



Connections Beyond Campus

An Evaluation of the
Niagara Frontier Transportation Authority -
University at Buffalo Pilot Transit Pass Program

Appendix

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Appendix 1: Email Invitation to Former UB-NFTA Transit Pass Holders

Below is the email message sent to the 2,223 pass holders regarding the UB-NFTA transit pass program. The message was successfully received by 1,794 former pass users. Of the 1,794 possible respondents, 643 former respondents successfully completed this survey through this email, which amounts to 35.8 percent of the

Take a survey about the UB-NFTA Transit Pass Program and sustainable transportation at UB.

[Click here to take the survey](#)

This survey is conducted by researchers in the UB School of Architecture and Planning as part of an evaluation of the **UB-NFTA pilot Transit Pass Program**. You are invited to participate in the survey because you had a UB-NFTA Transit Pass at the time that the pilot program was discontinued in August, 2012. Your responses will help improve sustainable transportation planning.

A link to the survey is also available on your MyUB page under "My Opinion." If you have already responded to the survey on MyUB, your responses have been recorded. Please do not fill out the survey again.

The survey will take less than 10 minutes to complete. Please complete the survey **no later than April 19th, 2013**. At the conclusion of the survey, you may enter for a chance to win one of the following free prizes:

First Prize: iPad Mini



Second Prize:
\$100 iTunes Gift Card



Third Prize:
\$50 Tim Horton's Gift Card



Eligibility Requirements: You may complete the survey only once. If you enter the prize drawing more than one time, you will be disqualified. Winners will be drawn at random from entrants. Notification of a win will occur by email message. Winners must collect their prizes within 10 days of notification in person and show a valid UB Card when claiming the prize if current student, faculty, or staff or other identification if now separated from UB.



University



Appendix 2: MyUB Webpage



The image below depicts the webpage on which all members of the University at Buffalo community could have accessed the UB-NFTA Survey. This page requires a UB login name and password to access, as it is the portal that UB students, faculty, and staff use to register for classes, manage courses, pay tuition and fees, access course materials, and conduct online employee trainings.

The screenshot shows the MyUB portal homepage. A red box highlights the navigation tabs: MyUB, MyPage, UBmail, UBlearns, and HUB Student Center. A red arrow points from this box to a text box labeled "Tabs where services are accessed". Another red box highlights the "My Opinion" section, which contains a link to the "Confidential Survey on Race/Ethnicity, Veteran's Status and Disability". A red arrow points from this box to a text box labeled "Box where UB-NFTA survey was made available to community members". The page also features a left sidebar with various links, a central content area with news and announcements, and a right sidebar with additional information.

https://myub.buffalo.edu/myub/pw/template/myub.html

University at Buffalo The State University of New York | REACHING OTHERS

myUB Hello Nathan Friday, January 24 / 6°F

Logout Help / Feedback Search UB and the Directory

MyUB MyPage UBmail UBlearns HUB Student Center

Index my MyUB Home About Me My Profile Academics/Finances Teaching UB Libraries Computing For Advisors Administrative Business Research UB InfoSource UB 2020 UB Inside and Out Events@UB UB News Campus Life Health & Safety Job & Career Sports & Recreation

HUB

- HUB training website
- Request access to HUB
- HUB information for students

My Opinion

UB recognizes that its faculty and staff are its most valuable resource.

- Share your ideas how to make our university a Great Place to Work.

Confidential Survey on Race/Ethnicity, Veteran's Status and Disability

- Please self-identify using this survey

UB Reporter - Latest Stories

- High Feather Installation
- Nanoelectronics Heat
- Entrepreneurship Lab
- Winterfest
- Polar Vortex Service Trip
- Borowitz CF Award
- UB CAT 2013 Funding
- Crassidis CUBRC Chair
- UB TEDxBuffaloWomen
- Markelz Vibrating Proteins

UB Events - Featured Events

Buffalo Film Seminars starts the year with Sternberg's "Underworld"

01/28 | Details

Need to Know

- Sign up for UBAlert text messaging at emergency.buffalo.edu
- Enrollment verification for spring term will be available through the HUB Student Center beginning Monday, January 27th.
- Last day for new students to register for Spring 2014 term without a Late Registration Fee is Sunday, January 26, 2014 11:59pm EST.
- Have a question and you're not sure who to contact? Check out the resources link found on the home page of the Student Advising Services, Financial Aid, Student Accounts and Registrar websites.
- Check MyClass Schedule in HUB Student Center to verify class times and locations
- Be sure your credit hour registration is set by the Census date!
- Last day to sign up for 3-installment Payment Plan for spring is February 4, 2014. Be aware of the payment due dates!
- South Campus Orange Line Service Discontinued
- Interested in summer classes? Check out the schedule! Enrollment begins April 1.
- Access UB Learns, MyUB and essential UB information anytime, anywhere. Download UB Mobile app.

General Announcements

- Make your New Year's resolution to network w/ UB Alumni on campus! Career Conversations Buffalo, Feb. 12
- Study comic books and earn 1 credit through the Discovery Seminars Program!
- Hump Day Hangout with UB5AA - Jan. 29 - Free pizza & prizes for all students!
- Learn how to develop your curiosity into an important research question in The Path from Curiosity to Discovery
- Connect automatically with UBSecure WiFiSetup or use wired ResNet for 1,000X faster connection in residence halls and on-campus apartments
- Interested in Improving the WNY Region? Applications are now open for the WNY Prosperity Scholarship (due Feb. 7, 2014)
- Free tax preparation help to qualifying individuals
- Attention Sophomores! Visit the Second Year Experience website uniquely designed for you! Learn about Majors, Careers, Getting Involved and more!
- Want to learn how to write eloquently about science? Enroll in Telling the Stories of Science, Medicine, and Technology!

https://myub.buffalo.edu/myub/pw/scripts/travel/travel.pl?url=http://bit%2ely%2fUBCC-BUF&cid=1000&ind=01

Box where UB-NFTA survey was made available to community members

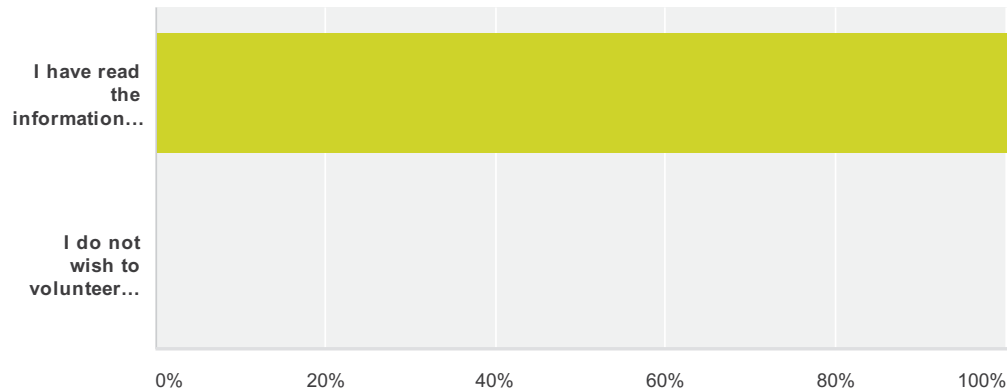


Appendix 3: Response Means, Email Survey

The survey questions on the following pages were generated using SurveyMonkey for the Active (Email) Survey. The survey was developed using a response logic tree, so that respondents were presented with only relevant questions based on their answers. Consequently, some questions have seemingly high numbers of “No Answer” responses.

Q1 Please read the consent information below before taking the survey.

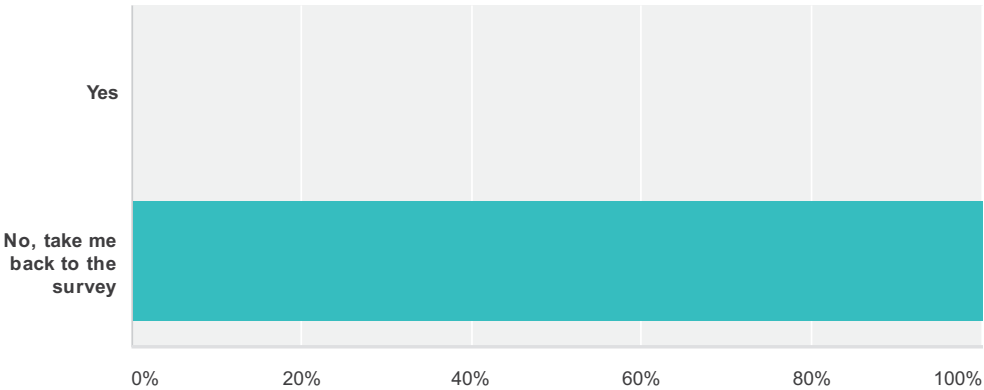
Answered: 645 Skipped: 0



Answer Choices	Responses	
I have read the information provided to me and I voluntarily agree to participate in this study.	100%	645
I do not wish to volunteer for this study.	0%	0
Total	645	

Q2 Are you sure you want to exit the survey?

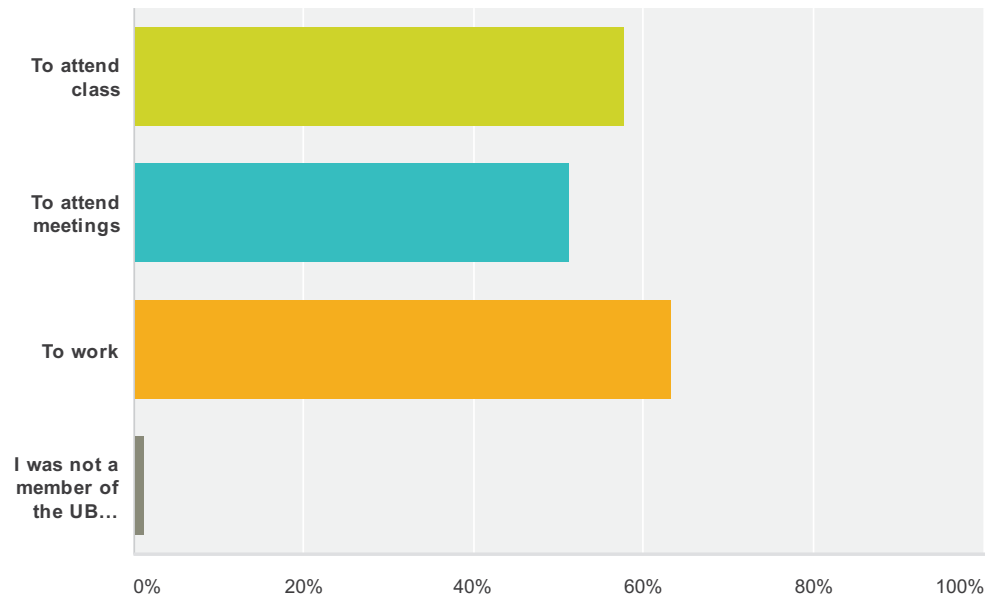
Answered: 4 Skipped: 641



Answer Choices	Responses
Yes	0%
No, take me back to the survey	100%
Total	4

Q3 Did you regularly travel to UB South or Downtown campuses during the Spring 2011, Fall 2011 and Spring 2012 semesters for any of the following reasons? (select all that apply)

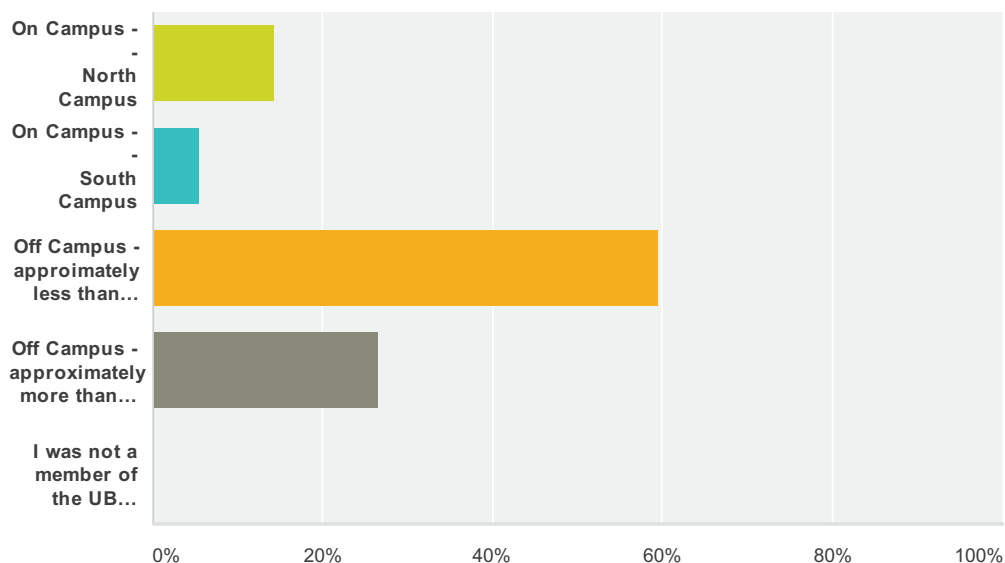
Answered: 598 Skipped: 47



Answer Choices	Responses	
To attend class	57.69%	345
To attend meetings	51.17%	306
To work	63.21%	378
I was not a member of the UB community during those semesters	1.34%	8
Total Respondents: 598		

Q4 Where did you live during the following semesters: Spring 2011, Fall 2011 and Spring 2012? (select all that apply)

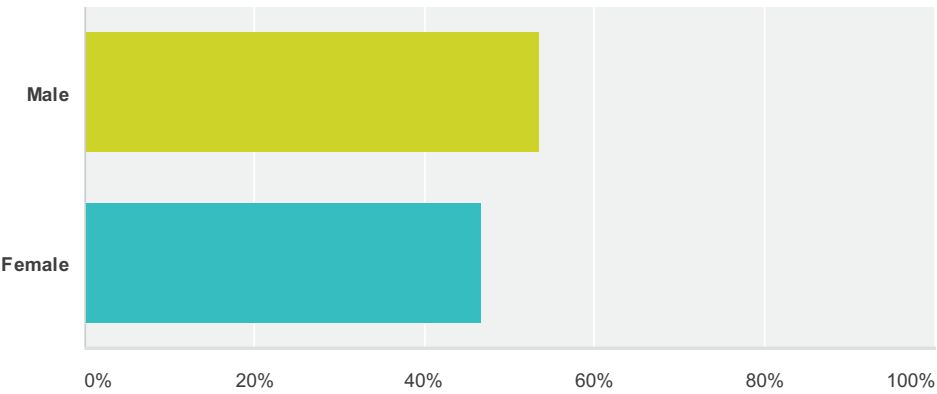
Answered: 616 Skipped: 29



Answer Choices	Responses	
On Campus -- North Campus	14.29%	88
On Campus -- South Campus	5.52%	34
Off Campus - approximately less than 3/4 miles from a Metro Station	59.42%	366
Off Campus - approximately more than 3/4 miles from a metro station	26.62%	164
I was not a member of the UB community during those semesters	0%	0
Total Respondents: 616		

Q5 What is your sex?

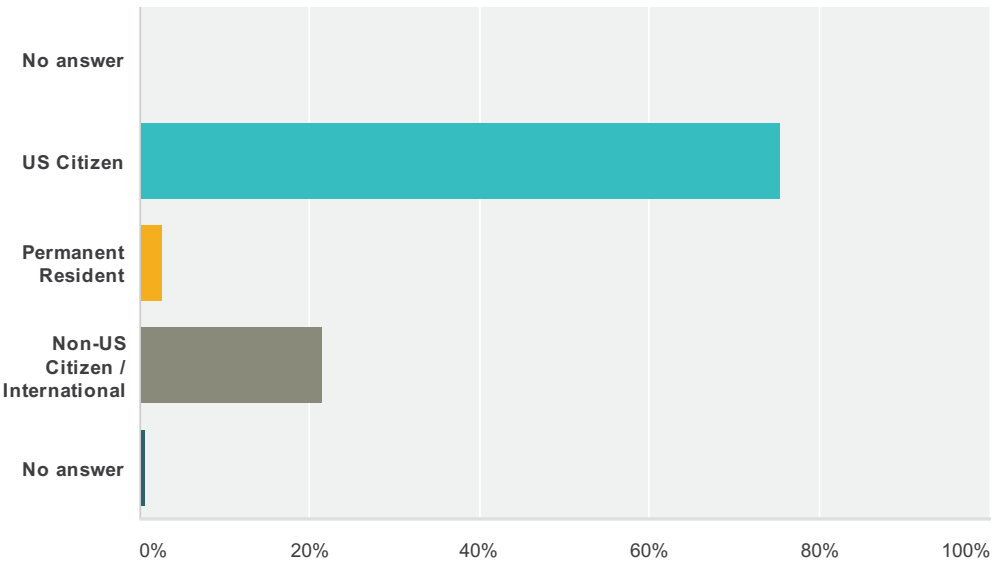
Answered: 630 Skipped: 15



Answer Choices	Responses	
Male	53.33%	336
Female	46.67%	294
Total		630

Q6 What is your citizenship?

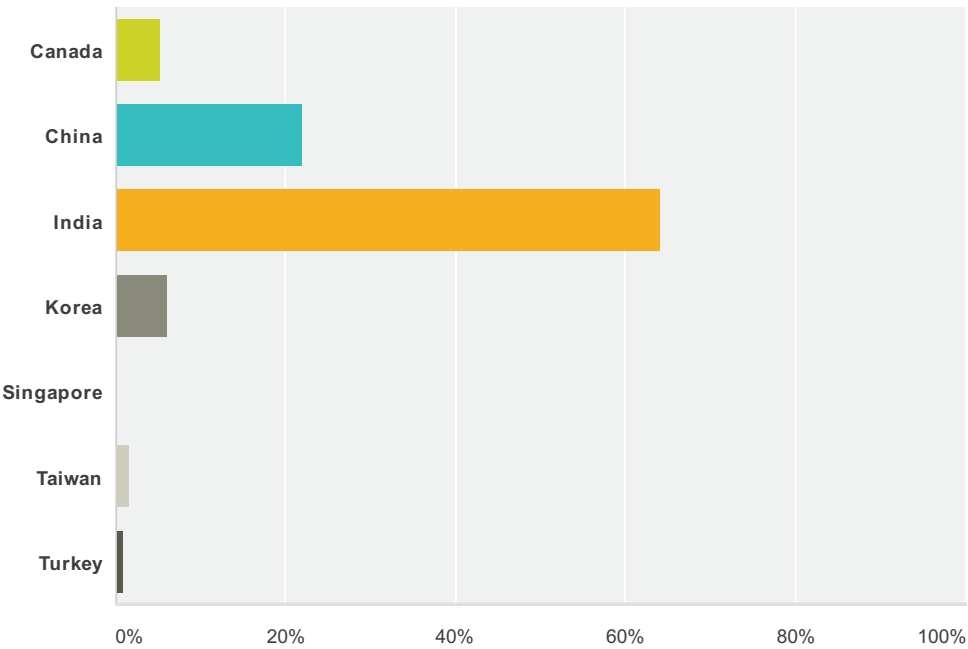
Answered: 639 Skipped: 6



Answer Choices	Responses	
No answer	0%	0
US Citizen	75.27%	481
Permanent Resident	2.66%	17
Non-US Citizen / International	21.44%	137
No answer	0.63%	4
Total		639

Q7 What country are you originally from?

