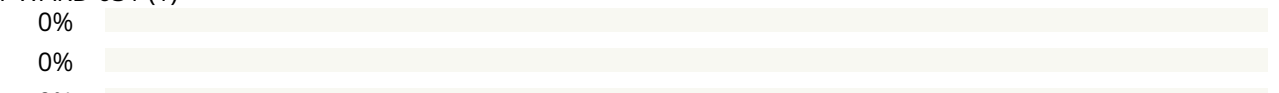
MADISON CITY WARD 025 (1)

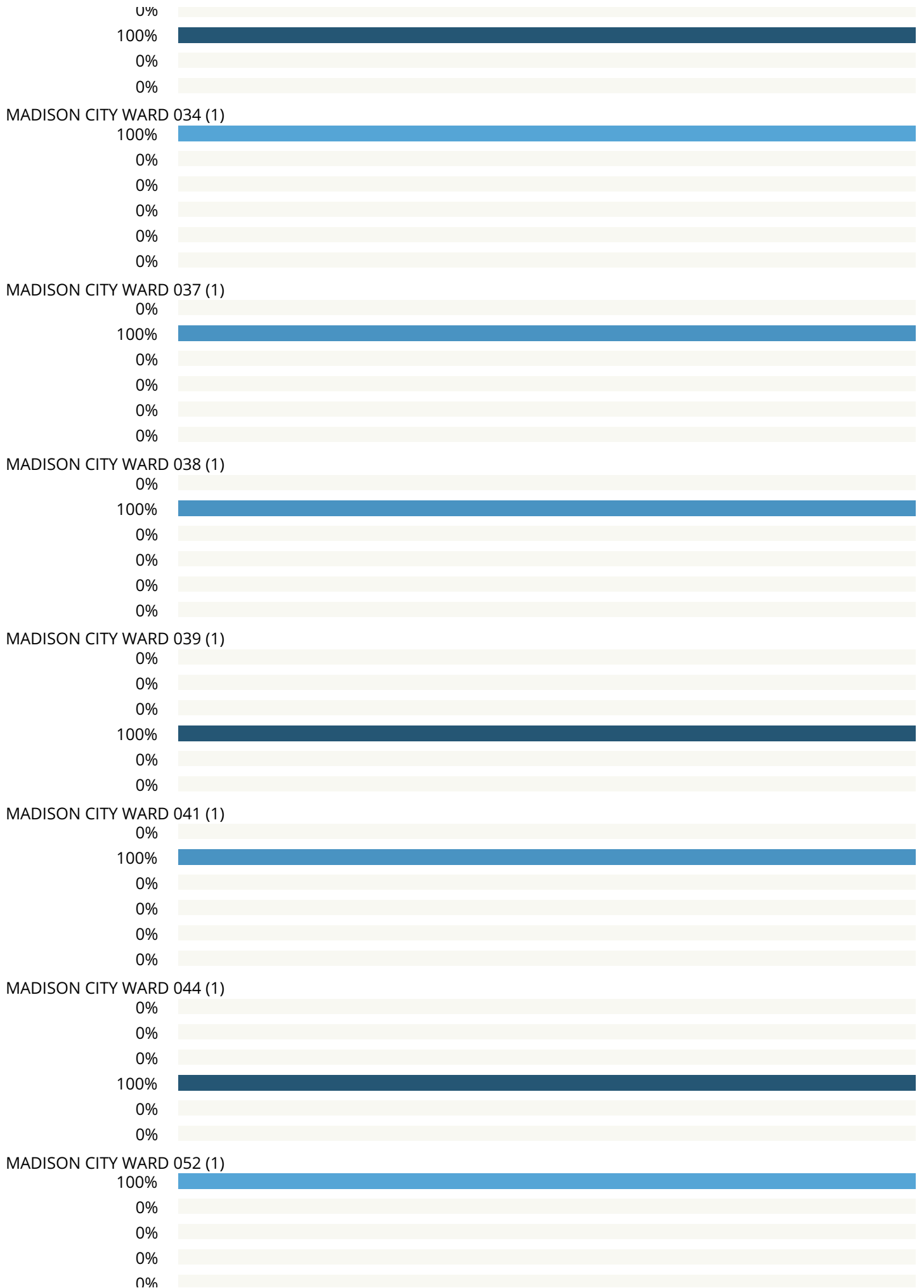


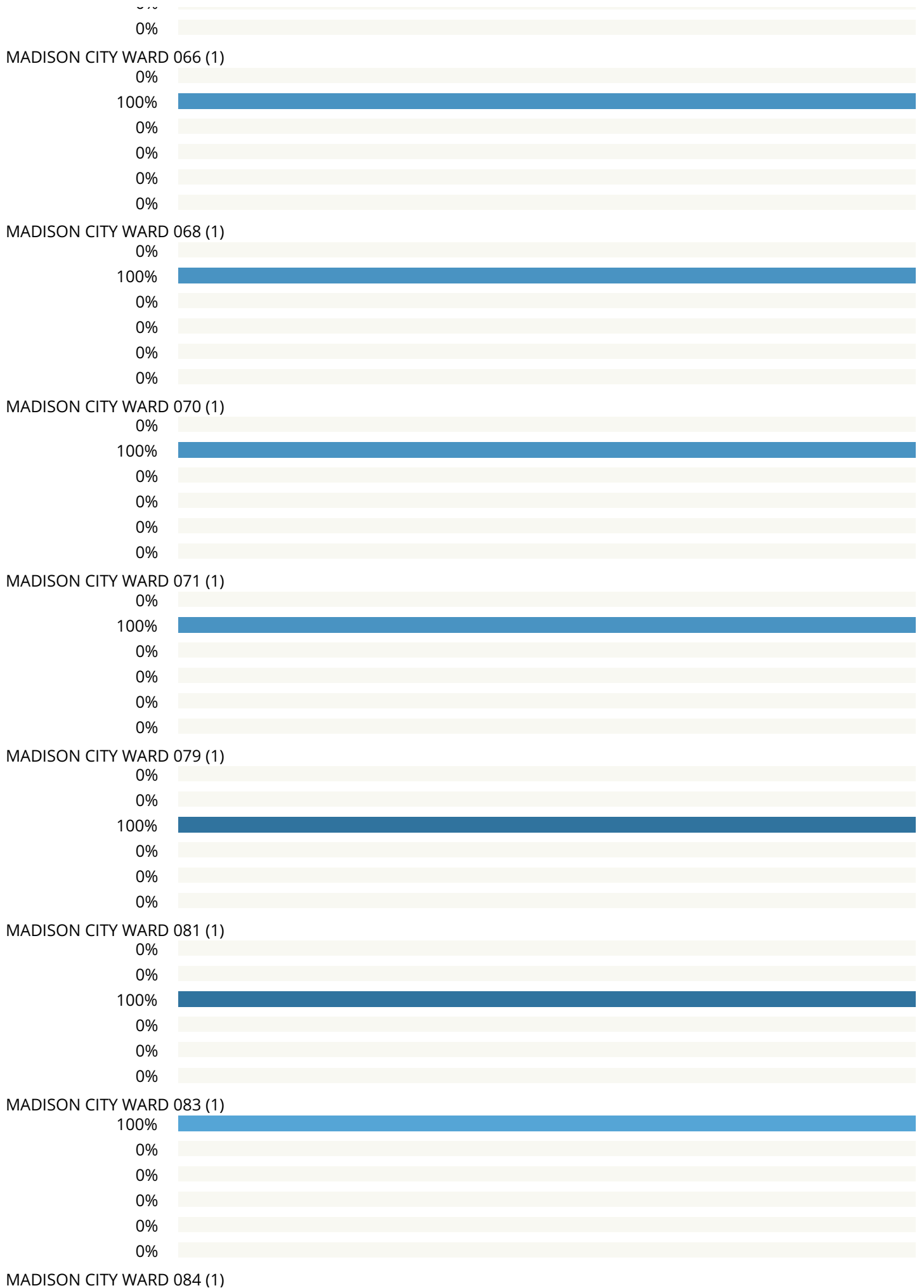
MADISON CITY WARD 030 (1)



