Rapid Transit - how to get it right?
Since 2000, the number of buses in Metro’s fleet increased 0.5% annually while ridership has grown on average 3.4% per year.

Overcrowding is Metro’s top passenger complaint.
Travel Time More Than 45 Minutes

- System: 11.5%
- White: 9.7%
- African American: 26.7%
- Mid/High-Income: 13.8%
- Low-Income: 19.6%
The city of Madison owns property on Nakoosa Trail, and a $35 million satellite garage is part of the plan to develop the property if Metro can secure a federal grant for 50% of that funding.

Reasons for a satellite garage that would house 50 - 70 buses:

- **Current Overcrowding = Safety Concerns**
- **Economic Competitiveness** - ability to expand service to meet business demand
- **Equity** - provide greater service to periphery/communities of color
- **Environment and Public Health** - ability to expand alternative energy (clean) buses in the fleet

A satellite garage is also the first phase of Bus Rapid Transit (BRT), complementary, faster bus routes that require space for more and different types of buses such as articulated buses that hold more passengers for service on busy BRT corridors.
Gas Taxes
Blue - tax component
Red - price at the pump

from The Atlantic - May 2011
Questions?
Chuck Kamp
Metro Transit General Manager

Mymetrobus.com
(608) 266-4904
camp@cityofmadison.com