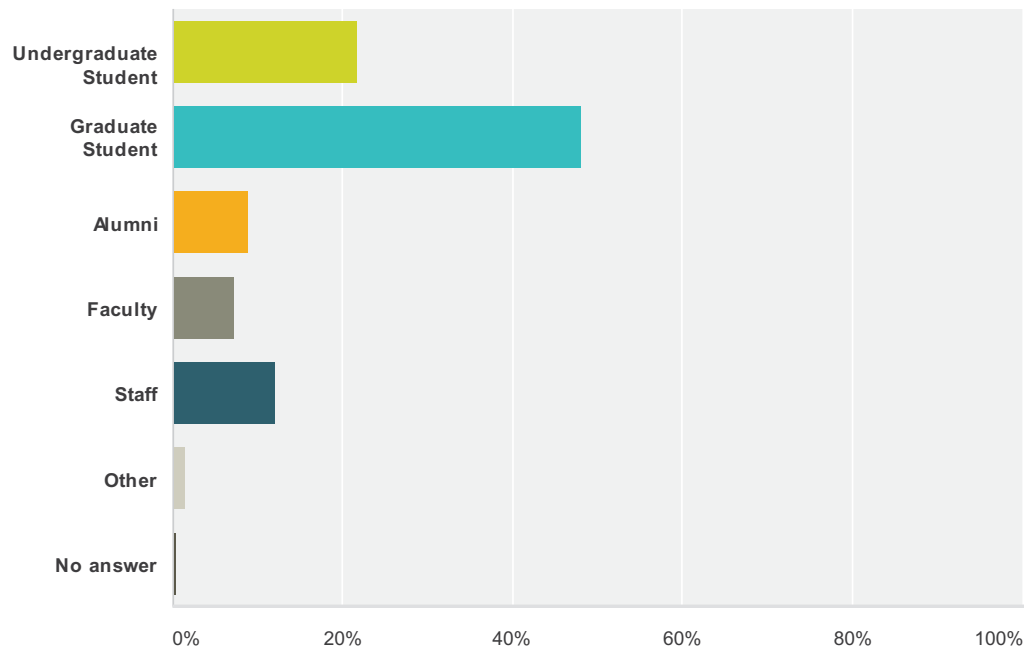
Answered: 114 Skipped: 531



Answer Choices	Responses	
Canada	5.26%	6
China	21.93%	25
India	64.04%	73
Korea	6.14%	7
Singapore	0%	0
Taiwan	1.75%	2
Turkey	0.88%	1
Total		114

Q8 What is your current affiliation with UB?

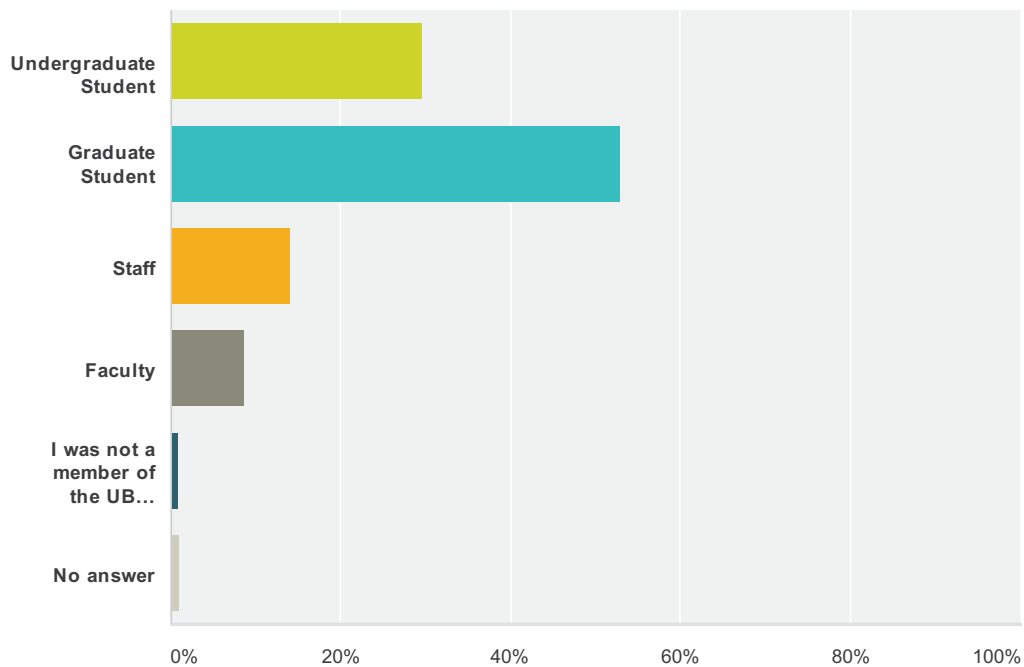
Answered: 635 Skipped: 10



Answer Choices	Responses	
Undergraduate Student	21.73%	138
Graduate Student	48.03%	305
Alumni	8.82%	56
Faculty	7.40%	47
Staff	12.13%	77
Other	1.42%	9
No answer	0.47%	3
Total		635

Q9 What was your affiliation at UB during the following semesters: Spring 2011, Fall 2011 or Spring 2012 (click all that apply)?

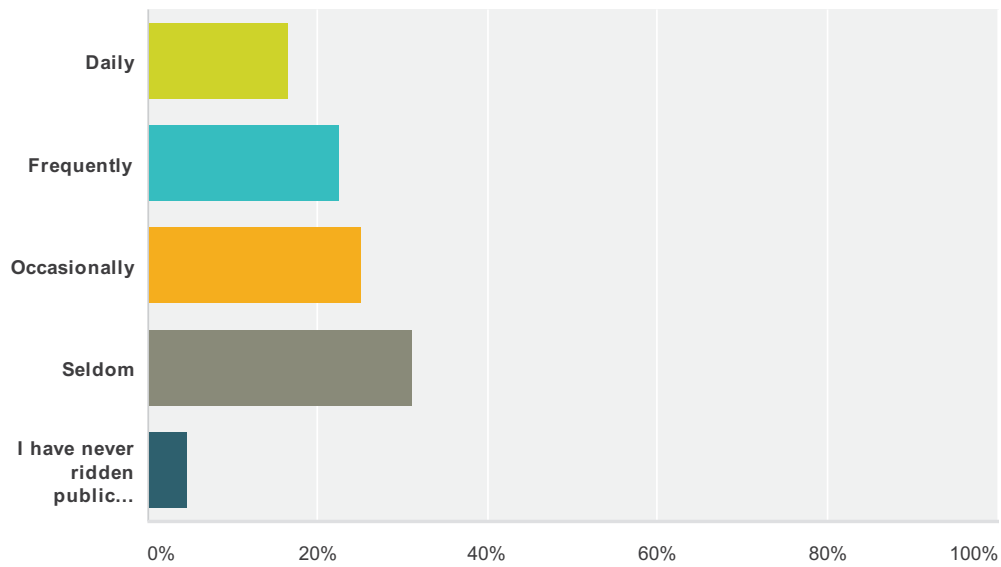
Answered: 638 Skipped: 7



Answer Choices	Responses	
Undergraduate Student	29.47%	188
Graduate Student	52.82%	337
Staff	14.11%	90
Faculty	8.62%	55
I was not a member of the UB community during those semesters	0.94%	6
No answer	1.10%	7
Total Respondents: 638		

Q10 Before your time at UB, how often did you use public transportation (train or bus)?

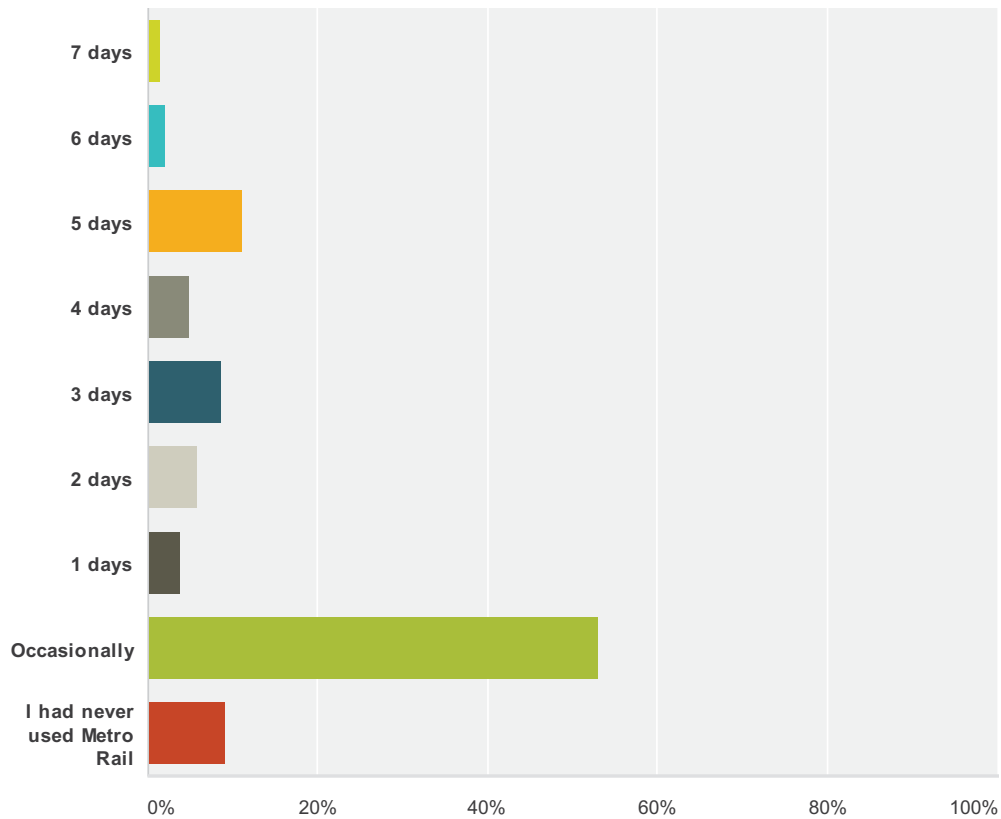
Answered: 621 Skipped: 24



Answer Choices	Responses	
Daily	16.43%	102
Frequently	22.54%	140
Occasionally	25.12%	156
Seldom	31.24%	194
I have never ridden public transportation before	4.67%	29
Total		621

Q11 Before receiving the UB-NFTA Transit Pass, how many days per week on average did you use NFTA's Metro Rail?

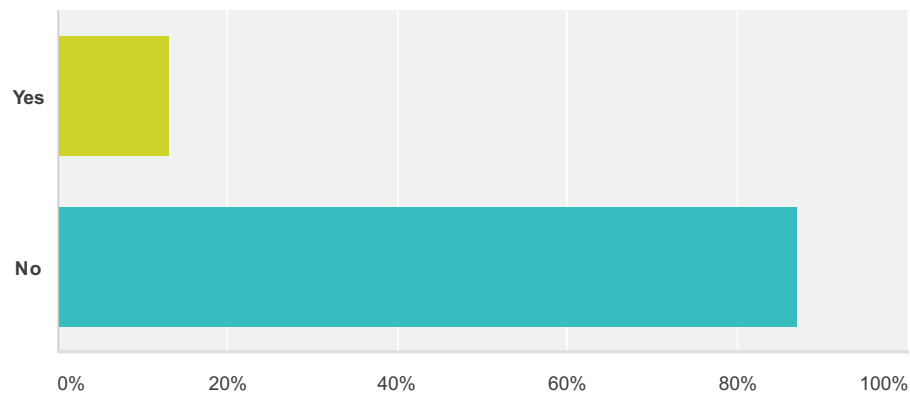
Answered: 620 Skipped: 25



Answer Choices	Responses	
7 days	1.45%	9
6 days	2.10%	13
5 days	11.13%	69
4 days	5%	31
3 days	8.71%	54
2 days	5.81%	36
1 days	3.87%	24
Occasionally	52.90%	328
I had never used Metro Rail	9.03%	56
Total	620	

Q12 Before receiving the free UB-NFTA Transit Pass, did you regularly buy a monthly NFTA pass for Metro Rail and Metro Bus?

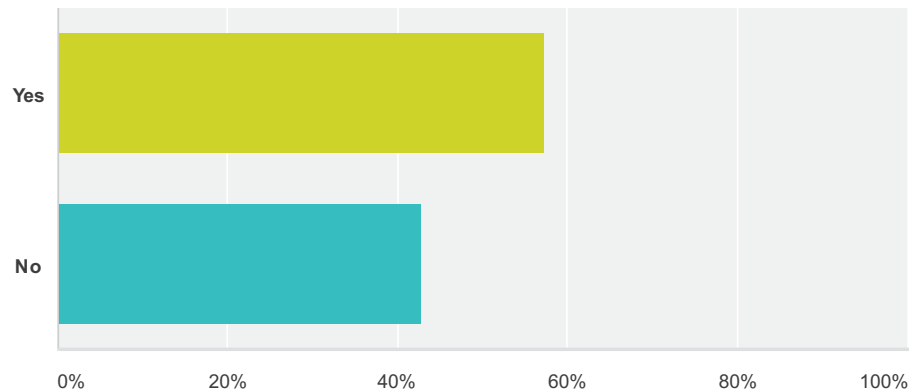
Answered: 617 Skipped: 28



Answer Choices	Responses	
Yes	13.13%	81
No	86.87%	536
Total		617

Q13 Before receiving the free UB-NFTA Transit Pass, did you have access to a personal vehicle?

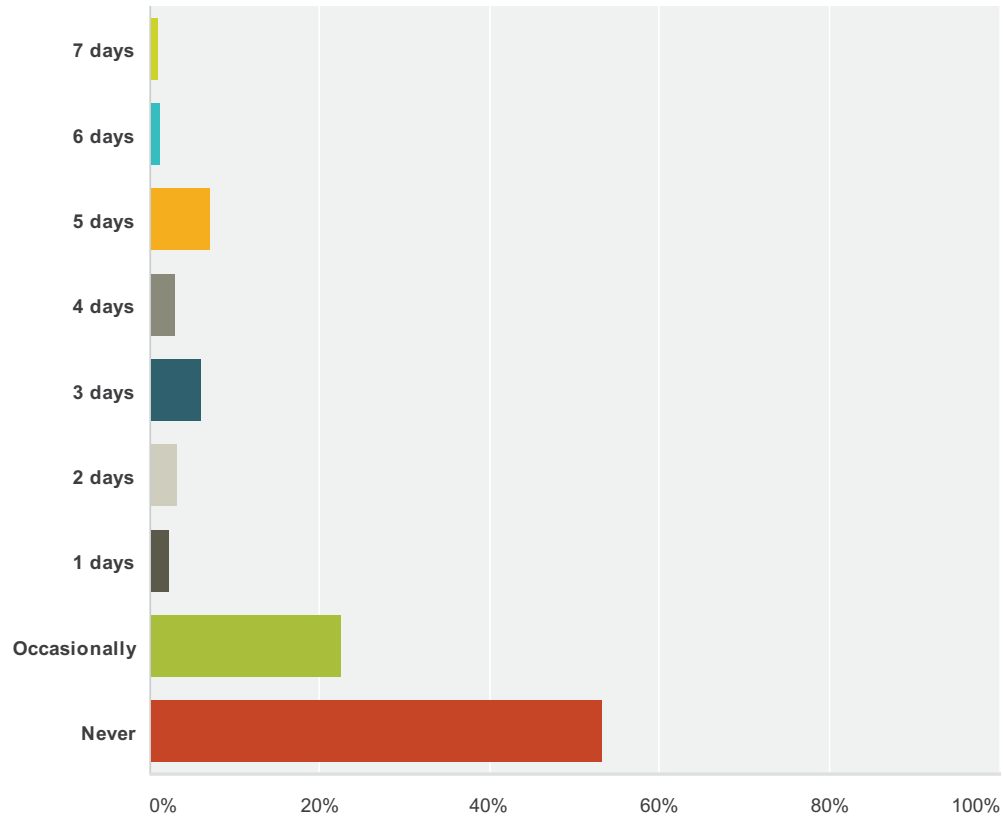
Answered: 619 Skipped: 26



Answer Choices	Responses	
Yes	57.19%	354
No	42.81%	265
Total		619

Q14 Before receiving the free UB-NFTA Transit Pass, how many days per week on average did you ride the “Blue line” shuttle bus operated by UB between South Campus and the Downtown Campus?

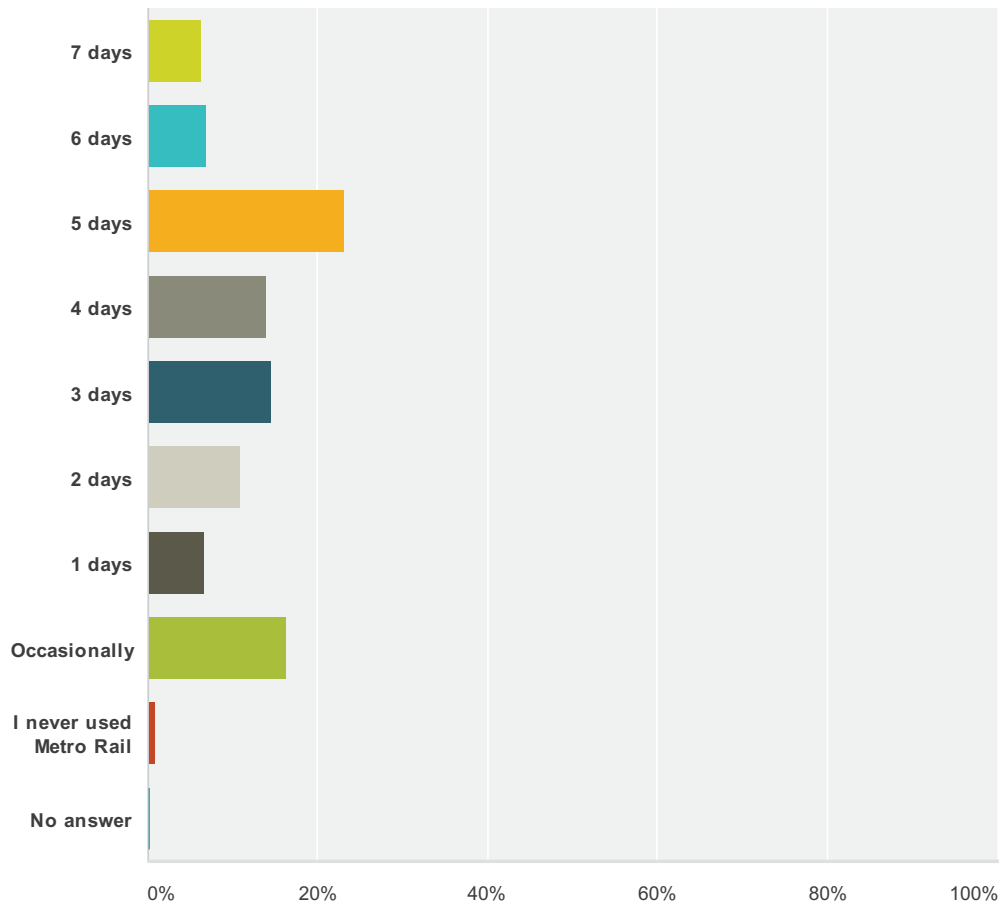
Answered: 620 Skipped: 25



Answer Choices	Responses
7 days	1.13% 7
6 days	1.29% 8
5 days	7.10% 44
4 days	3.06% 19
3 days	6.13% 38
2 days	3.23% 20
1 days	2.26% 14
Occasionally	22.58% 140
Never	53.23% 330
Total	620

Q15 After receiving the UB-NFTA Transit Pass, how many days per week on average did you use NFTA's Metro Rail?