MADISON CITY WARD 031 (1)

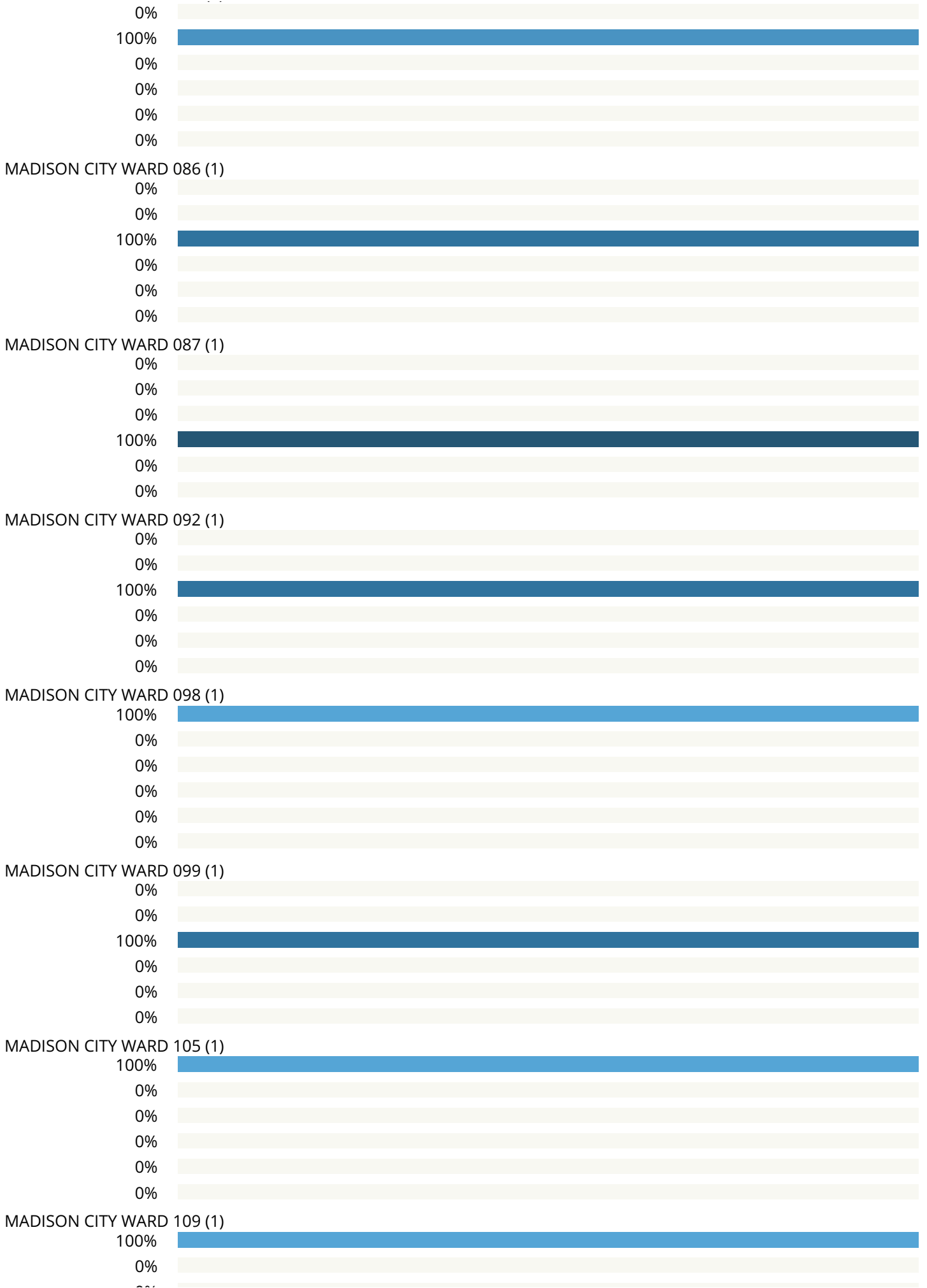


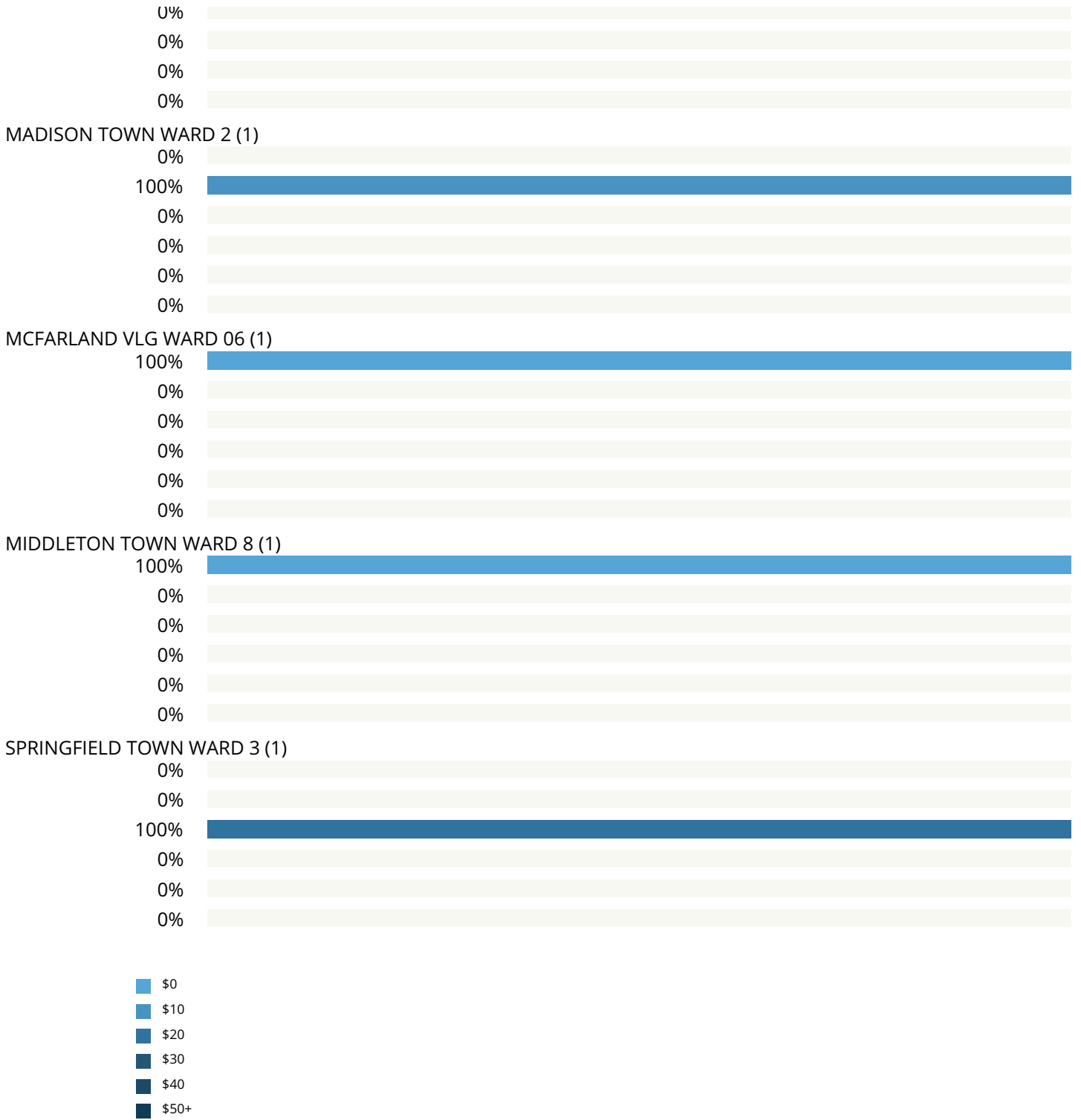




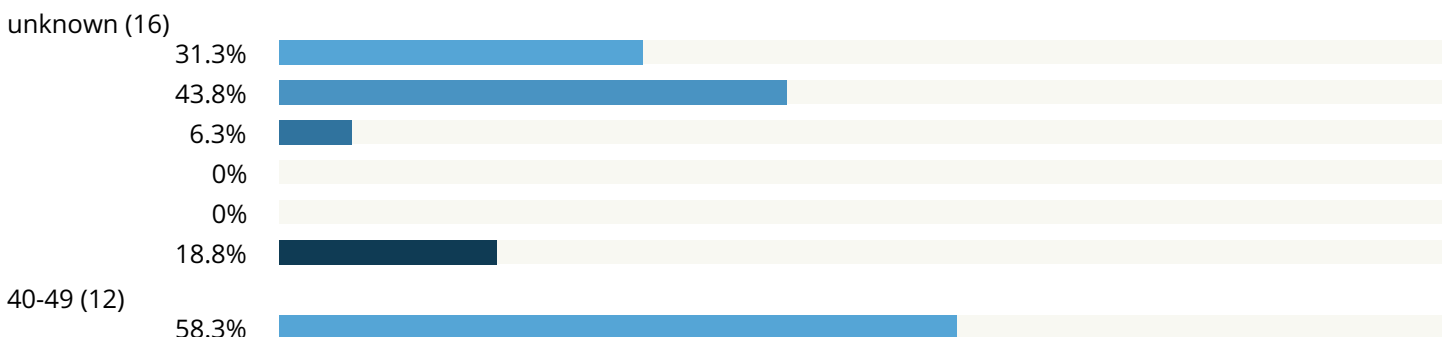
MADISON CITY WARD 084 (1)

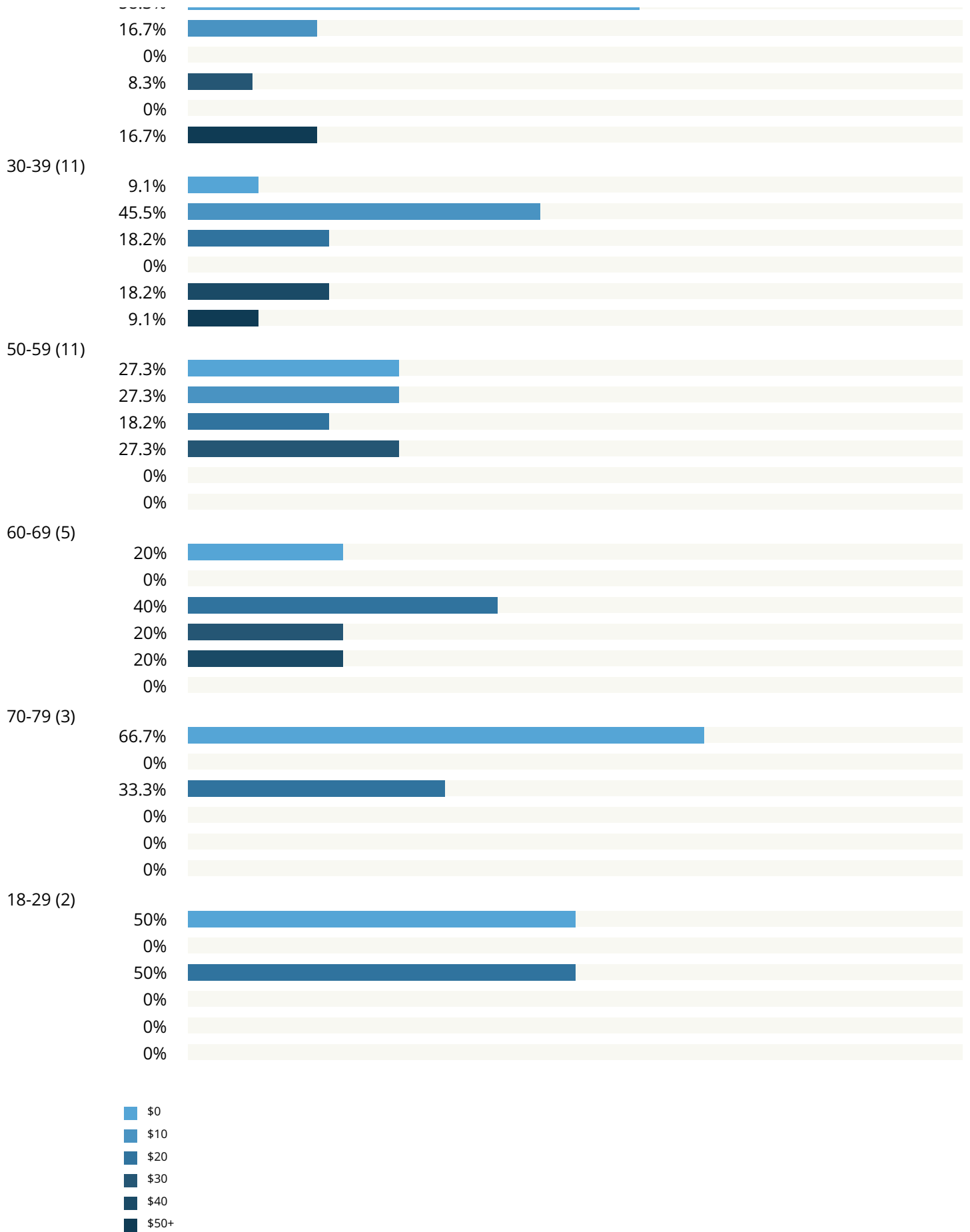






age\_range Breakdown  
60 Registered voters





### Policy Overview

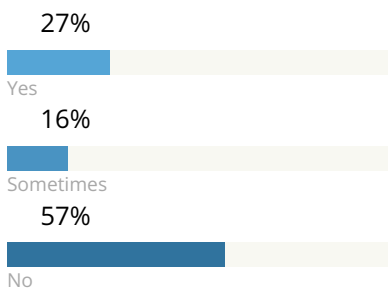
## Have you ever found it difficult to pay the current vehicle registration fee due to finances?

