

Chairman Budge & Aldermen Kirby & Pfeiffer -

I reviewed with interest the recommendation of the Committee. I understand the City, like many municipalities throughout the State, is facing difficult fiscal decisions for the upcoming year. However, the recommendations of the Committee are not in the best interest of its citizens.

As Maryland's Capital City, Annapolis is a tourist attraction and we must "put our best face forward." While free Circulator service for visitors is appealing and may ease congestion on the City streets, it's curious that those tourists who park at the Navy-Marine Corps Stadium pay \$2.00 for that Shuttle because it's "not in the Central Business District." Wouldn't it make more sense to expand the Circulator service to include Eastport, the Stadium, and perhaps West Annapolis and charge a fee of \$2.00 (or more) for a daily pass for riding? Your constituents are currently paying \$4.00 for a daily pass, surely visitors can pay their share as well.

Perhaps another funding idea for the Circulator - if you're not willing to pass on a small ridership fee to visitors - funds were solicited from Main Street businesses for donations to the hanging decorative plants on Main Street, could this be an option to defray the costs of operating the Circulator? I also assume that parking ticket revenue has decreased since the Circulator service started, \$2.00 - \$4.00 a day for unlimited ridership (especially if it were expanded) is much cheaper than a parking ticket!

Furthermore, regarding the route-colored daily passes the Transportation Department instituted with the substantial route changes two years ago -- which I assume was a way to track ridership (despite the buses being equipped with counters) -- is there a reason the Department can't phase them out? All the passes are identical, the only difference is the color, surely that would be a nominal savings, but a savings nevertheless.

The elimination of a bus route, or the reduction in service for the Brown/Gold/Yellow routes, harms your constituency far more than it helps the City by saving \$3 million. People depend on these routes every single day. We ride these buses to get to and from work, school, and important social services departments, and the elimination or reduction of these routes would significantly impact those of us who rely on it. Since the Gold & Yellow routes run through parts of the County, can the City apply for funds or grants from the County or State to ease the fiscal burden? Has this idea even been explored? Is that the reason why those routes in particular were chosen because it's not just City residents who benefit?

When you reduced the Saturday service for the Green route, reliability on that route declined significantly. As a rider, I no longer utilize the Green route on Saturday because of that fact, and ride the Gold bus; if that route was to be eliminated or reduced, I would have to employ other methods to get around town, thus depriving the City of the transit fees.

I am unable to attend the Committee meeting this evening, thank you for the opportunity to comment on the recommendations.

Very truly yours,
Jennifer Thayer
Ward 1