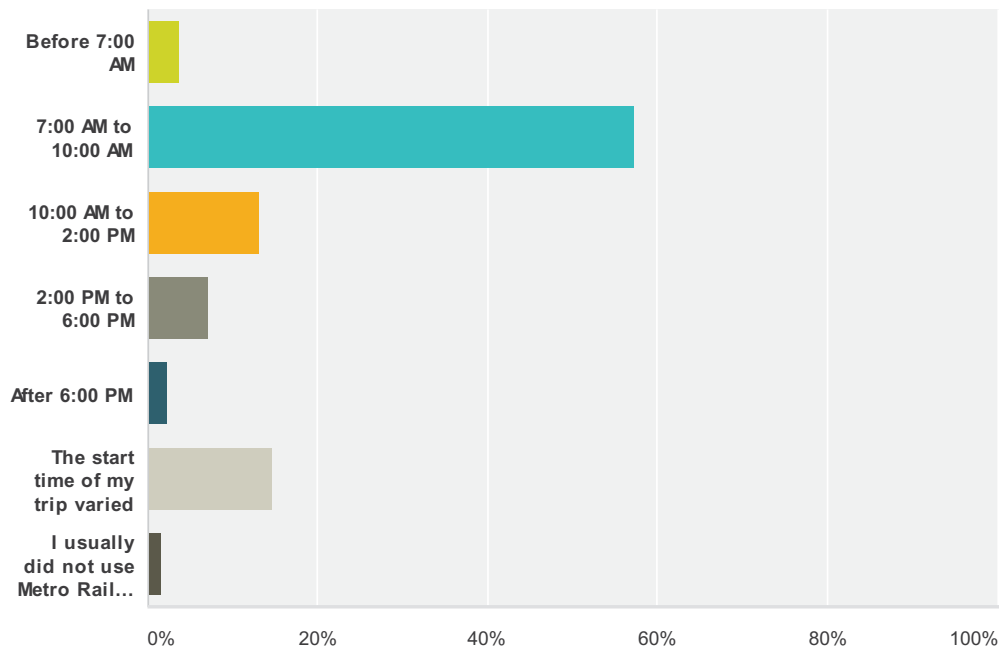
Answered: 616 Skipped: 29



Answer Choices	Responses	
7 days	6.33%	39
6 days	6.82%	42
5 days	23.21%	143
4 days	13.96%	86
3 days	14.61%	90
2 days	10.88%	67
1 days	6.66%	41
Occasionally	16.23%	100
I never used Metro Rail	0.97%	6
No answer	0.32%	2
Total		616

Q16 At what time did you most frequently begin your first trip of the day?

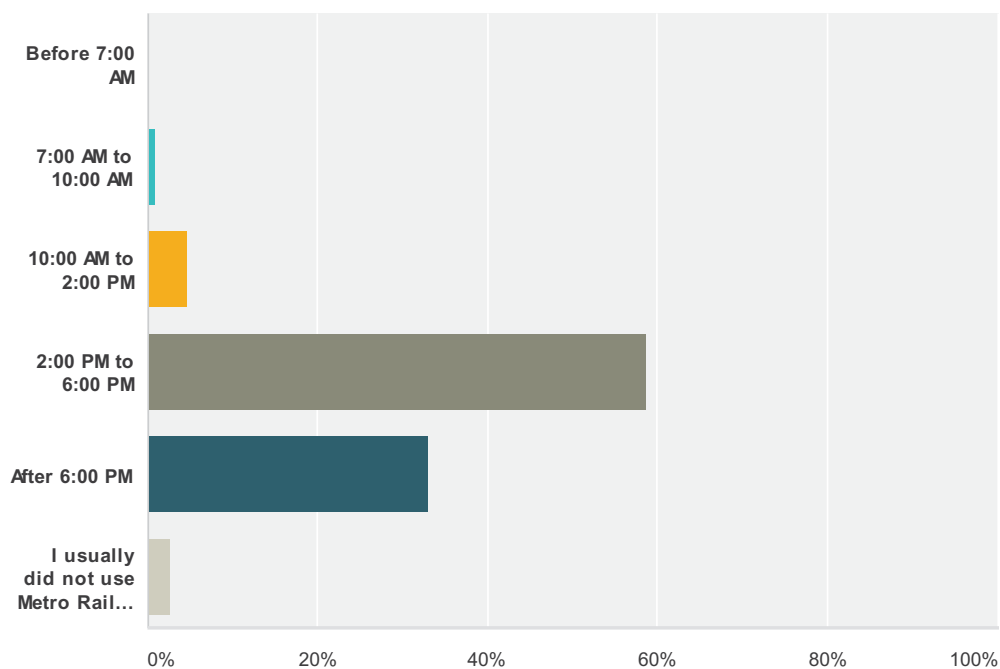
Answered: 616 Skipped: 29



Answer Choices	Responses	
Before 7:00 AM	3.73%	23
7:00 AM to 10:00 AM	57.14%	352
10:00 AM to 2:00 PM	13.15%	81
2:00 PM to 6:00 PM	7.14%	44
After 6:00 PM	2.27%	14
The start time of my trip varied	14.77%	91
I usually did not use Metro Rail to commute to my destination	1.79%	11
Total		616

Q17 At what time did you most frequently begin your return trip?

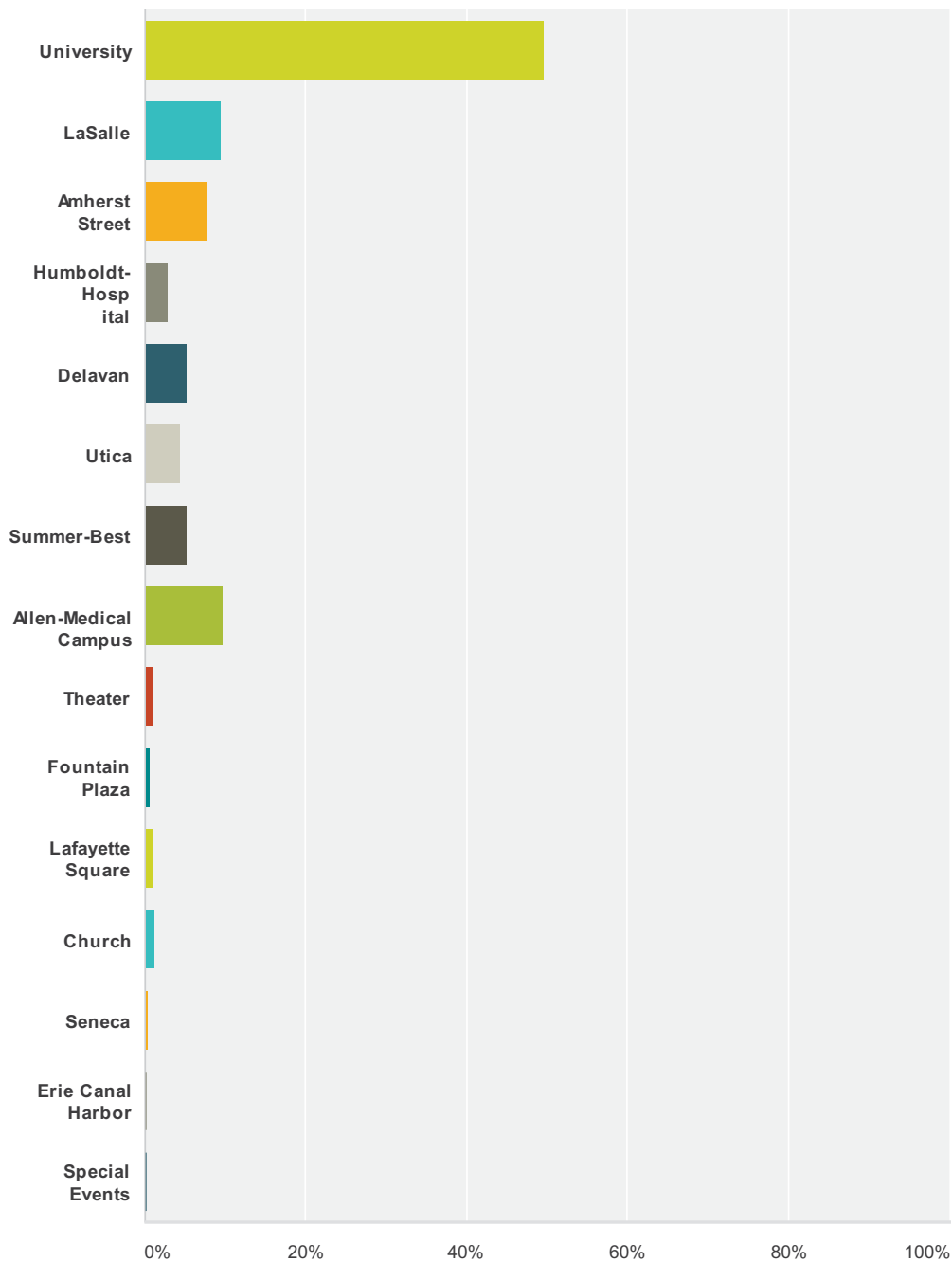
Answered: 613 Skipped: 32



Answer Choices	Responses	
Before 7:00 AM	0%	0
7:00 AM to 10:00 AM	0.98%	6
10:00 AM to 2:00 PM	4.73%	29
2:00 PM to 6:00 PM	58.56%	359
After 6:00 PM	32.95%	202
I usually did not use Metro Rail for my return trip	2.77%	17
Total		613

Q18 What Metro Rail station did you most frequently use to begin your first trip of the day?

Answered: 614 Skipped: 31



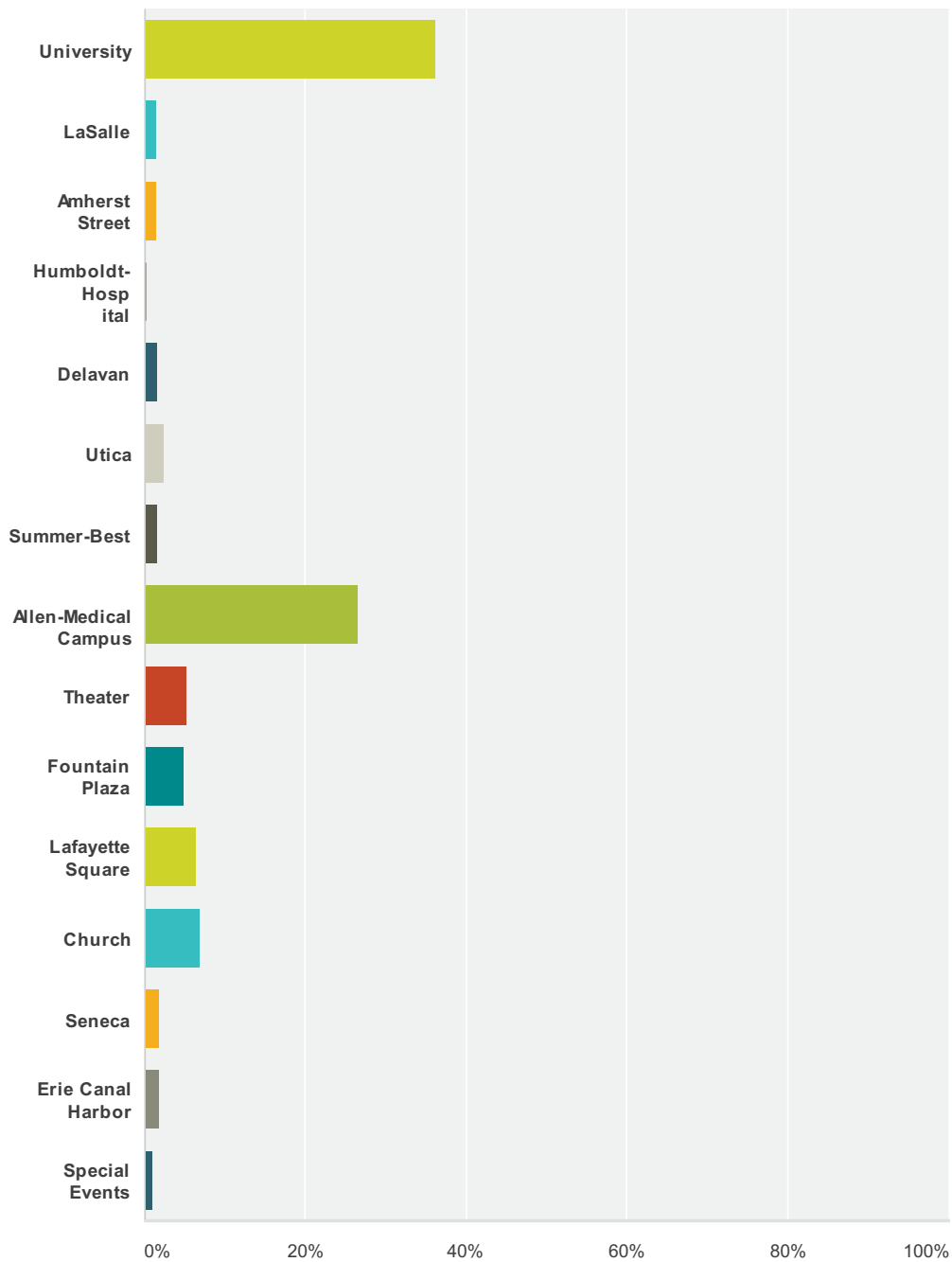
Answer Choices	Responses	
University	49.51%	304
LaSalle	9.45%	58
Amherst Street	7.98%	49
Humboldt-Hospital	2.93%	18
Delavan	5.21%	32
Utica	4.56%	24

UB-NFTA Transit Pass Program Survey (Email)

Summer-Best	5.21%	32
Allen-Medical Campus	9.77%	60
Theater	1.14%	7
Fountain Plaza	0.65%	4
Lafayette Square	1.14%	7
Church	1.30%	8
Seneca	0.49%	3
Erie Canal Harbor	0.33%	2
Special Events	0.33%	2
Total		614

Q19 What Metro Rail station did you most frequently use for your return trip?

Answered: 612 Skipped: 33



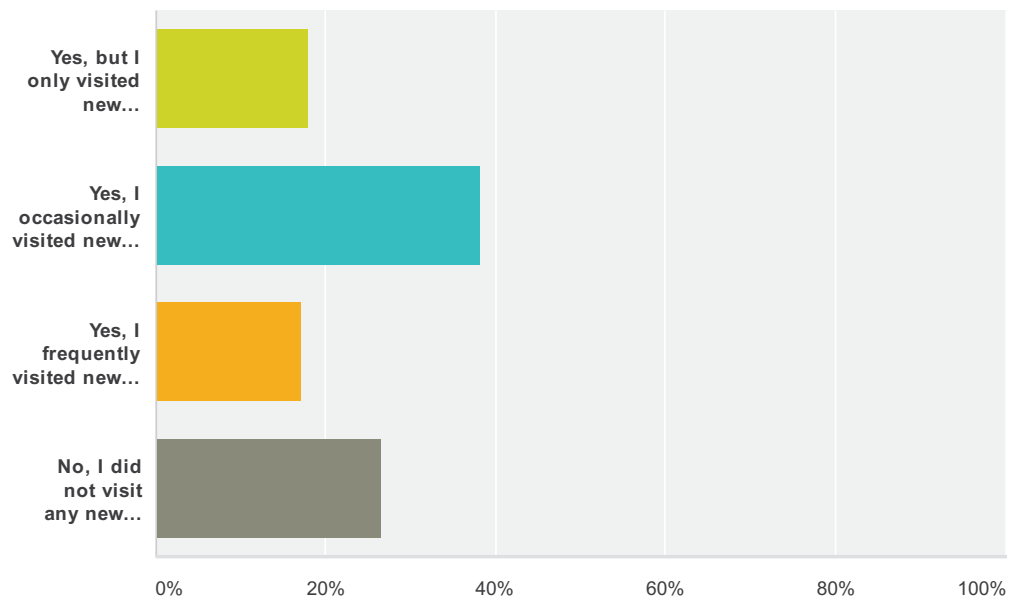
Answer Choices	Responses
University	36.11% 221
LaSalle	1.47% 9
Amherst Street	1.47% 9
Humboldt-Hospital	0.33% 2
Delavan	1.63% 10
Utica	2.45% 15

UB-NFTA Transit Pass Program Survey (Email)

Summer-Best	1.63%	10
Allen-Medical Campus	26.63%	163
Theater	5.23%	32
Fountain Plaza	4.90%	30
Lafayette Square	6.54%	40
Church	6.86%	42
Seneca	1.80%	11
Erie Canal Harbor	1.80%	11
Special Events	1.14%	7
Total		612

Q20 After receiving the UB-NFTA Transit Pass, did you use Metro Rail for travel to destinations you had not previously traveled to?

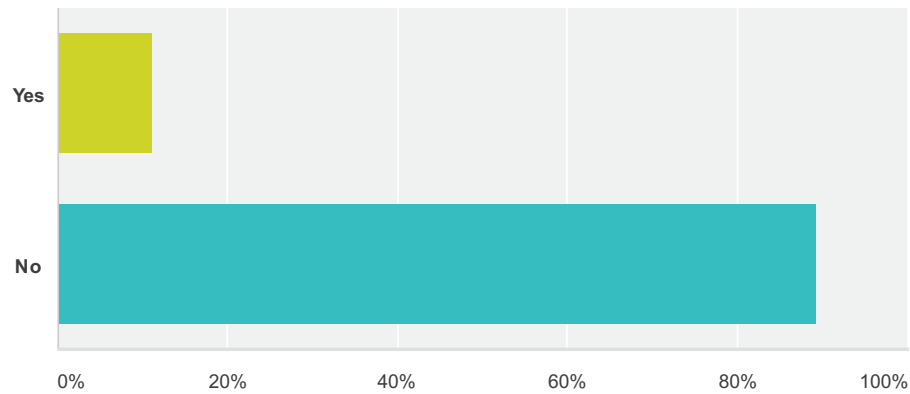
Answered: 605 Skipped: 40



Answer Choices	Responses	
Yes, but I only visited new destinations once or twice	18.02%	109
Yes, I occasionally visited new destinations	38.18%	231
Yes, I frequently visited new destinations	17.19%	104
No, I did not visit any new destinations	26.61%	161
Total		605

Q21 After receiving the free UB-NFTA Transit Pass, did you stop owning a personal vehicle?

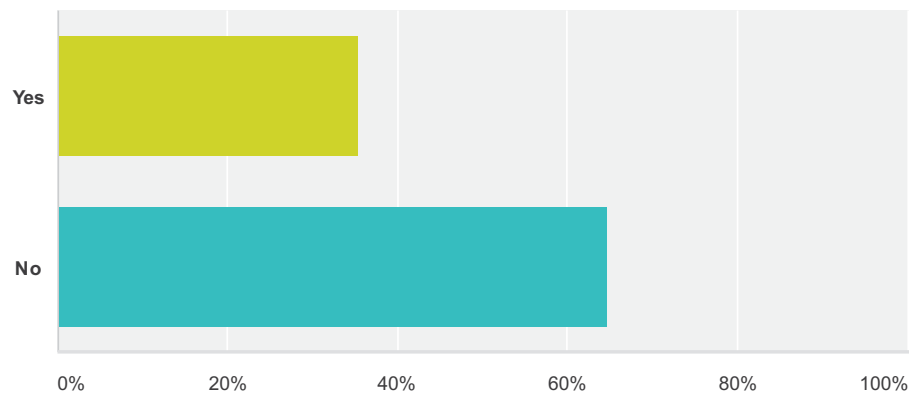
Answered: 581 Skipped: 64



Answer Choices	Responses	
Yes	11.02%	64
No	88.98%	517
Total	581	

Q22 If you did not own a vehicle before the pass, did you put off purchasing a vehicle (to a later date) because you received the free UB-NFTA Transit Pass?