Policy added **2018-07-17**  
Voting ends **2018-08-05**  
4 opinions  
70 votes

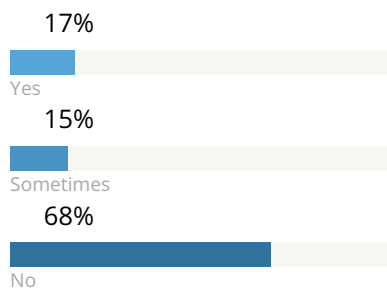


Posted by  
City of Madison  
Finance

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Wisconsin's vehicle-related fees are lower than 35 other states and the lowest of its neighboring states; Wisconsin has the 8<sup>th</sup> lowest auto insurance rates in the country.

## Opinions

### Anonymous user's opinion 0 votes

This will be adding hardship for people that are already struggling economically.

### Anonymous user's opinion 0 votes

I haven't found it hard to pay the state fee of \$75 per vehicle in the past but as of 10/1 we'll be paying \$150.00 per vehicle because of the Legislature's increased fees on hybrids. That means we'll go from paying \$150 per year for two cars for state registration to \$356, \$300 for the state and \$55 for the County, adding another \$34 from the City does begin to pinch, especially at a time when we're also getting hit with special tax assessment for gutters in our neighborhood.

### Anonymous user's opinion 0 votes

Those of us in cars shouldn't be paying for buses. People that use the buses should pay for buses. This isn't rocket science. If the numbers don't work then end the service or figure out something other than using huge nearly empty buses that block traffic every at every stop. They do more harm than good.

### Anonymous user's opinion 0 votes

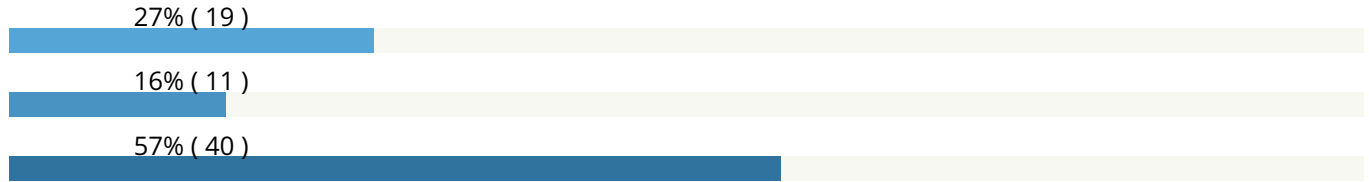
Please consider linking any fee to the size or weight of vehicles. Heavy trucks put more strain on streets than lightweight vehicles. They also tend to be less fuel efficient. To save money and make the busing system more efficient, please seek to reduce the number of stops along bus routes (there are too many) and increase the number of express busing options. It takes too long to get around town. When it takes longer to get somewhere by bus, there is no incentive to take it.