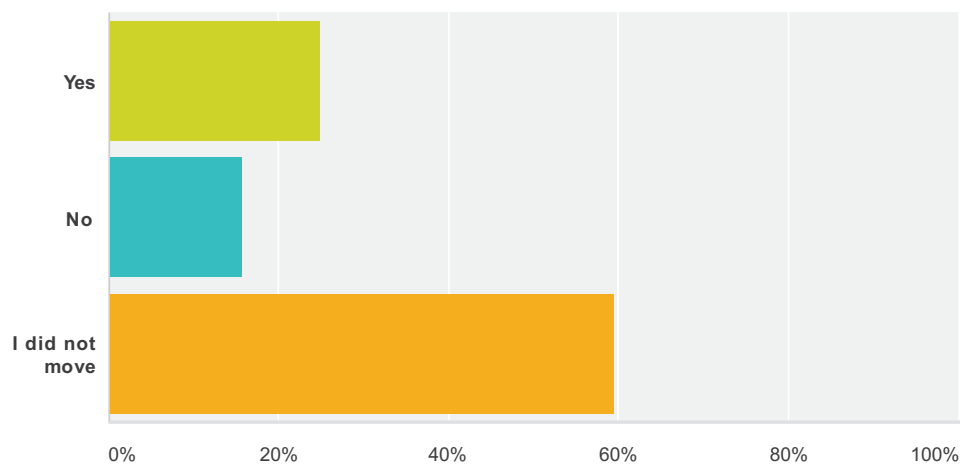
Answered: 449 Skipped: 196



Answer Choices	Responses	
Yes	35.41%	159
No	64.59%	290
Total		449

Q23 If you moved at any time between Spring 2011 and Summer 2012, did having the UB-NFTA Transit Pass influence where you moved?

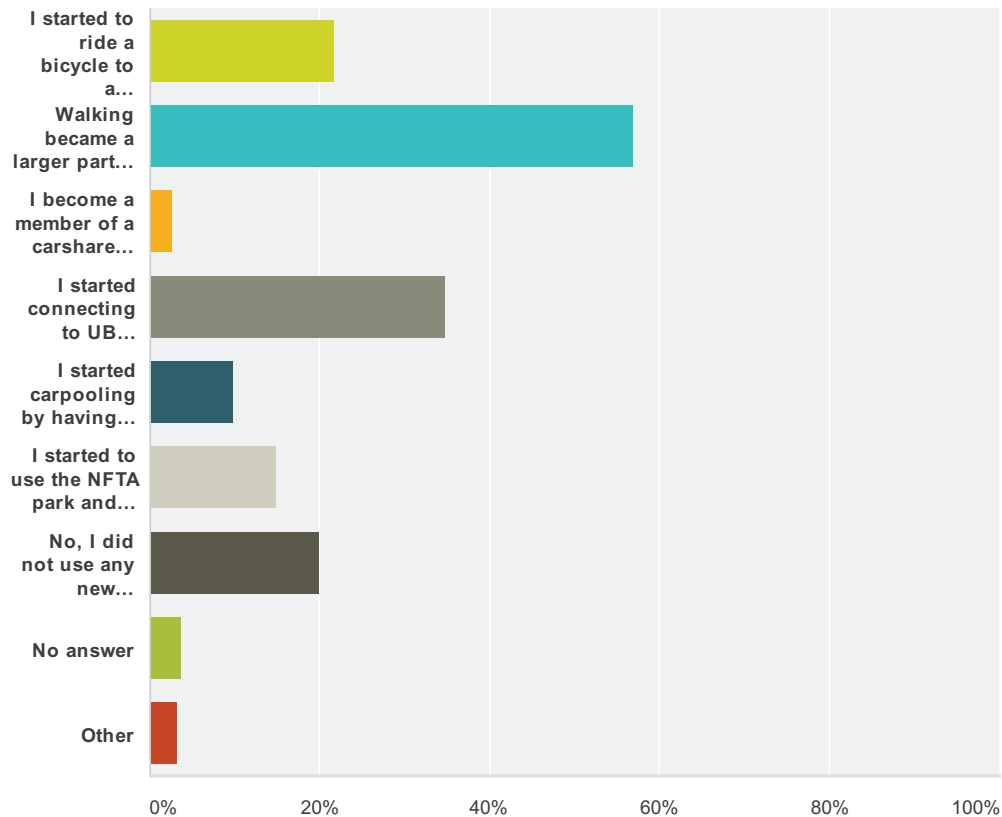
Answered: 601 Skipped: 44



Answer Choices	Responses	
Yes	24.96%	150
No	15.64%	94
I did not move	59.40%	357
Total	601	

Q24 After receiving the free UB-NFTA Transit Pass, did you begin to use any new transportation options? (Click all that apply)

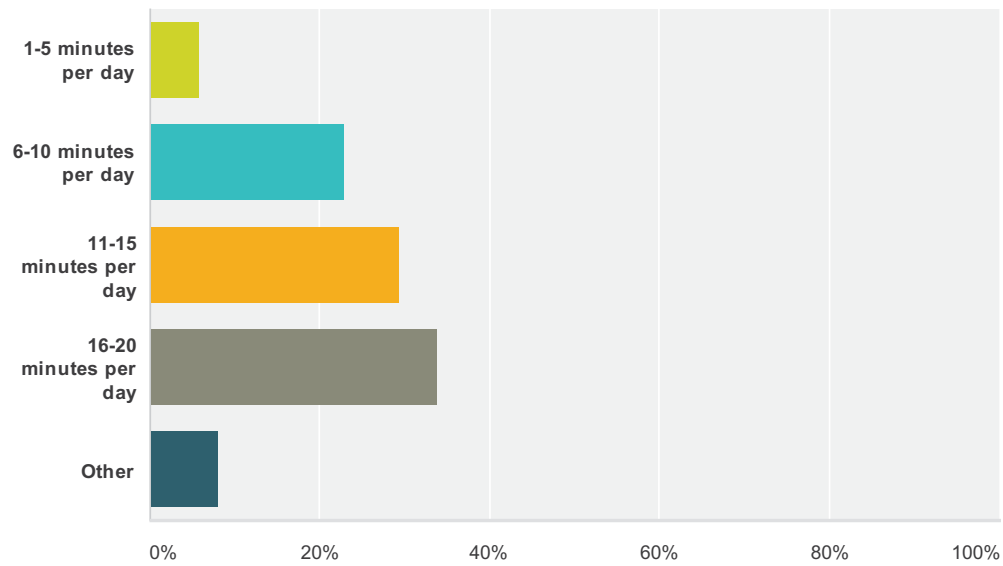
Answered: 610 Skipped: 35



Answer Choices	Responses	
I started to ride a bicycle to a Metro Rail station	21.80%	133
Walking became a larger part of my commute	56.72%	346
I become a member of a carshare organization (Zip Car or Buffalo Carshare)	2.79%	17
I started connecting to UB stampede at University Station	34.75%	212
I started carpooling by having someone pick me up or drop me off at a Metro Rail Station	9.84%	60
I started to use the NFTA park and ride lots at LaSalle and University stations	14.92%	91
No, I did not use any new transportation options	19.84%	121
No answer	3.77%	23
Other	3.28%	20
Total Respondents: 610		

Q25 After receiving the UB-NFTA Transit Pass, how many additional minutes per day on average did you spend walking or biking?

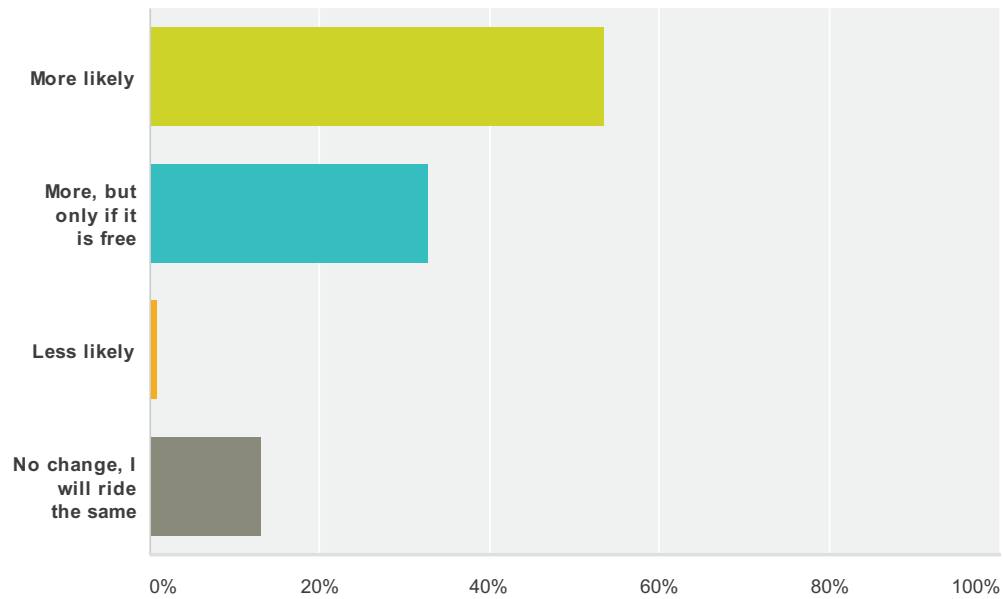
Answered: 374 Skipped: 271



Answer Choices	Responses	
1-5 minutes per day	5.88%	22
6-10 minutes per day	22.99%	86
11-15 minutes per day	29.41%	110
16-20 minutes per day	33.69%	126
Other	8.02%	30
Total		374

Q26 After your experience using the free UB-NFTA Transit Pass, will you be more, or less, likely to ride public transportation in the future (where ever you may be living)?

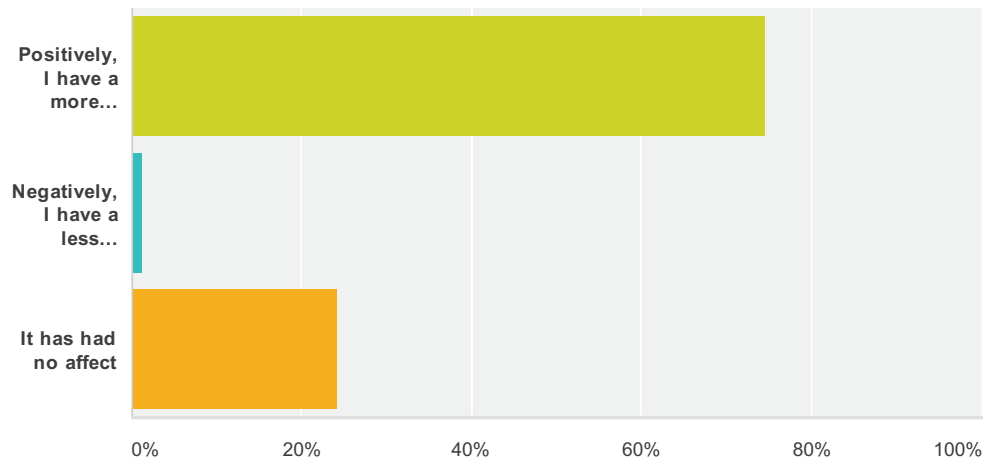
Answered: 606 Skipped: 39



Answer Choices	Responses	
More likely	53.30%	323
More, but only if it is free	32.67%	198
Less likely	0.83%	5
No change, I will ride the same	13.20%	80
Total		606

Q27 How has your experience using the UB-NFTA Transit Pass affected your perception of public transportation?

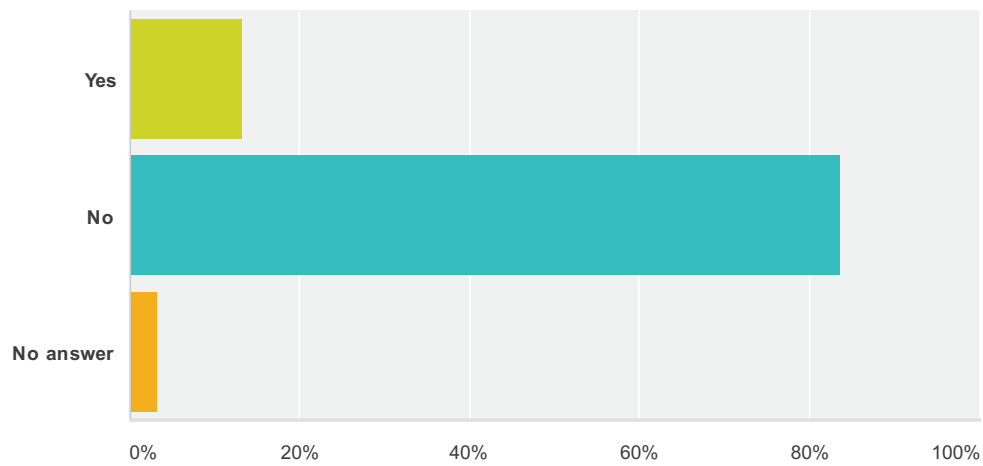
Answered: 593 Skipped: 52



Answer Choices	Responses	
Positively, I have a more favorable view of public transportation now	74.54%	442
Negatively, I have a less favorable view of public transportation now	1.35%	8
It has had no affect	24.11%	143
Total		593

Q28 Since the free UB-NFTA Transit Pass program concluded in August 2012, have you purchased a prepaid monthly NFTA pass?

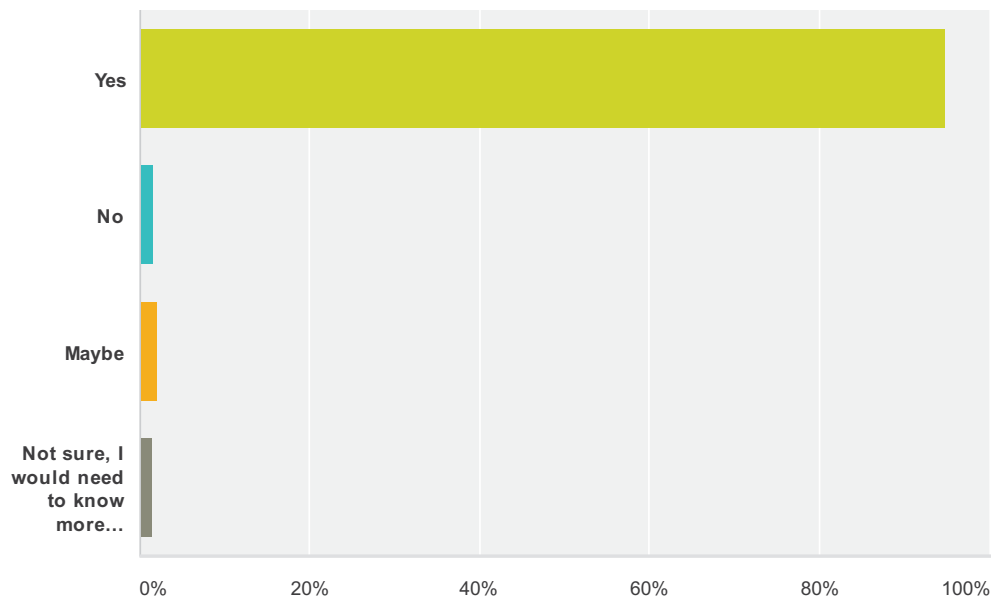
Answered: 605 Skipped: 40



Answer Choices	Responses	
Yes	13.22%	80
No	83.47%	505
No answer	3.31%	20
Total	605	

Q29 Would you be interested in receiving a free UB-NFTA Transit Pass if the program returned?

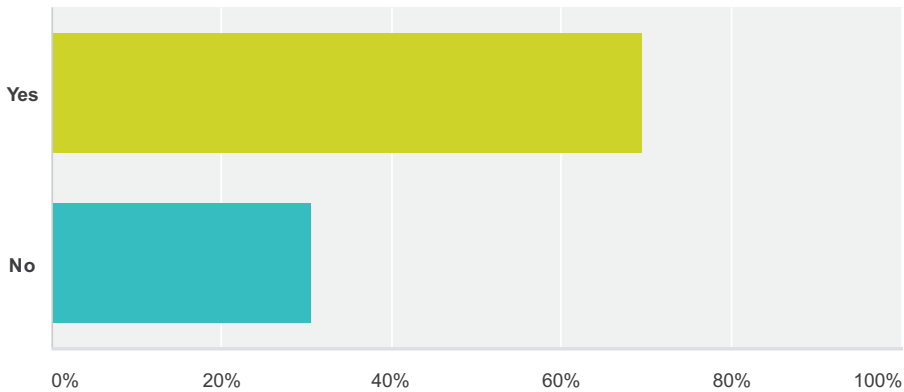
Answered: 620 Skipped: 25



Answer Choices	Responses	
Yes	94.68%	587
No	1.77%	11
Maybe	2.10%	13
Not sure, I would need to know more about the program	1.45%	9
Total	620	

Q30 Do you own or have access to a motor vehicle (car, truck, motorcycle, etc.)

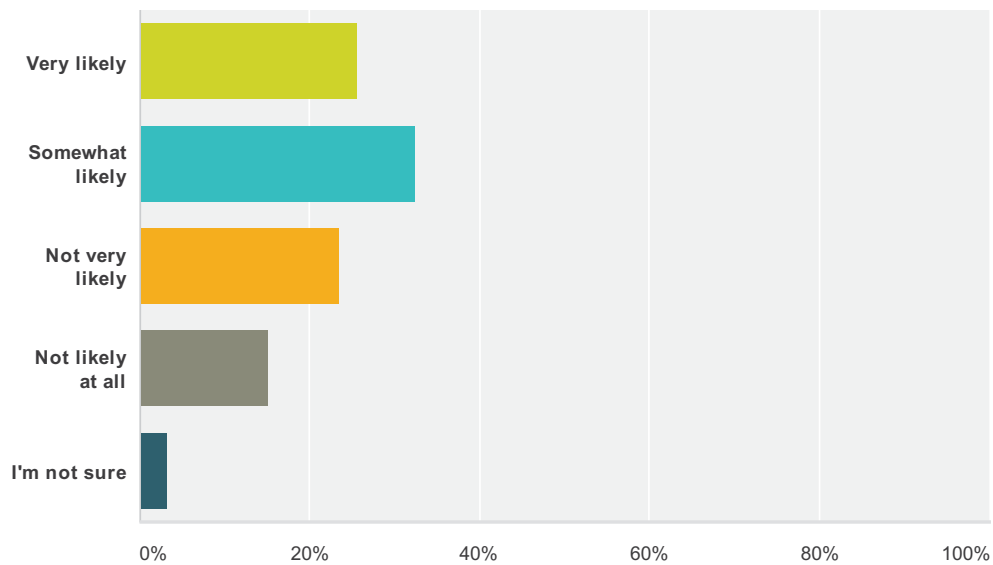
Answered: 620 Skipped: 25



Answer Choices	Responses	
Yes	69.35%	430
No	30.65%	190
Total		620

Q31 If you were to receive a free UB-NFTA Transit Pass, how likely would you be to stop using a motor vehicle?