## All Other Communities

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### City of Madison Finance

#### All respondents (70)



#### Registered Voters in City of Madison Finance (39)



#### Live in City of Madison Finance (64) - Self-reported



#### Subscribers to City of Madison Finance (70)



#### Registered Voters from anywhere (41)

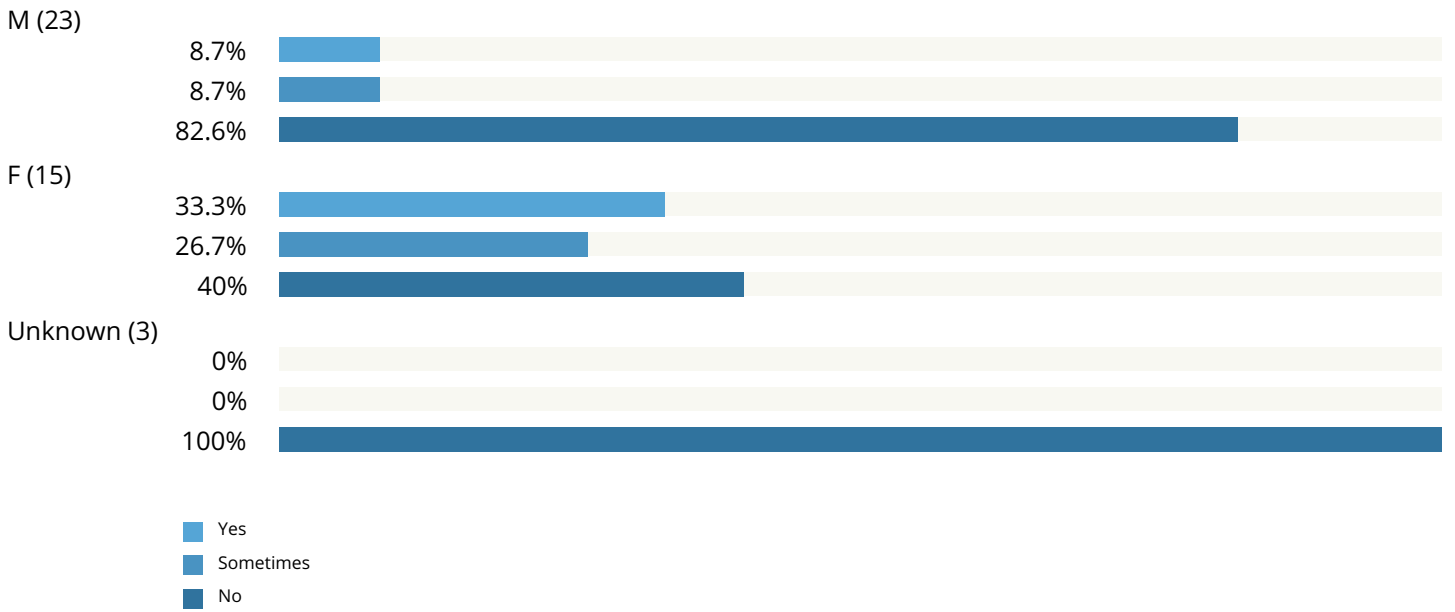


#### Abstained (0)



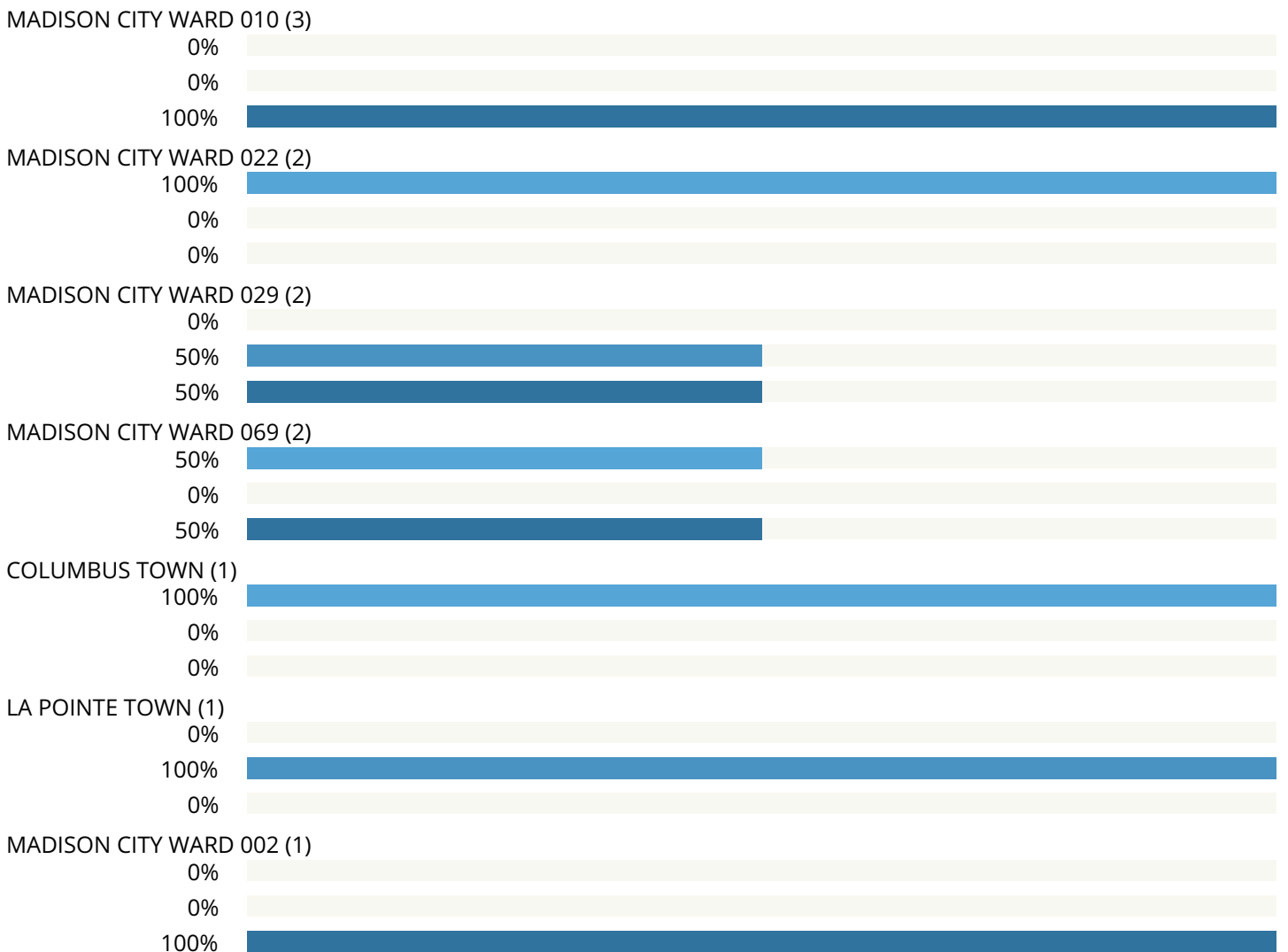
Voters\_Gender Breakdown

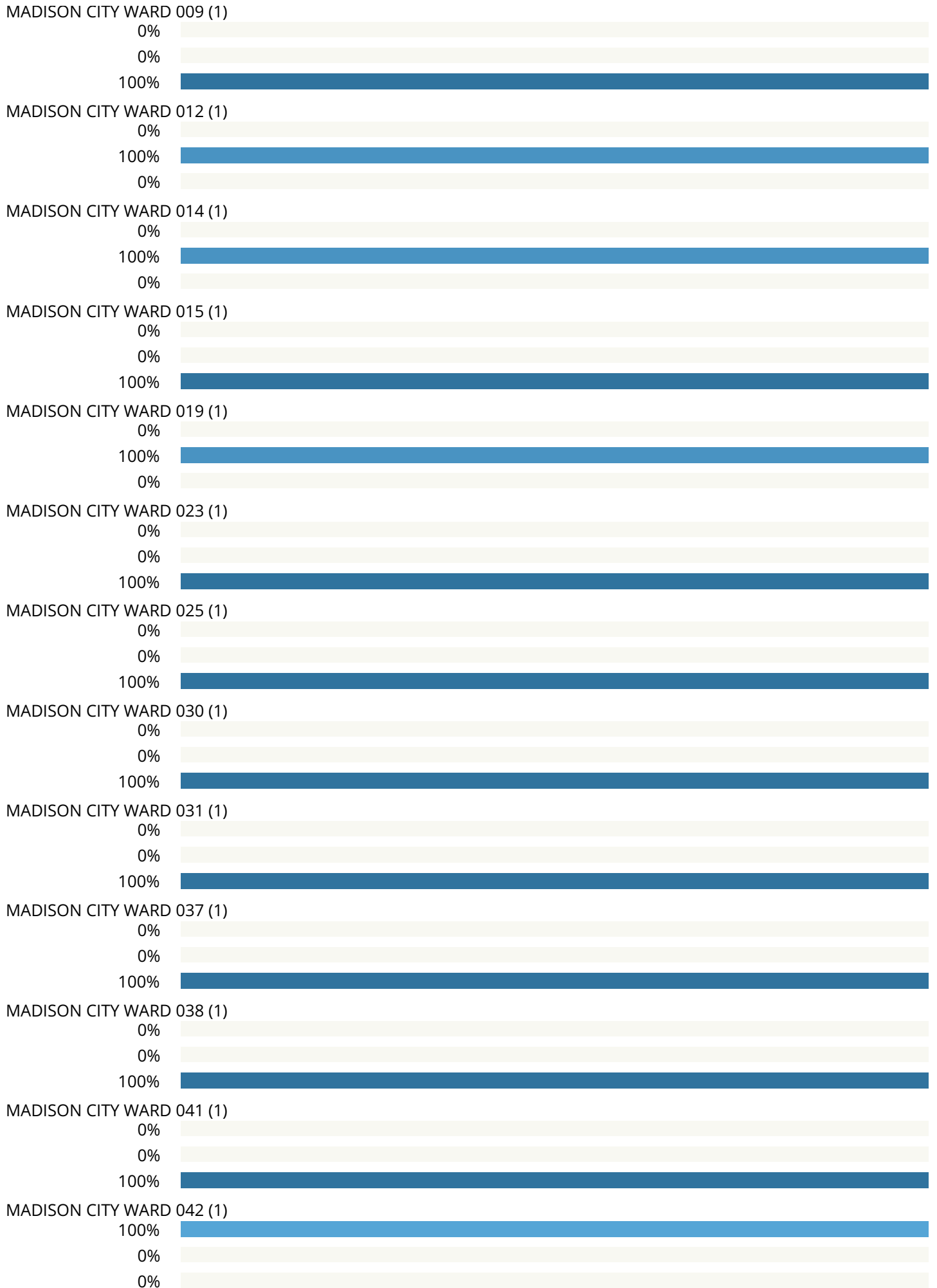
41 Registered voters



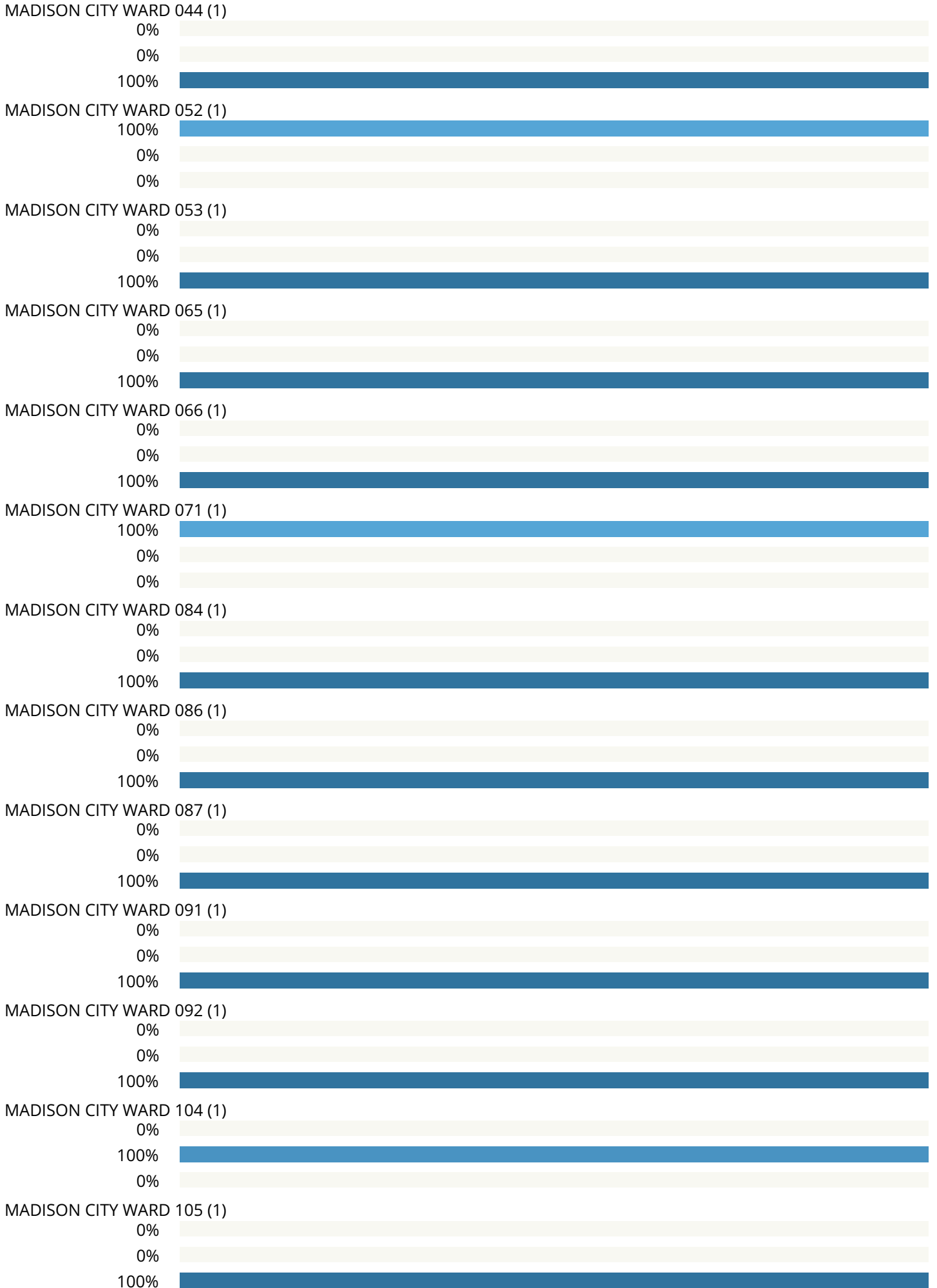