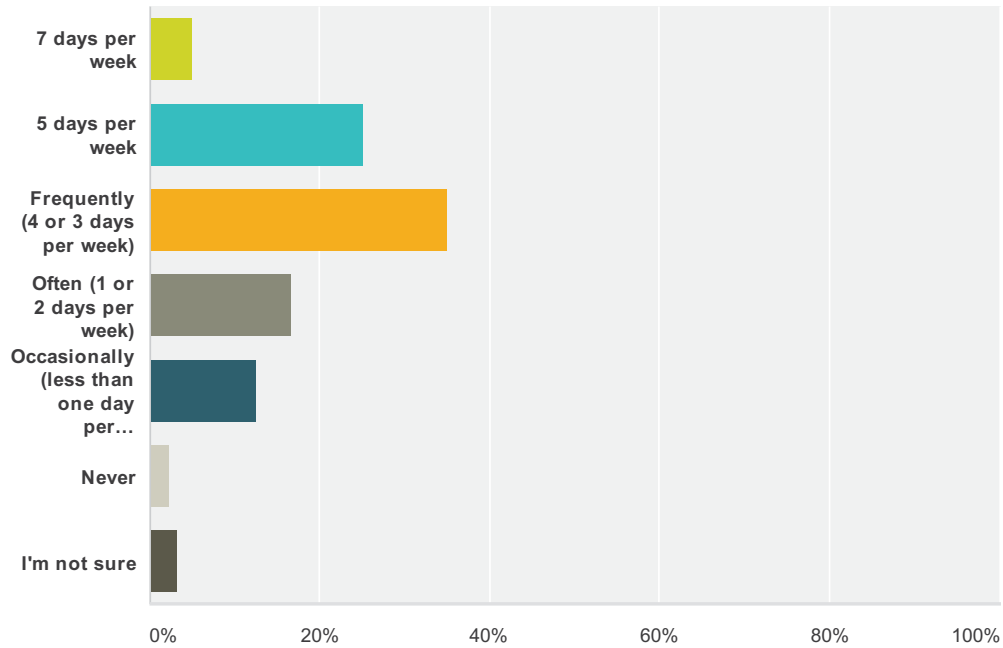
Answered: 429 Skipped: 216



Answer Choices	Responses	
Very likely	25.64%	110
Somewhat likely	32.40%	139
Not very likely	23.54%	101
Not likely at all	15.15%	65
I'm not sure	3.26%	14
Total		429

Q32 If you were to receive a free UB-NFTA Transit Pass but still use a motor vehicle, how often do you think you would ride Metro Rail to school or work?

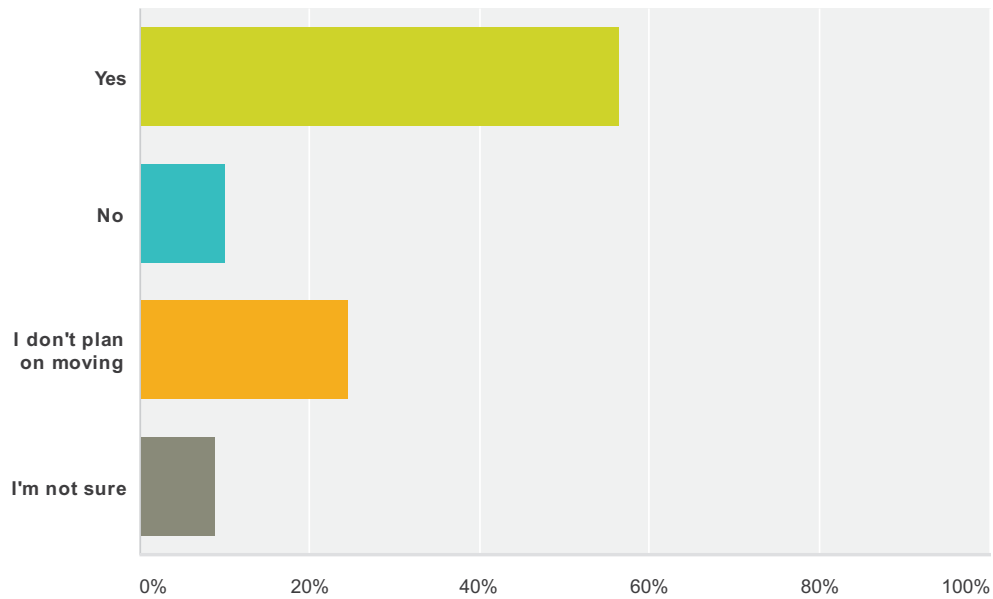
Answered: 430 Skipped: 215



Answer Choices	Responses	
7 days per week	5.12%	22
5 days per week	25.12%	108
Frequently (4 or 3 days per week)	34.88%	150
Often (1 or 2 days per week)	16.74%	72
Occasionally (less than one day per week)	12.56%	54
Never	2.33%	10
I'm not sure	3.26%	14
Total		430

Q33 If you are considering moving in the future, would having a free UB-NFTA Transit Pass influence your decision about a new location?

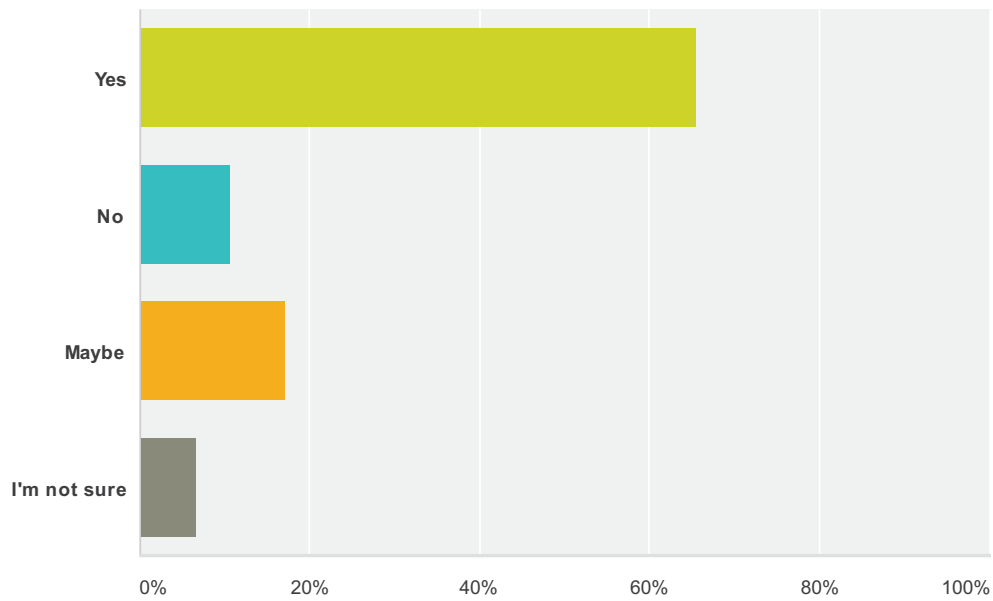
Answered: 615 Skipped: 30



Answer Choices	Responses	
Yes	56.42%	347
No	10.08%	62
I don't plan on moving	24.55%	151
I'm not sure	8.94%	55
Total		615

Q34 In choosing a new place to live, is its location from a Metro Rail station important?

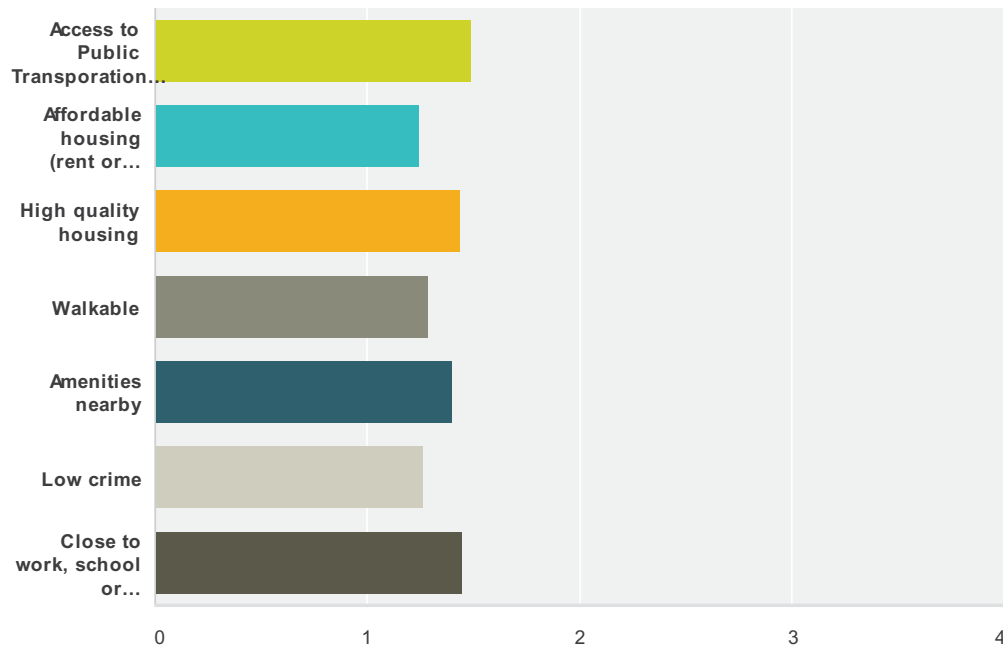
Answered: 605 Skipped: 40



Answer Choices	Responses	
Yes	65.45%	396
No	10.74%	65
Maybe	17.19%	104
I'm not sure	6.61%	40
Total		605

Q35 How important to you are the following characteristics of a neighborhood that you would like to live in?

Answered: 614 Skipped: 31



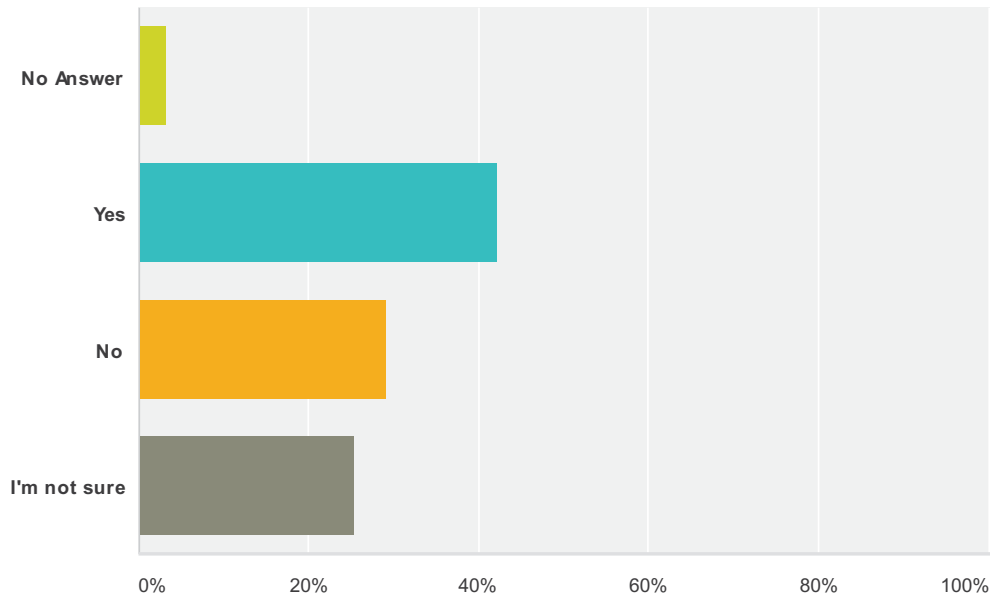
	Very Important	Somewhat Important	Not Important	I'm Not Sure	Total	Average Rating
Access to Public Transportation (train or bus)	58.24% 357	35.24% 216	5.71% 35	0.82% 5	613	1.49
Affordable housing (rent or own)	78.69% 480	18.69% 114	1.97% 12	0.66% 4	610	1.25
High quality housing	61.66% 378	33.77% 207	3.75% 23	0.82% 5	613	1.44
Walkable	73.69% 451	23.69% 145	2.12% 13	0.49% 3	612	1.29
Amenities nearby	63.99% 391	32.73% 200	2.78% 17	0.49% 3	611	1.40
Low crime	76.92% 470	20.62% 126	1.64% 10	0.82% 5	611	1.26
Close to work, school or destinations you visit regularly	59.87% 364	35.86% 218	3.45% 21	0.82% 5	608	1.45

Q36 Are there any particular neighborhoods in the Buffalo-Niagara region that you would consider very attractive to live in?

Answered: 302 Skipped: 343

Q37 The pilot UB-NFTA Transit Pass program was funded by UB, although students were not charged. Another way to fund such programs is to pass the cost on directly to students through student fees. Would you support an increase in student fees to support the UB-NFTA Transit Pass Program which would provide unlimited free rides on NFTA Metro Rail for all UB students?

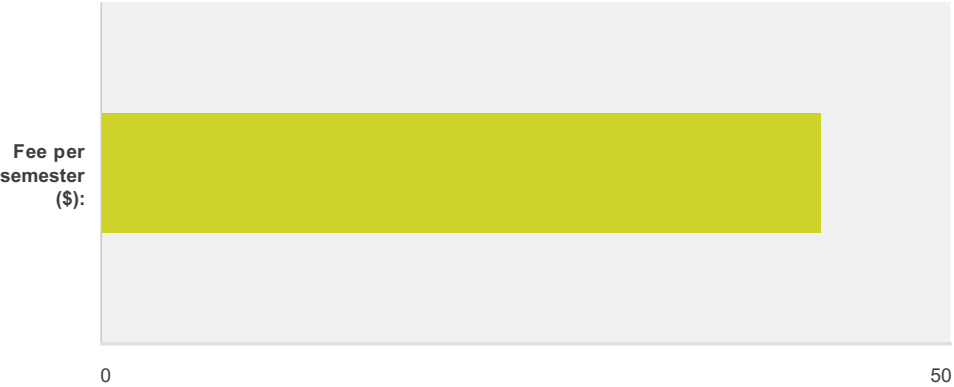
Answered: 614 Skipped: 31



Answer Choices	Responses	
No Answer	3.26%	20
Yes	42.18%	259
No	29.15%	179
I'm not sure	25.41%	156
Total		614

Q38 What value increase in student fees per semester would you support?

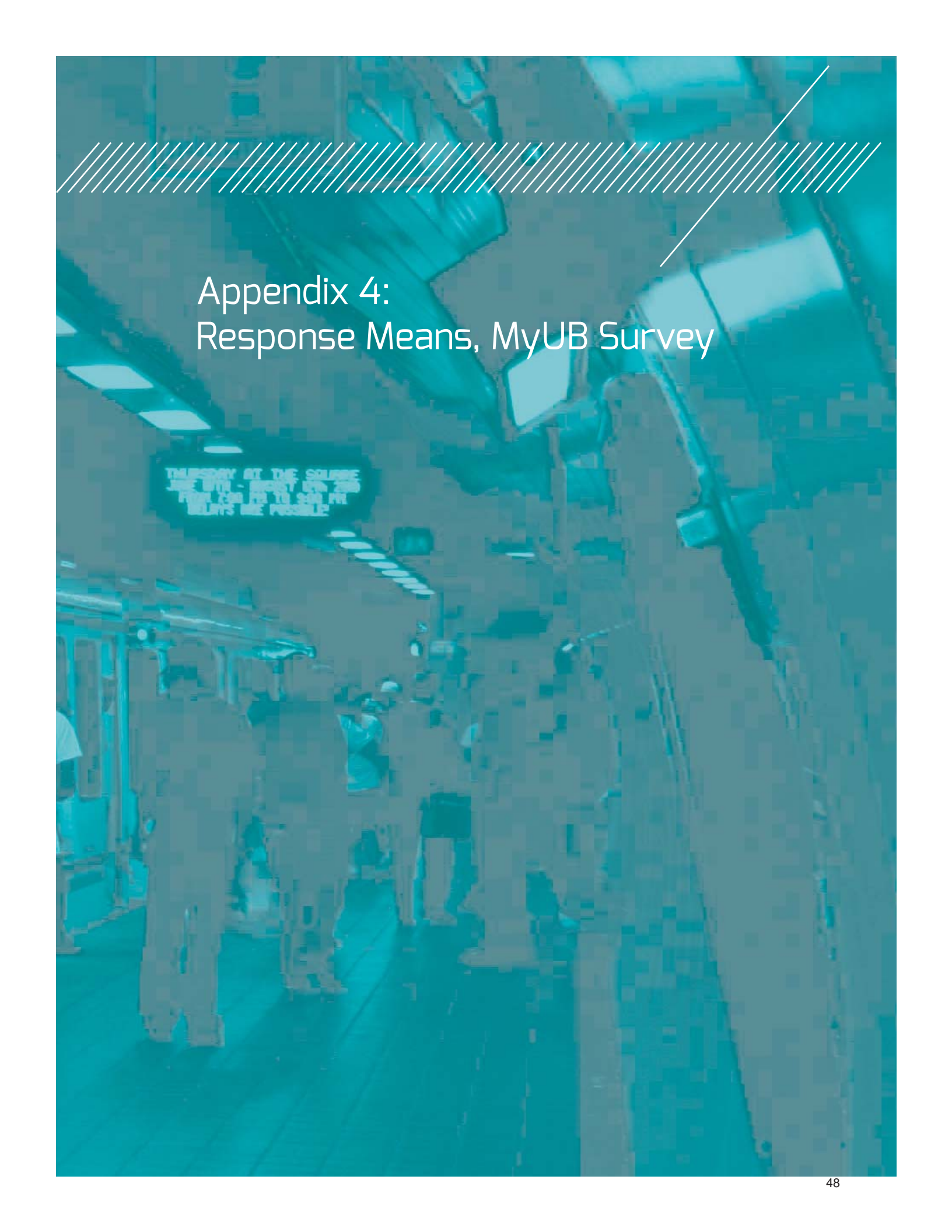
Answered: 377 Skipped: 268



Answer Choices	Average Number	Total Number	Responses
Fee per semester (\$):	42.31	15,952	377
Total Respondents: 377			

Q39 Use this space to tell us any other thoughts you have about the pilot UB-NFTA Transit Pass program.