Precinct Breakdown

41 Registered voters

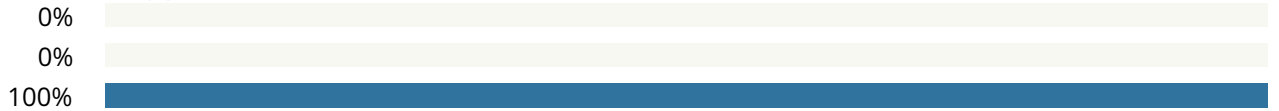




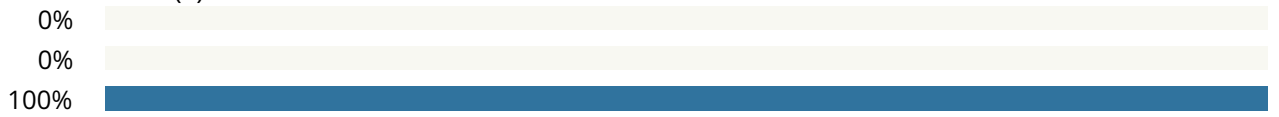




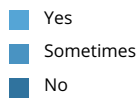
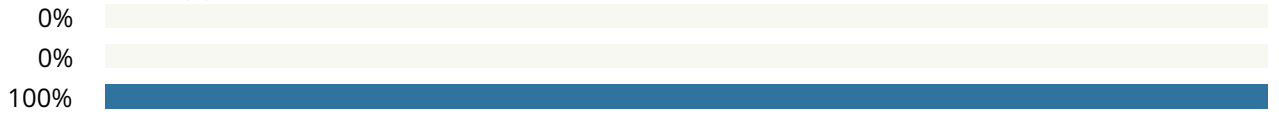
MADISON TOWN WARD 2 (1)



MIDDLETON TOWN WARD 8 (1)



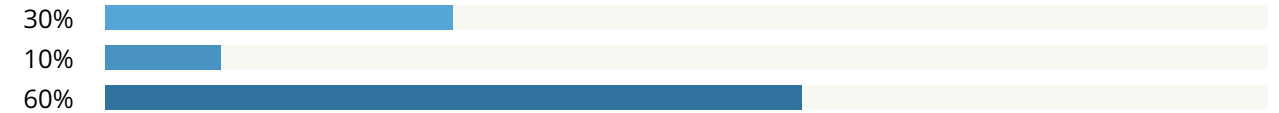
SPRINGFIELD TOWN WARD 3 (1)



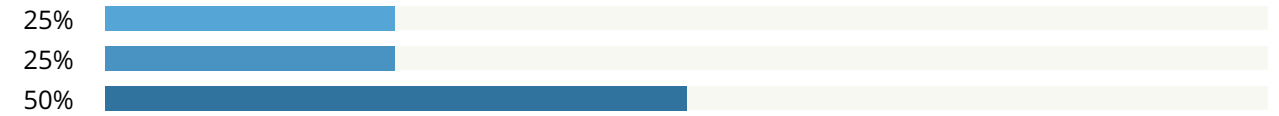
age\_range Breakdown

41 Registered voters

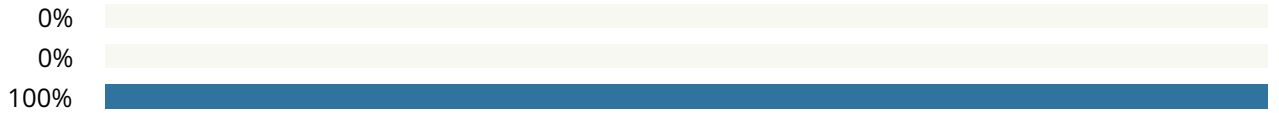
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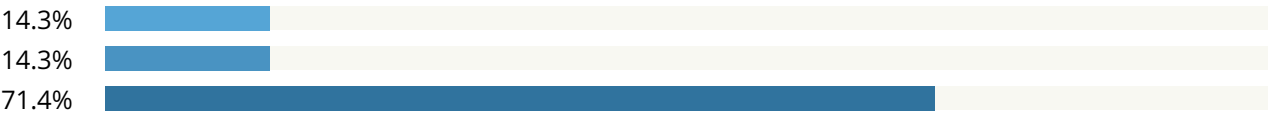
40-49 (8)