Answered: 338 Skipped: 307

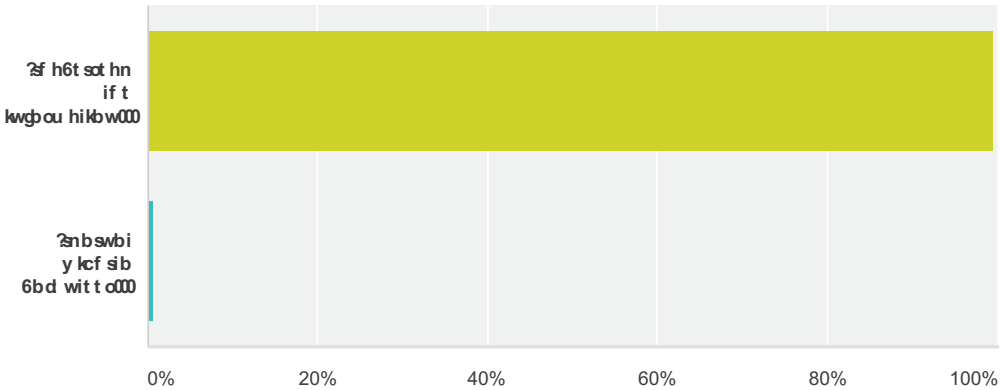


Appendix 4: Response Means, MyUB Survey

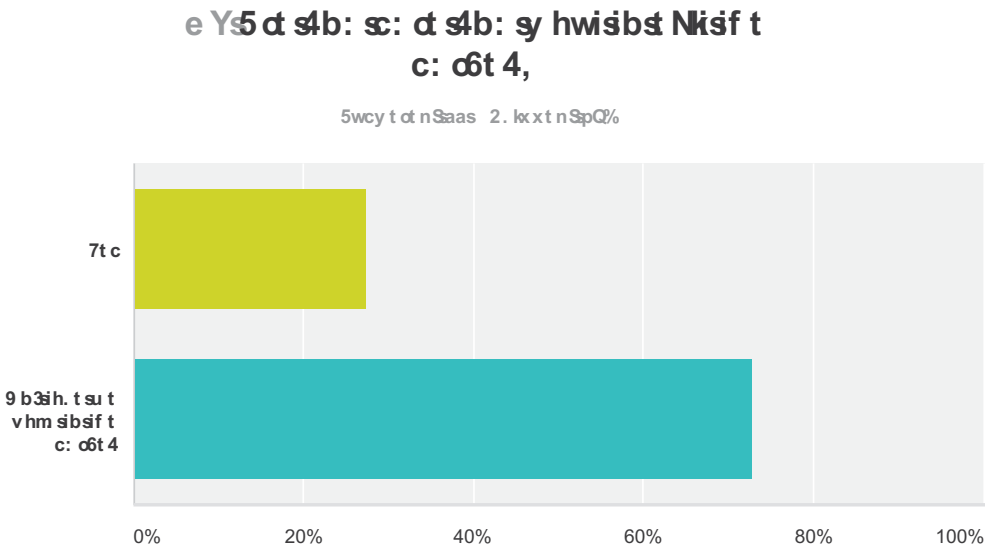
Survey questions were generated using SurveyMonkey, for the Passive (MyUB) Survey. The survey was developed using a response logic tree, so that respondents were presented with only relevant questions based on their answers. Consequently, some questions have seemingly high numbers of “No Answer” Responses. This is especially apparent when looking at numbers relevant to the UB-NFTA Transit Pass, as all but 65 respondents to this survey did not have a UB-NFTA Transit Pass, and therefore were asked only the hypothetical questions about a returned pass.

e as d hct st hnsf t snbwct wslwgbou hllbw
 vt dby svt gdt sh. kwAsf t s: o6t 40

5wcy t dt nSpl Qs 2. kcxtnSP

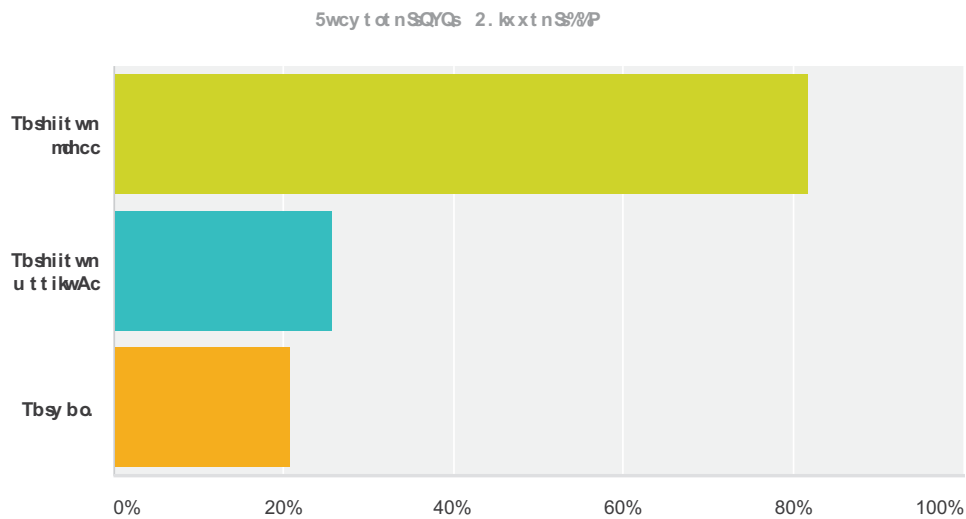


Answer Choices	Responses	
If h6t sot hn if t lwgbou hllbw s6bnt nlsu t shwns6bd wllhctshAd t sbsx hllkx hit s6sif ksci: n40	110%	749
Anbwbi y lcf sib 6bd witt o00 s6sif ksci: n40	0%	5
Total	754	



Answer Choices	Responses
7t c	Yp0Yp3
9 b 3 i h. t s u t v h m s i b s i f t c: o t 4	pYQp%8
Total	11

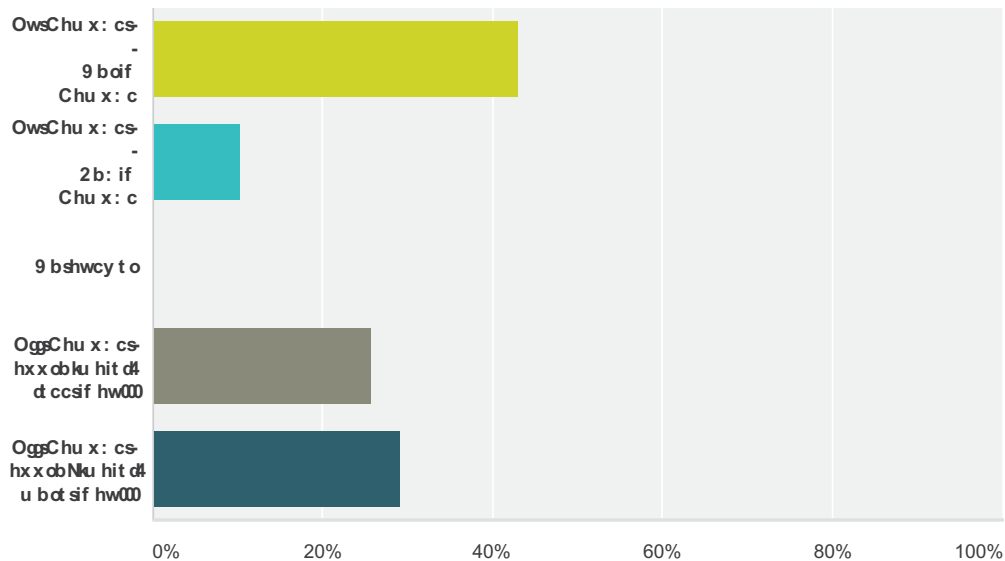
Uby wiby wshu x: ct csn: dwAsf t 2 x dwA
YPaa3 hds YPaashwn 2 x dwAs YPaYct u t cit cc
goshw4sgif t spdby kwAst hcbwc, 3ct d mshd
if hishxxdl8



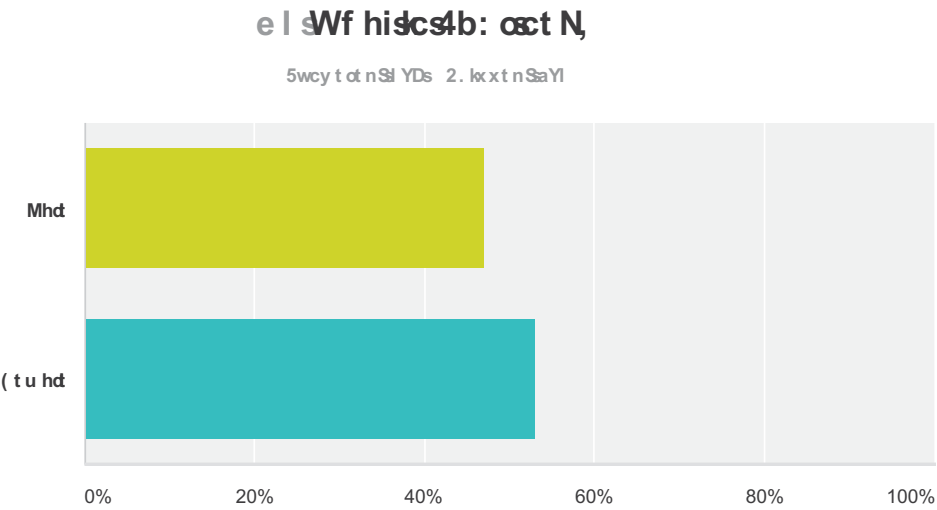
Answer Choices	Responses
Tbshiit wn nthcc	Da0 P346
Tbshiit wn su t t ilkwAc	Yl Qpa109
Tb sy ba	YPQpl88
Total Respondents: 424	

Q1: What is the most important factor in choosing a transit pass?
a) Cost
b) Convenience
c) Reliability
d) Safety

Figure 1: Bar chart showing the percentage of respondents who chose each factor.



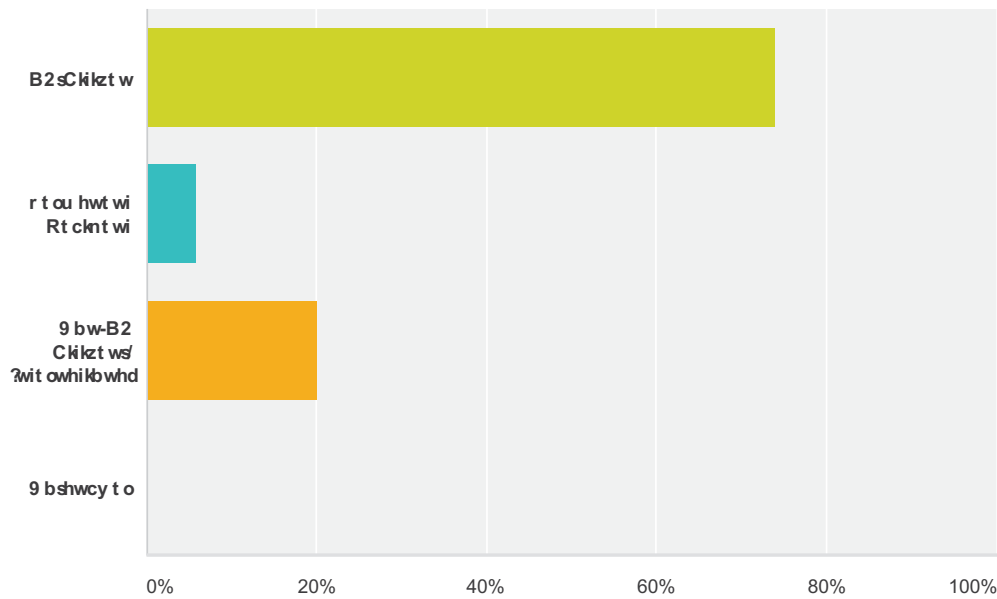
Answer Choices	Responses
OwsChu x: cs-9 boif sChu x: c	Q/TPa 243
OwsChu x: cs-2 b: if sChu x: c	aP0Yp 58
9 bshwcy t o	P 0
OggChu x: cs-shxxobku hit d#sd ccsif hws%Qsu lct csgbu shsMt iobs2 ihilbw	YI 0DQ 146
OggChu x: cs-shxxobNku hit d#su bot sif hws%Qsu lct csgbu shs t iobschilbw	Y10YP 165
Total Respondents: 565	



Answer Choices	Responses	
Mhdt	Q 01p	295
(t u h d	I %0p	333
Total		628

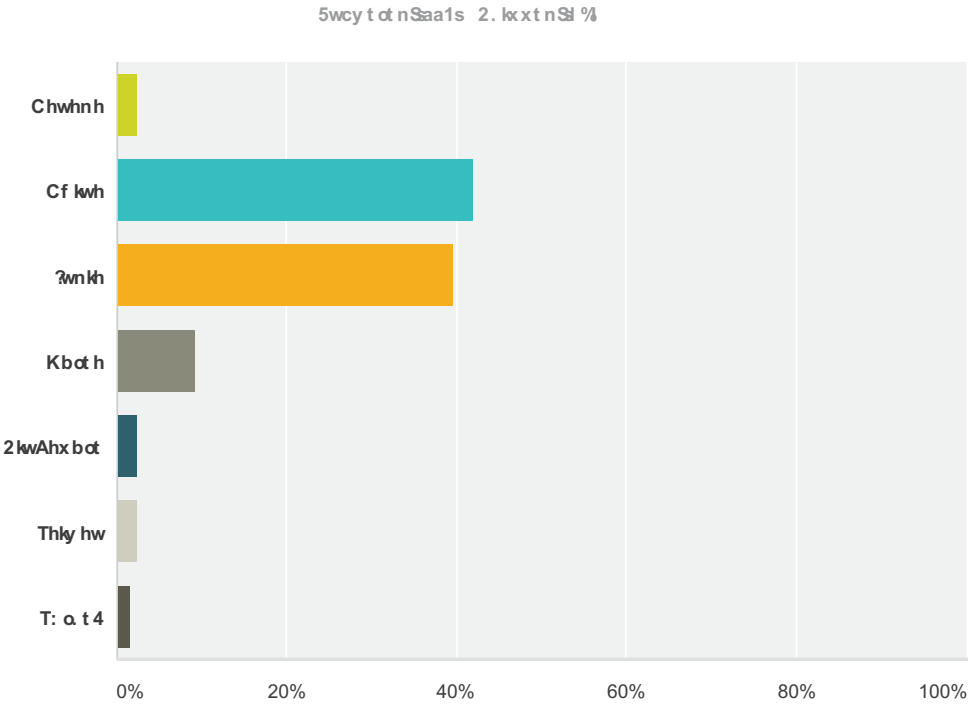
el sWf hids4b: cñkizt wcf k,

5wcy t o t n 51 % 2. kx t n 5aYP



Answer Choices	Responses	
B2sCkizt w	p%IDY	468
r t ou hwt wiRt clnt wi	I 011	38
9 bw-B2sCkizt ws/7wit ow h i k w h d	YP0a1	128
9 bshwcy t o	P	0
Total		634

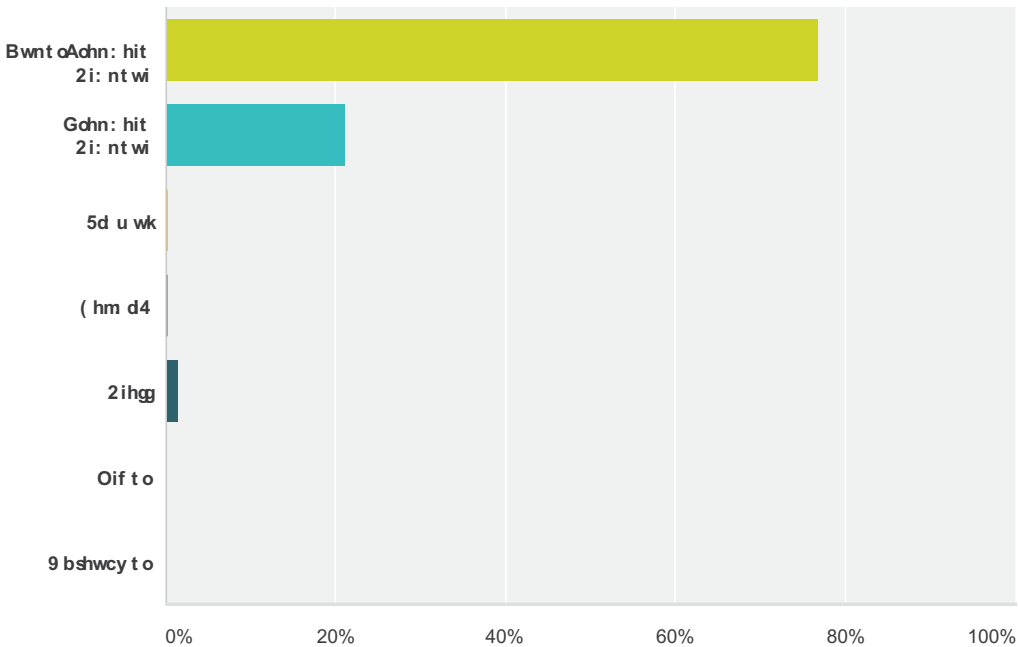
What is the best way to get to school?



Answer Choices	Responses
Chw h n h	Y a Y 3
Cf l w h	Q Y P Y 50
? w n h	% a P 47
K b o t h	1 0 Y Q 11
2 l w A h x b o t	Y a Y 3
Th l y h w	Y a Y 3
T: a t 4	a d D 2
Total	119

How often do you use the transit pass?

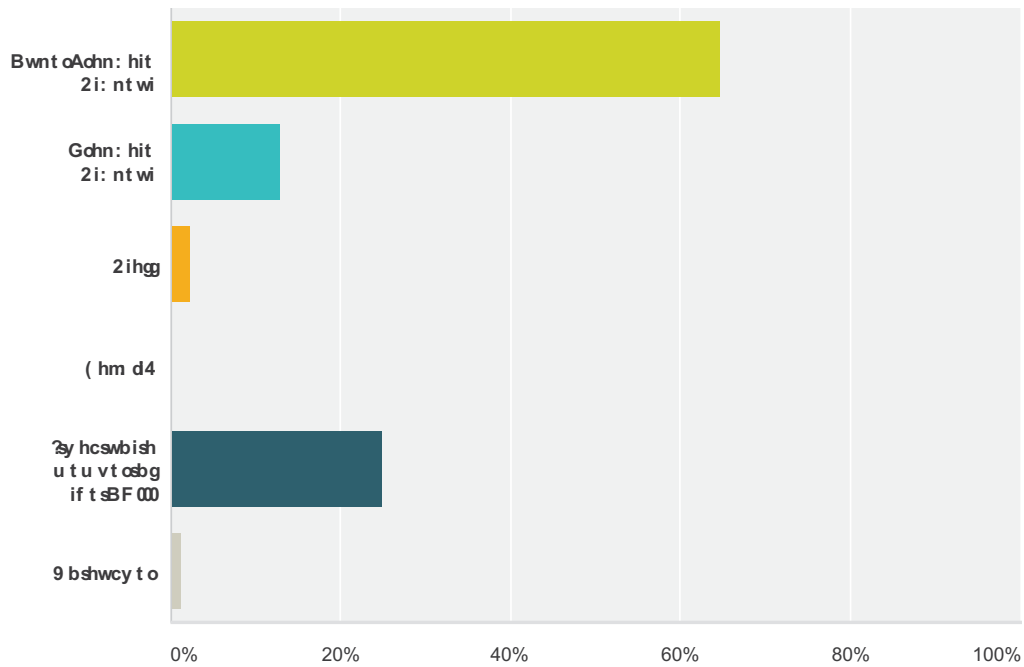
5wcy t o t n S i % P s 2 . k x t n S a Y Q



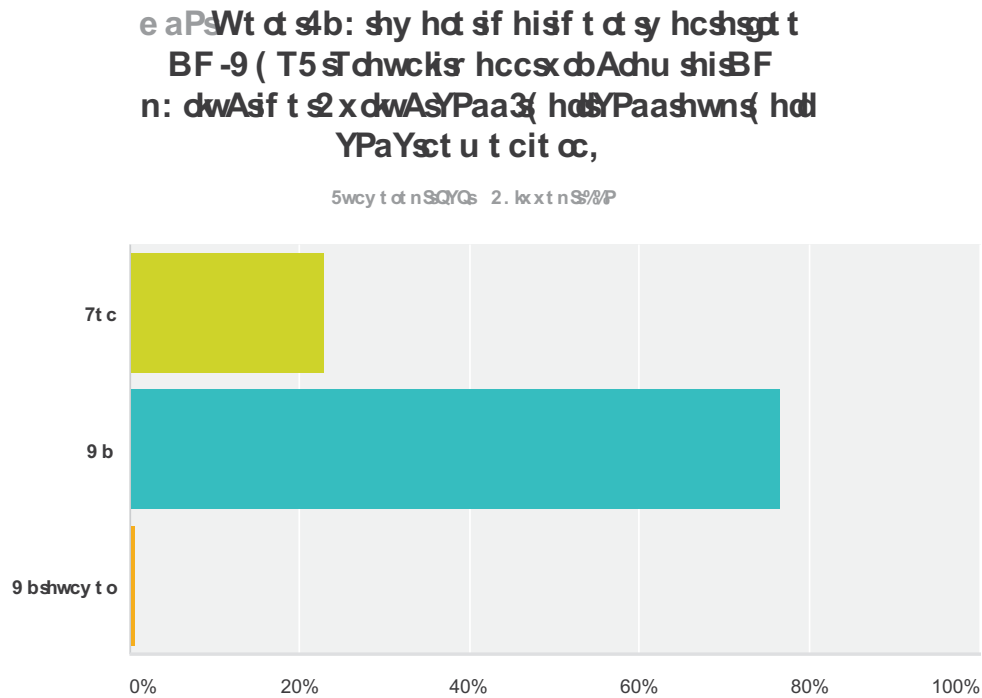
Answer Choices	Responses
Bwnt oAohn: hit 2i: nt wi	pl 0 p483
Gohn: hit 2i: nt wi	Ya0aa133
5d u wk	P0%2
(hm d4	P0%2
2ihgg	a00%9
Oif t o	P0a11
9 bshwcy t o	P0
Total	630

1. If you have a transit pass, how often do you use it?
 2. How often do you use your transit pass?
 3. How often do you use your transit pass?
 4. How often do you use your transit pass?