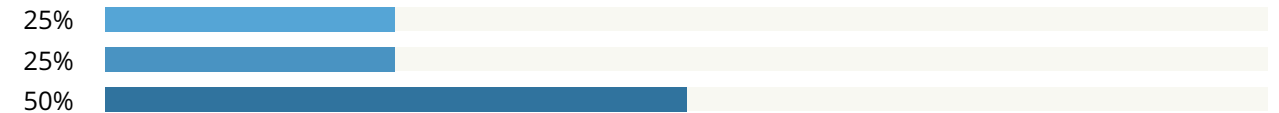
50-59 (8)



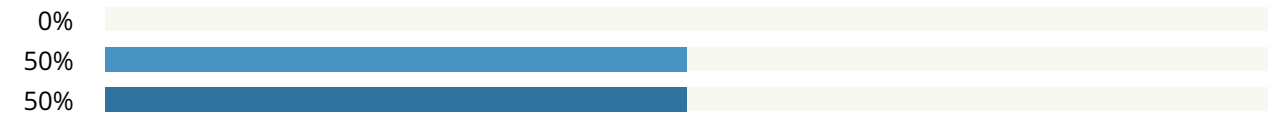
30-39 (7)



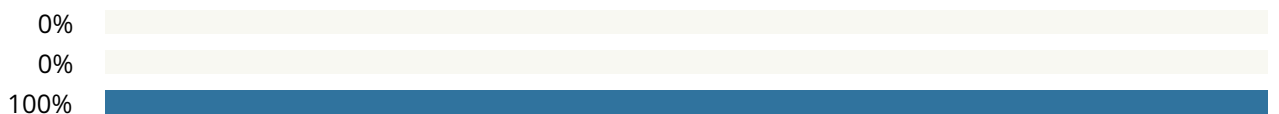
60-69 (4)



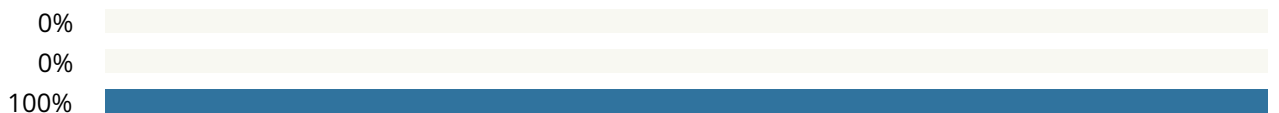
18-29 (2)

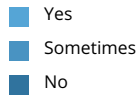


70-79 (1)

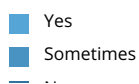
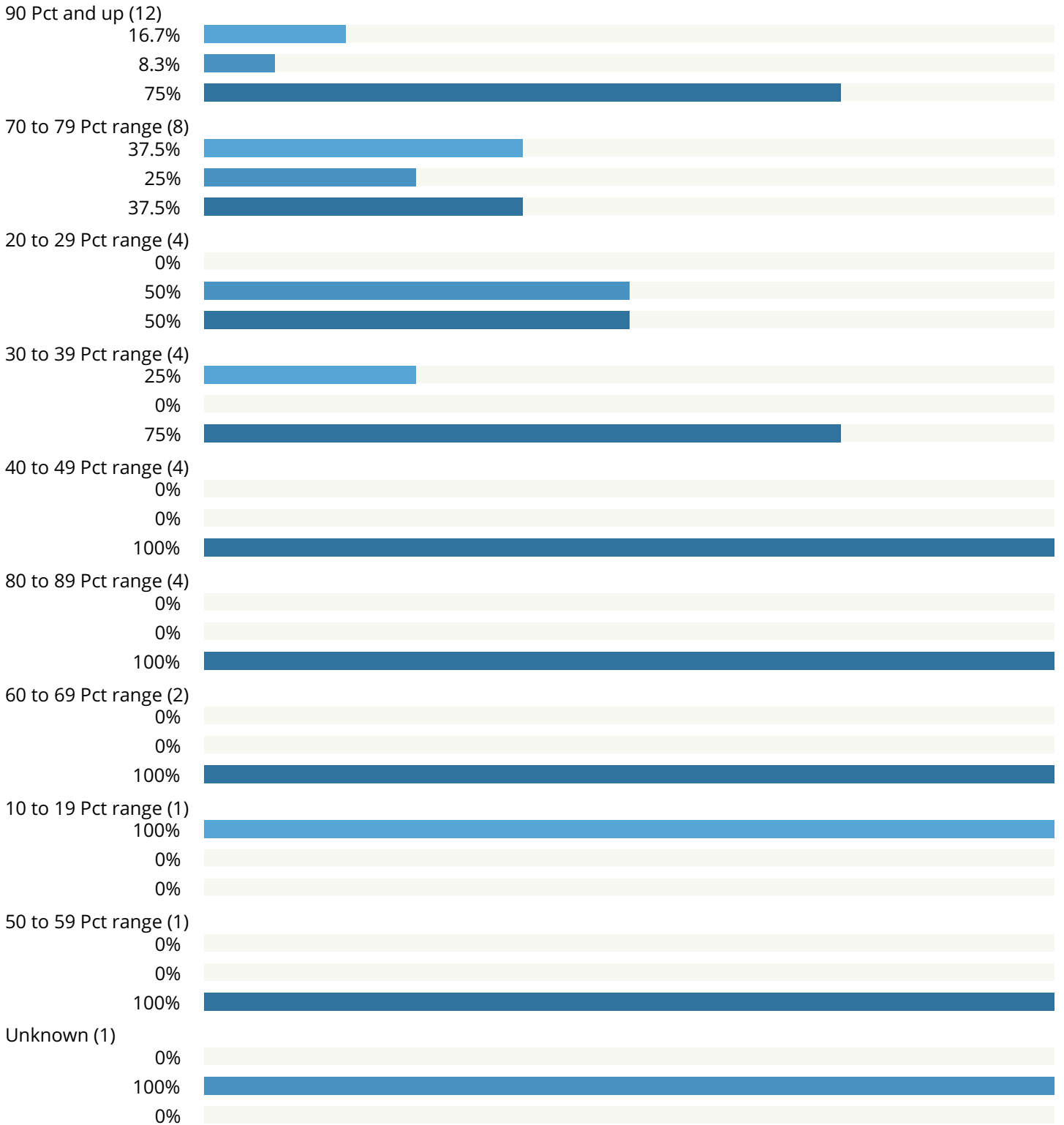


80-89 (1)





StateIncomeDecile Breakdown  
41 Registered voters



■ No

**Responses from POLCO Question 3: How would you minimize the impact of a \$17 local vehicle registration fee on low income communities or those with financial difficulties?**

1.) Anonymous user's comment on Jul, 27 at 2:16pm

Do not impose it. That would minimize the effect. The registration tax is unfair. There are 2 of us and we own 5 vehicles. We carpool, so usually only 1 is on the road. How is this fair that I have to pay for 5 vehicle tax fees. The bus situation is ridiculous with stops every 100 feet and indirect routes. Put the road / bus tax on gasoline. Those that use - Pay. No train or trolley service. For a "Capital" City we sure set a terrible example.

2.) Anonymous user's comment on Jul, 27 at 11:38am

Provide a waiver for people with financial difficulties. This could be tied to participation in public assistance programs. Additionally, large employers should help subsidize the cost of bus service, as this service benefits them by giving employees a means to get to work. The city and employers need to improve public transportation and continue to develop alternative modes of transportation (bike routes, rapid transit) in order to reduce congestion on roads, parking challenges, and to reduce air pollution and emissions.