5. How often do you use your transit pass?

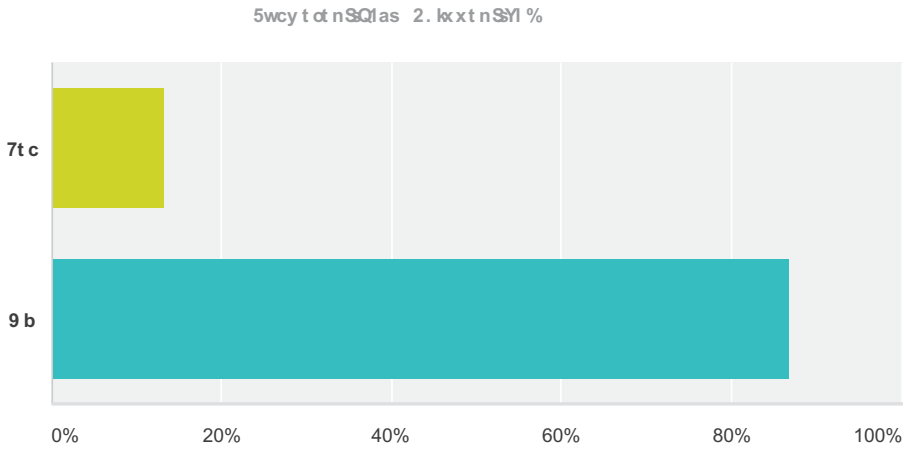


Answer Choices	Responses
Bwnt oAohn: hit 2i: nt wi	I QI P 407
Gohn: hit 2i: nt wi	a%PY 82
2ihgg	Y0Y 14
(hm d4	P0aI 1
2y hcsmbish u tu vt osbg if t sBF 000	YQ0IY 157
9 bshwcy t o	a0Yp 8
Total Respondents: 630	



Answer Choices	Responses
7t c	YYDD 97
9 b	pl 0QY 324
9 bshwcy t o	PQpa 3
Total	424

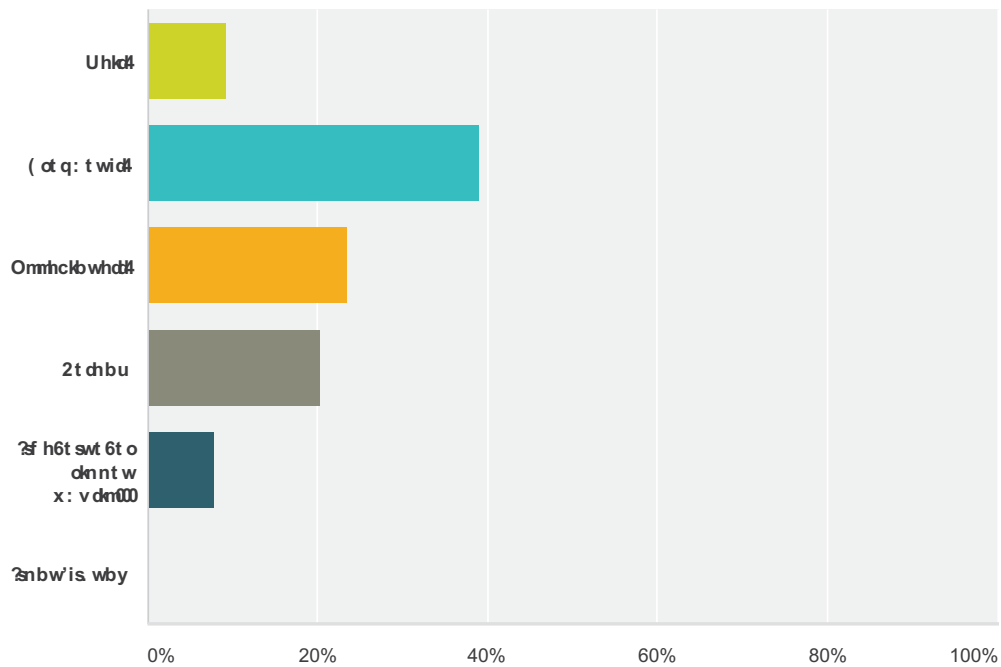
Question 4b: How often do you use the NFTA Transit Pass?
Options:
1. Daily
2. Several times a week
3. Once a week
4. A few times a month
5. Once a month
6. Less than once a month
7. Never



Answer Choices	Responses
7t c	a%0Q65
9 b	DI qI426
Total	491

What is the biggest barrier to using the transit pass program?
 (Select all that apply)

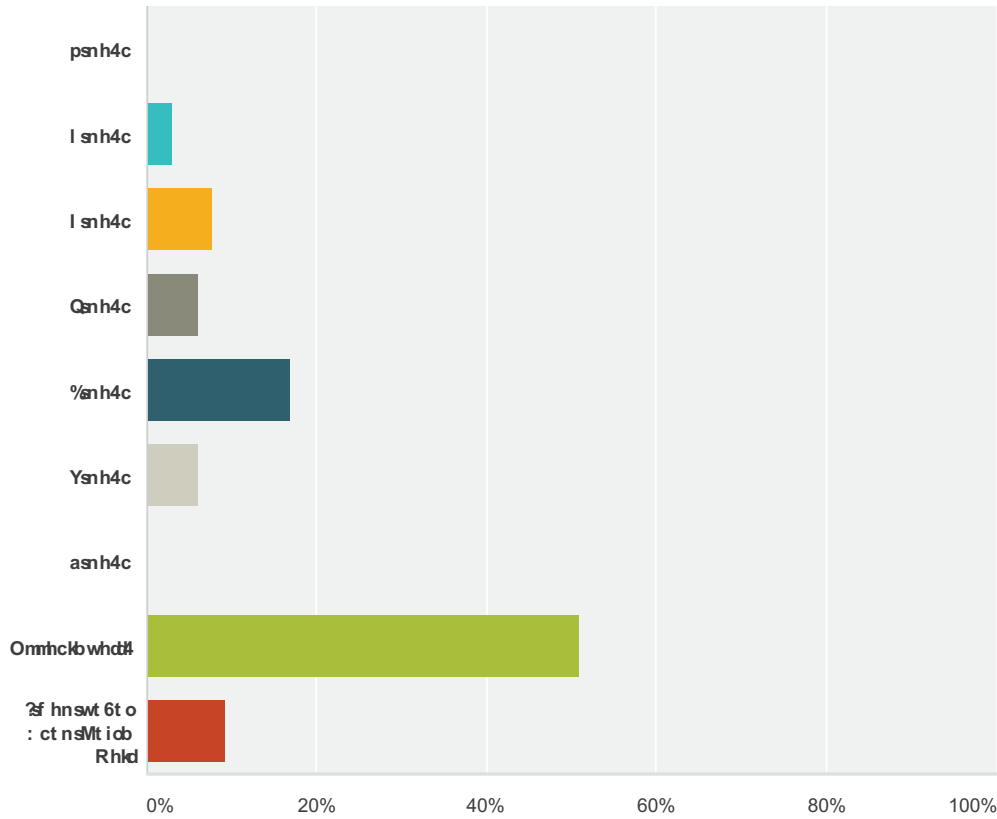
5 ways to use the transit pass program



Answer Choices	Responses	
Not enough time	25%	6
Too expensive	15%	25
Too complicated	13%	15
Not enough information	5%	13
Other	0%	5
Total		64

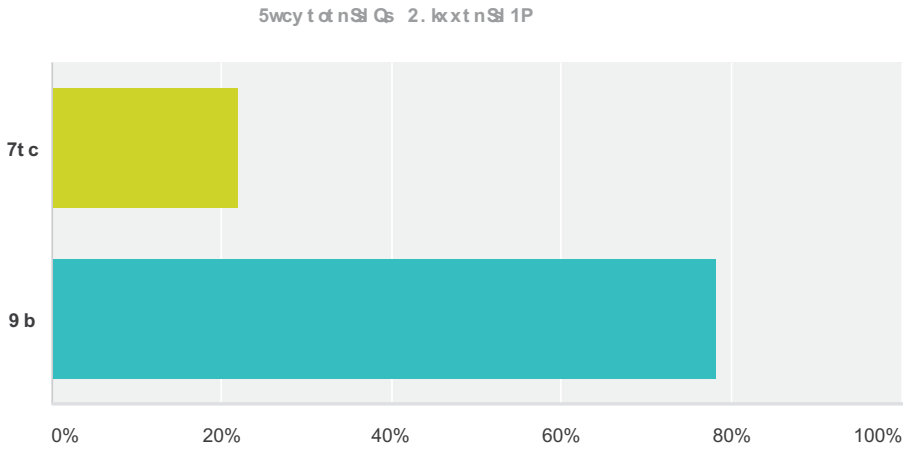
What is the most important factor in your decision to use a transit pass?
(Select one)

Figure 2. Most important factor in decision to use a transit pass



Answer Choices	Responses
Cost of the pass	33
Convenience	11
Time to get to school/work	6
Safety	4
Reliability	4
Accessibility	0
Other	0
Habit	6
None of the above	33
Total	65

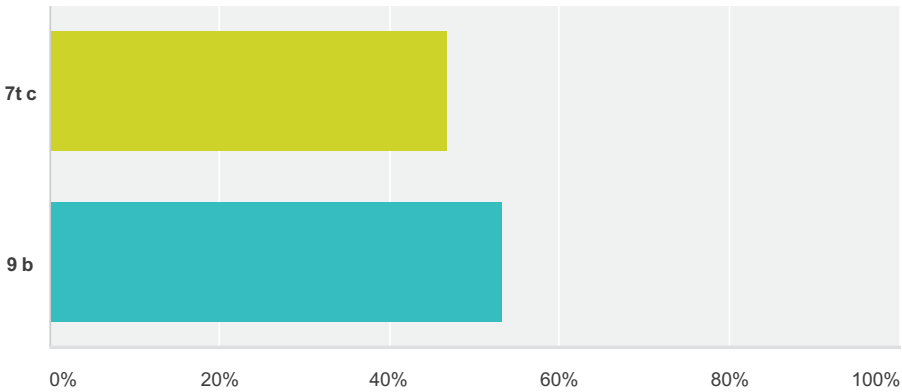
Q1: How often do you use the transit pass?
a) Daily
b) Weekly
c) Monthly
d) Other



Answer Choices	Responses
7t c	Yadd 14
9 b	pDda% 50
Total	64

e al sF t d d st nt l6lwAsif t sgt t sBF -9 (T5
 Tchwckis hcc3nkn4b: s h6t shmt ccsbsh
 xt acbwht6t f knl ,

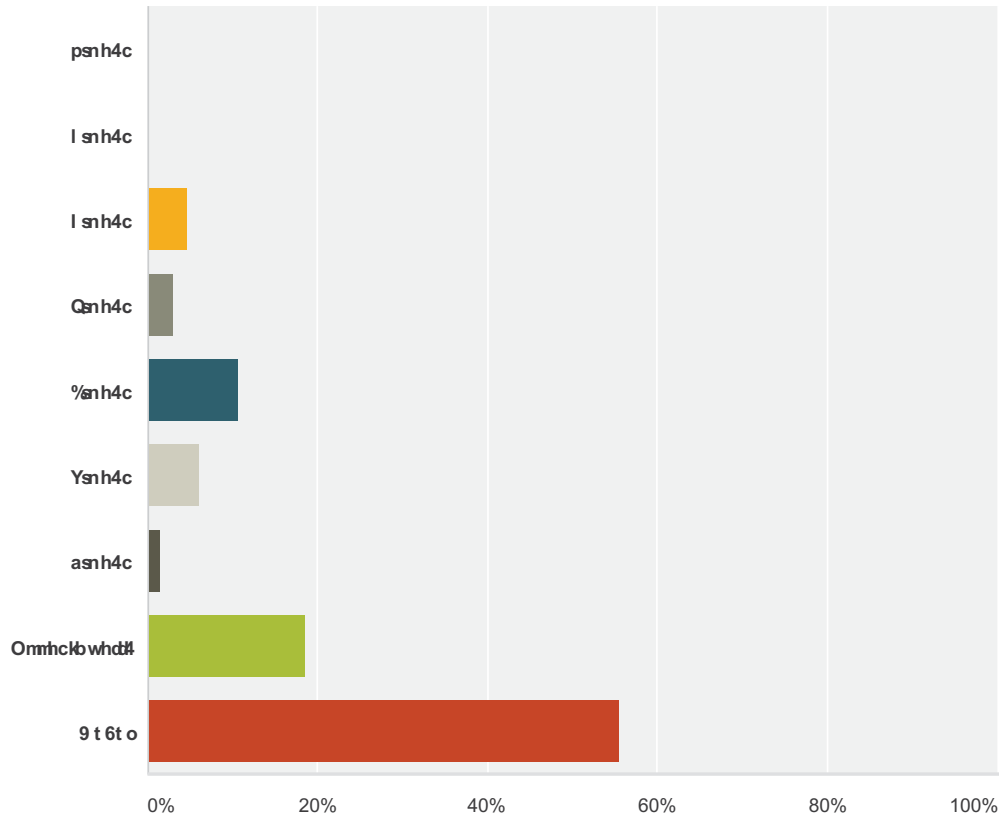
5wcy t d nSl Qs 2. kxtnSl 1P



Answer Choices	Responses	
7t c	47%	30
9 b	53%	34
Total		64

e al sF t qd st nt l6lwAsif t sgt t sBF -9 (T5
Tchwckls hcc3f by su hw4snh4csxt oy t t . shw
h6t dhAt snhs4b: sdnt sf t s“F d t slwt ”scf : iid
v: cshxt dhit nsr4sBF srt iy t t w2 b: if
Chu x: cshwnsf t slby wiby wsChu x: c,

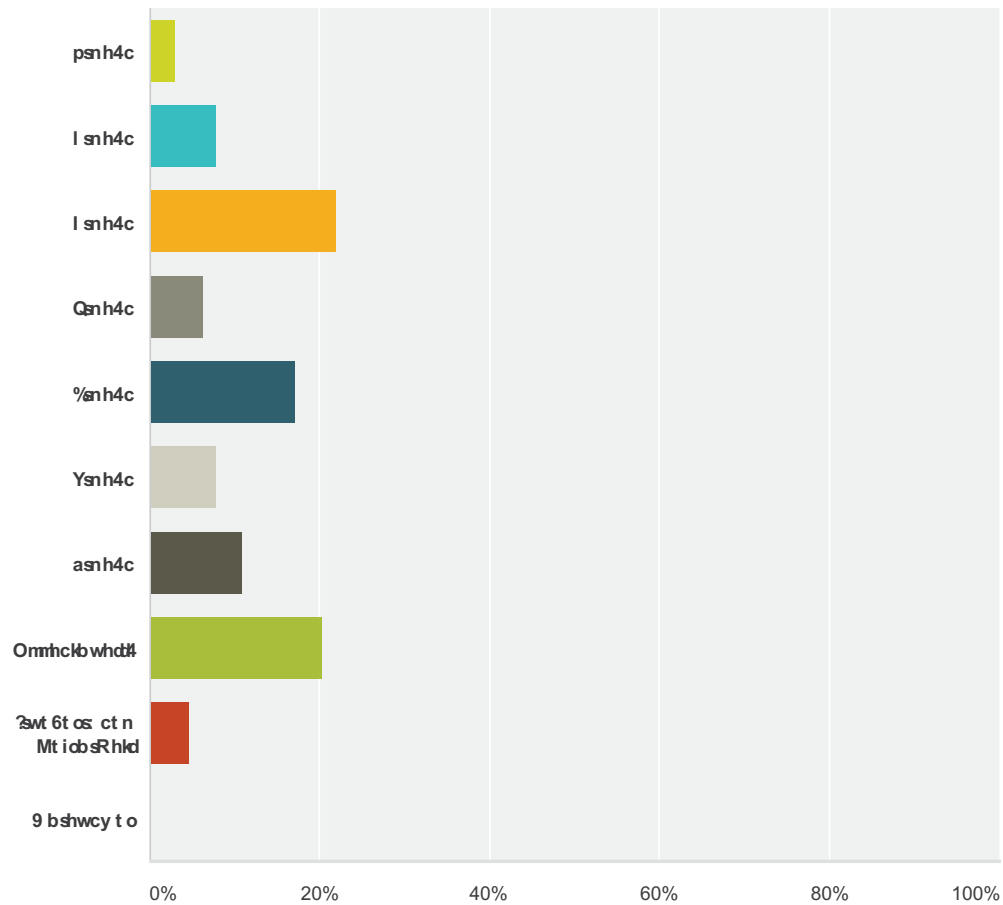
5wcyt t nSl ls 2. kxtnSl D1



Answer Choices	Responses
psnh4c	P 0
I snh4c	P 0
I snh4c	Q Y 3
Qsnh4c	%PD 2
%anh4c	aPQpp 7
Ysnh4c	I Qal 4
asn4c	aQ Q 1
Ommhckbwhtd#l	aDQ 12
9 t 6t o	I I 0/D 36
Total	65

How often do you use the transit pass program?
 (Select one)

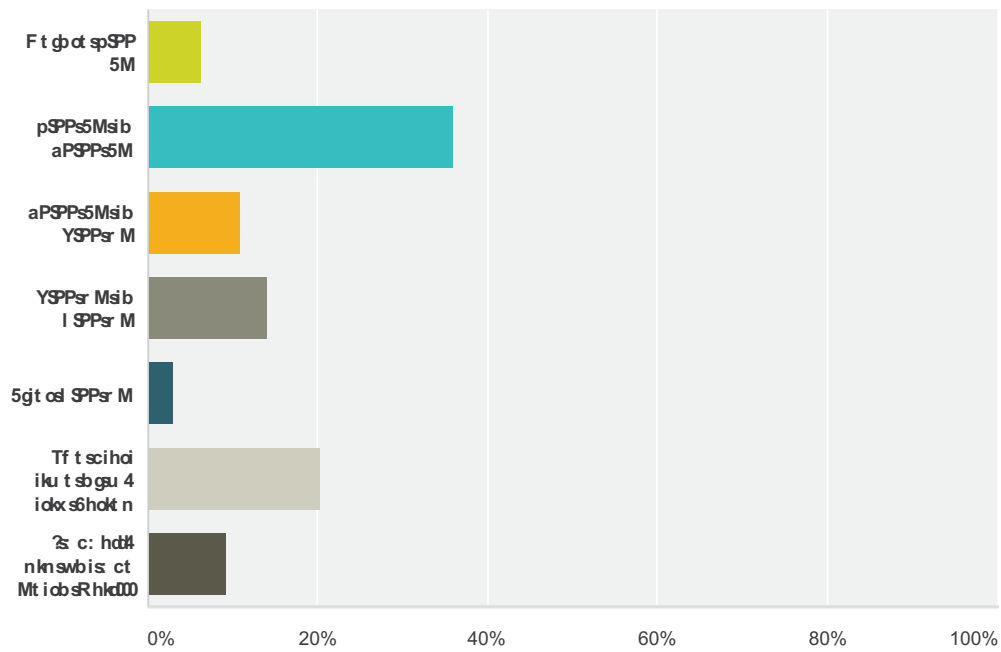
5wcy t o t nSl Qs 2. kxxt nSl 1P



Answer Choices	Responses
psnh4c	%a% 2
l snh4c	pDa 5
l snh4c	YaDD 14
Qsnh4c	I 0M 4
%snh4c	apDa1 11
Ysnh4c	pDa 5
ashh4c	aP0IQ 7
Ommhckbwhtd#l	YP0/a 13
2wt 6t os ct n Mt iob sRhld	QI 1 3
9 bshwcy t o	P 0
Total	64