3.) Perry Govier's comment on Jul, 25 at 9:35pm

Charge everyone else more

4.) Anonymous user's comment on Jul, 30 at 11:13am

One fee per family, only apply to people over a certain income level (based on taxes), Only collect on new cars

5.) Anonymous user's comment on Jul, 26 at 9:24pm

Make it unnecessary for them to have a car

6.) Anonymous user's comment on Jul, 24 at 10:52am

Offer a discount on public transit for about half the amount or more of the local vehicle registration fee. Do not create a lot of paperwork for this. When low-income people pay the vehicle registration fee, they must purchase a mass transit fare for a discounted rate.

7.) Anonymous user's comment on Jul, 27 at 10:21am

Possibly families that meet a qualifications for Foodshare/snap benefits can get waiver of the fee?

8.) Anonymous user's comment on Jul, 25 at 6:09pm

Waive this regressive fee for low-income people.

9.) Anonymous user's comment on Aug, 02 at 11:35am

By not implementing a local vehicle registration fee! It would become a bureaucratic nightmare to try to implement a fee waiver or partial fee waiver.

10.) Anonymous user's comment on Aug, 02 at 10:19am

Vehicles are something everyone needs in order to get to work, school, etc. You should tax something else that isn't a necessity, like alcohol, in order to raise more revenue.

11.) Anonymous user's comment on Aug, 02 at 2:42pm

I would use an income limit like is used if people need help with heat bills etc

12.) Anonymous user's comment on Jul, 26 at 10:11am

Don't charge us even more to live in the city. Don't do this. Don't do this! Living in Madison is already hard for us without another fee!!

13.) Anonymous user's comment on Jul, 25 at 1:45pm

Offer payment plan options.

14.) Anonymous user's comment on Jul, 27 at 10:13am

By not adding a \$17 fee. The city needs to live within its means, which means it should reduce or eliminate current expenses not add additional fees.

15.) Anonymous user's comment on Jul, 25 at 9:19pm

Make it donation based. Some would give more, some less.

16.) Anonymous user's comment on Jul, 31 at 10:30am

Reduce housing costs

17.) Anonymous user's comment on Aug, 02 at 1:34pm

A local vehicle registration fee would be best minimized by stopping implementation of it.

18.) Anonymous user's comment on Jul, 25 at 7:46pm

Repeal it!

19.) Anonymous user's comment on Jul, 27 at 9:32am

Not having to pay it at all.

20.) Anonymous user's comment on Jul, 25 at 6:09pm

Allow registrations to be paid quarterly. But, seriously, if you can afford to buy a car, pay insurance and pump gas at \$30 or \$40 a tankful, then \$17 isn't going to make much of a dent in your lifestyle. One meal eat at home instead of out, one week of not driving all over the place for fun.

21.) Anonymous user's comment on Jul, 27 at 9:47am

Start by reigning illogical spending on city projects which benefit the most well off (looking at TIF funding.) Then use that revenue to better fund transit.

22.) Anonymous user's comment on Jul, 25 at 10:59pm

You would find more cars with expired license plates and people who have to decide between paying the fee and eating for several days

23.) Anonymous user's comment on Jul, 30 at 9:38am

I would work on lowering other fees and taxes. \$17 is a pretty reasonable fee so long as the money is used for maintaining the systems the vehicle uses.

24.) Anonymous user's comment on Jul, 31 at 10:41am

Waive it for anyone participating in SNAP food benefits.

25.) James THIEL's comment on Aug, 02 at 10:37am

no charge

26.) Anonymous user's comment on Jul, 27 at 11:08am

Allow an exemption for low income or hardship if the car registered is more than a year old?

27.) Anonymous user's comment on Jul, 29 at 11:44am

They can start a go-fund-me and explain why they need help. I'm sick and tired of being the backstop for other people's disastrous life decisions. I see too many "low income" individuals with \$800 cell phones so I think its time to wake up.

28.) Anonymous user's comment on Jul, 27 at 3:39pm

Exempt people at a specific % of the poverty level would be a place to start.

29.) Anonymous user's comment on Jul, 27 at 10:14am

lottery revenue

30.) Anonymous user's comment on Jul, 25 at 2:04pm

Offer an invoice based waiver system for those already struggling to pay for their vehicle. Vehicles can be the difference for a family having a job and making it work and them being unemployed and falling into debt. It's important to keep all types of transportation affordable for working families.

31.) Eric Koch's comment on Aug, 02 at 10:19am

Don't impose it. You can't pick and choose who would pay, either everyone does or no one does. Not to mention Dane County's Wheel Tax will take effect in October, so everyone will already be hit with those extra costs.

32.) Anonymous user's comment on Aug, 02 at 10:10am

Provide better public transit options (e.g. BRT, rail) and make the fee progressive by charging less to lower incomes.

**33.) Anonymous user's comment on Aug, 03 at 9:08am**

There needs to be a waiver for low income individuals. And not just LOW income, but the average college student doesn't need to pay that either. Perhaps only apply the fee as a one time thing, not yearly, or only apply it to those earning over a certain amount. It would have to also take into account the difference between a single parent making, say, 30k, and a person who is married and both partners are making 30k. Tie it to the WI tax returns?

**34.) Anonymous user's comment on Aug, 03 at 4:17pm**

Not impose it to begin with!!!!!!!!!!!!

**35.) Anonymous user's comment on Jul, 25 at 5:11pm**

Bring grocery stores and jobs to our neighbourhoods and we wouldn't need cars.

**36.) Anonymous user's comment on Jul, 27 at 9:39am**

Do not increase vehicle registration fee. Raise prices of bus fares/passes so that costs are paid by those who chose to utilize public transit.

**37.) Anonymous user's comment on Jul, 27 at 10:53am**

You can't. Each new fee hurts people with low or fixed incomes. We want a healthy, diverse community and user fees hurt those most who can afford them the least. We need a progressive income tax in this damned state. I'd like to see the city do a much better job of educating people on that.

**38.) Anonymous user's comment on Jul, 25 at 3:37pm**

Waive the fee for people of low income. Ask well-off people to pay more.

**39.) Anonymous user's comment on Jul, 31 at 2:45am**

Give them an opportunity to volunteer to earn it. Making it a win win for the city and them.

**40.) Anonymous user's comment on Jul, 31 at 1:13pm**

I think an income based fee system is fair taking into consideration family size as well.

**41.) Anonymous user's comment on Jul, 31 at 12:57pm**

By not imposing it at all

**42.) Anonymous user's comment on Aug, 02 at 10:04am**

Perhaps some local non-profits could join together and get gift certificates that can be used for gas purchases at a variety of area stations and distributed through a variety of means, similar to certificates which can be used for purchases at Farmers' Markets.

**43.) Anonymous user's comment on Aug, 02 at 11:04am**

Let there be an option for car owners to have this fee applied to a Madison Metro transit pass. It would not have to discriminate on the basis of income; we're doing this to discourage cars on the roadways, not to hurt people's wallets or generate income. If a family had multiple cars, they would get more Madison Metro credits.



44.) Anonymous user's comment on Aug, 02 at 11:46am

If one must pay then all must pay.

45.) Mike Schroeder's comment on Aug, 02 at 5:20pm

Do not impose this tax on anyone, any form of mass transit must survive on it's own, if market won't support it then it's not needed.

46.) Anonymous user's comment on Aug, 03 at 8:25am

I would not. Any fee should be applied irrespective of income or other financial situation. That's what's fair.