5 is f hisku t nks4b: su bcisgt q: t wid
vt Akw4b: oqocisck bogif t nh4,

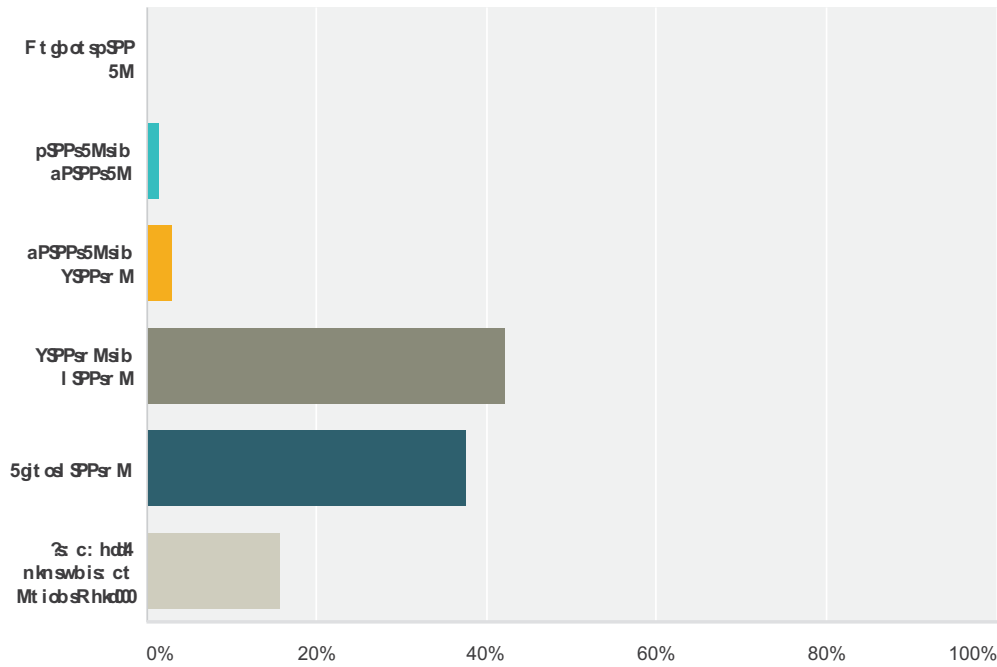
5wcy t d nS4 Qs 2. kxt nS4 1P



Answer Choices	Responses
F t g d t sp SPP 5M	I 0M 4
pSPPs5Msb aPSPs5M	% 01 Q 23
aPSPs5Msb YSPPs M	aP01 Q 7
YSPPs Msb I SPPs M	aQ01 9
5gt d SPPs M	%0a% 2
Tf t scihci iku t sbgu 4 idckshok n	YP0%a 13
2s c: hdt# nknswbis ct Mt iob sRhokibsnbu u : it sibu 4snt cikwhikow	10%D 6
Total	64

Analysis of his knowledge: su bcisgt q: t wid
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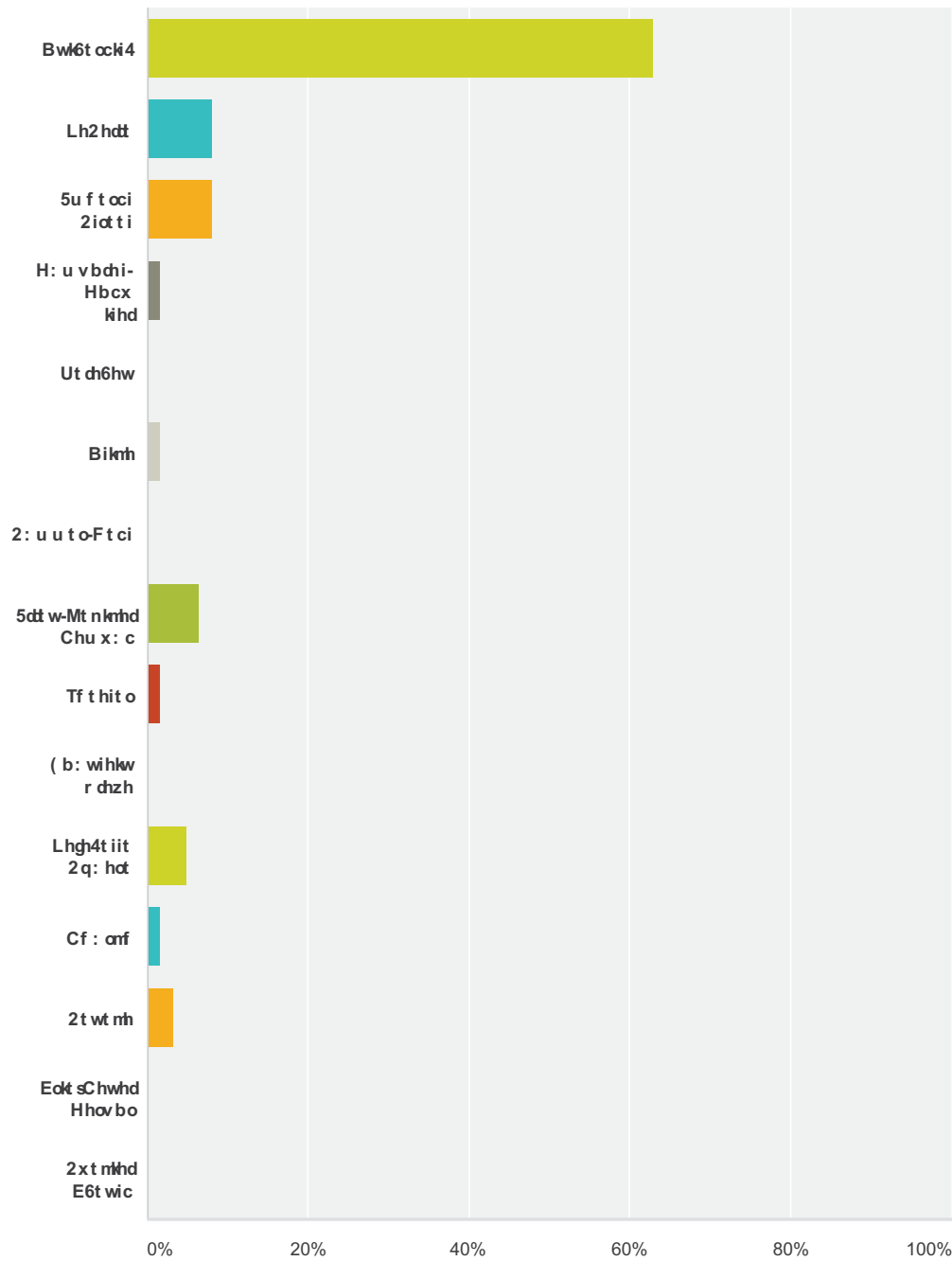
5wcy t ot nSl Qs 2. kxxt nSl 1P



Answer Choices	Responses	
F t g ot spSPs5M	P	0
pSPs5MibsaPSPs5M	a d l	1
aPSPs5Mib sYSPs M	%a%	2
YSPs Mibsl SPs M	Q/Ya1	27
5gt oel SPs M	%p d P	24
2s c: hdt# nknwbis ct sMt iob sRhkd00su 4sot i: owsidk	al d %	10
Total		64

What is the most important factor in your decision to use the program?

5wcy t o t n S l Y s 2 . k x t n S l 1 Y



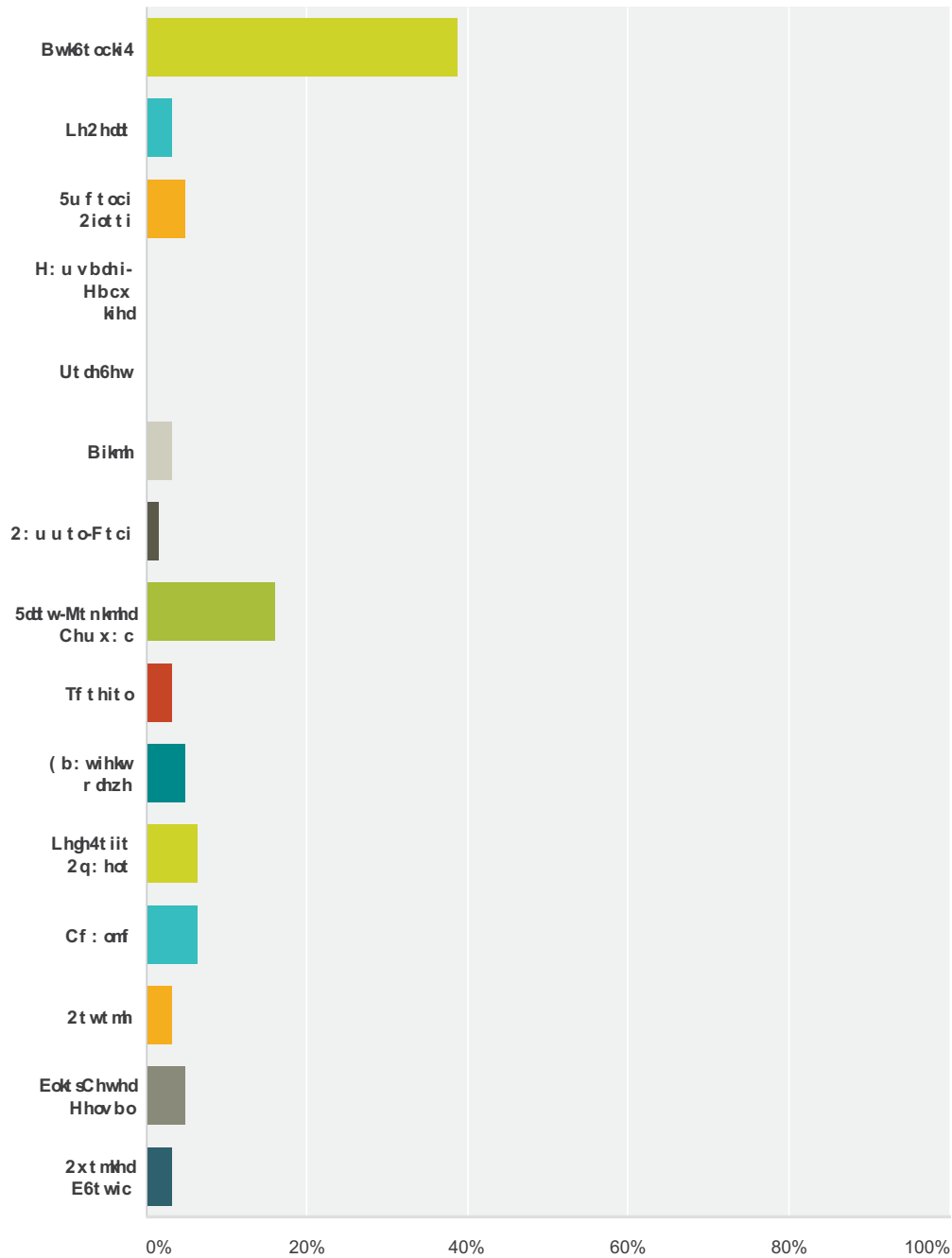
Answer Choices	Responses
Bwl6t ock4	I Y01P39
Lh2 hdt	D0PI5
5u f t oci2i o t t i	D0PI5
H: u v b d h i -H b c x k i h d	a0 a1
U t d h 6 h w	P0
B i k n h	a0 a691

UB-NFTA Transit Pass Program Survey (MyUB)

2: u u t o F t c i	P	0
5 d t w M t n k m d C h u x : c	I Q Q	4
T f t h i t o	a Q a	1
(b : w i h k w s d z h	P	0
L h g h t i i t s q : h o t	Q Q Q	3
C f : a n f	a Q a	1
2 t w t n h	% Q %	2
E d t s C h w d H h o v b o	P	0
2 x t n h d E t w i c	P	0
Total		62

What is the most important factor in choosing a transit pass?
The cost of the pass is the most important factor.

5wcy t d n S l Ys 2. kx t n S l 1Y



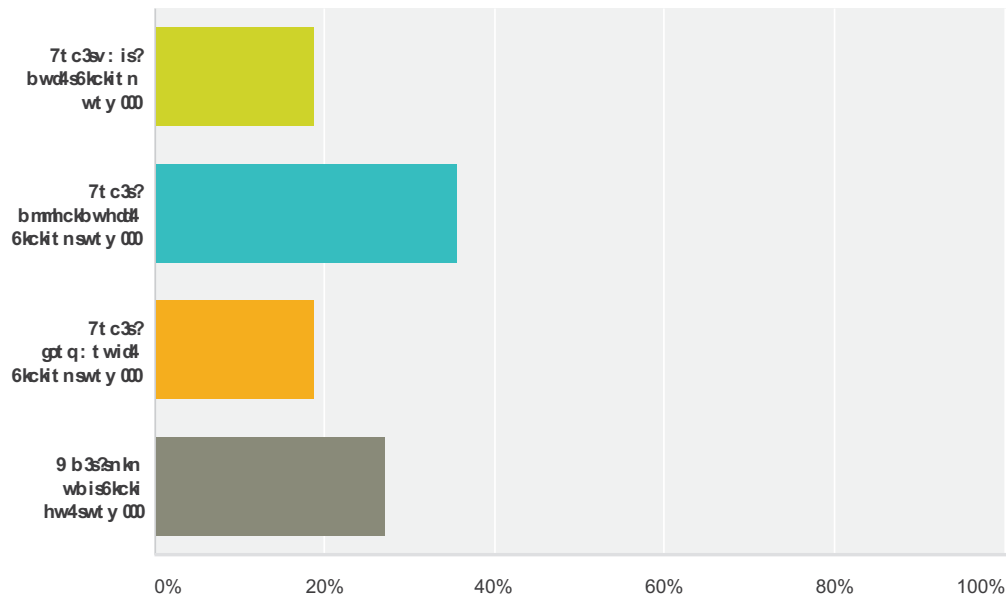
Answer Choices	Responses
Bwl6t ocl4	24
Lh2 hdt	2
5u f t oci2i d t i	3
H: u v b d h i-H b c x k i h d	0
U t d h 6 h w	0
B i k n h	2

UB-NFTA Transit Pass Program Survey (MyUB)

2: u u t o F t c i	a d a	1
5 d t w M t n k m d C h u x : c	a l 0 a %	10
T f t h i t o	% 0 %	2
(b : w i h k w s d z h	Q D Q	3
L h g h t i i t s q : h o t	I 0 Q	4
C f : a n f	I 0 Q	4
2 t w t n h	% 0 %	2
E d t s C h w h d H h o v b o	Q D Q	3
2 x t n h d E 6 t w i c	% 0 %	2
Total		62

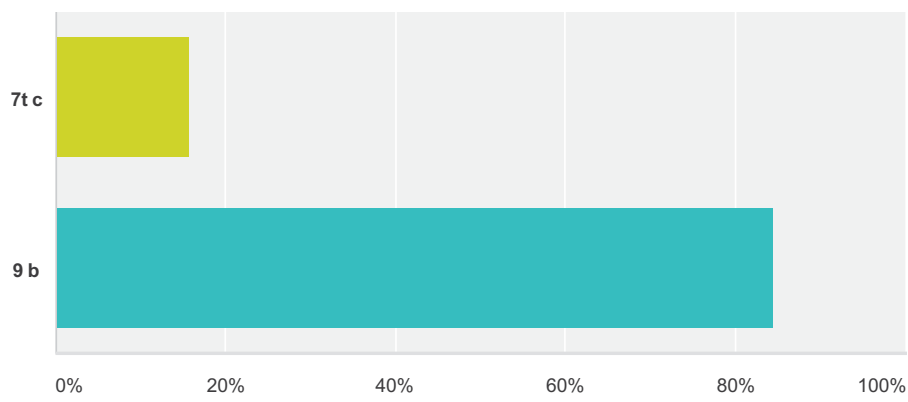
5 g t o t n t k w A s f t s B F - 9 (T 5 s T d h w c k i
r h c c 3 n k n s 4 b : s c t s M t i d s R h k d p o i d h 6 t d i b
n t c i k w h i k b w c s 4 b : s f h n s w i s c d 6 k b : c d
i d h 6 t d n s b ,

5 w c y t d n s i 1 s 2 . k x t n s i 1 l



Answer Choices	Responses	
7 t c 3 v : i s ? b w d s 6 k i t n s w t y s n t c i k w h i k b w c s b w n t s b o s i y k n t	a D Q	11
7 t c 3 s ? b n m h c k b w h d i s 6 k i t n s w t y s n t c i k w h i k b w c	% 1 1	21
7 t c 3 s ? g p t q : t w i d i s 6 k i t n s w t y s n t c i k w h i k b w c	a D Q	11
9 b 3 s n k n s w b i s 6 k i s h w 4 s w t y s n t c i k w h i k b w c	Y p 0 a Y	16
Total	59	

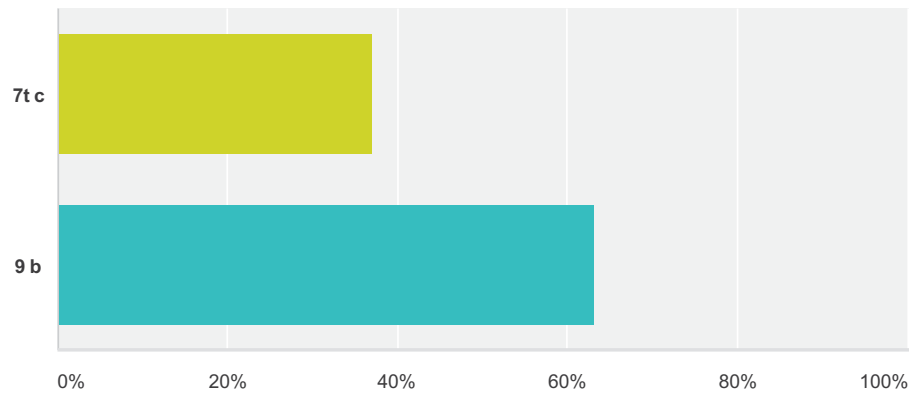
57% of respondents said they would use the pass if it was free.
31% of respondents said they would use the pass if it was \$5.
12% of respondents said they would use the pass if it was \$10.
Total: 100%



Answer Choices	Responses
7t c	al Qp19
9 b	DQpYa48
Total	57

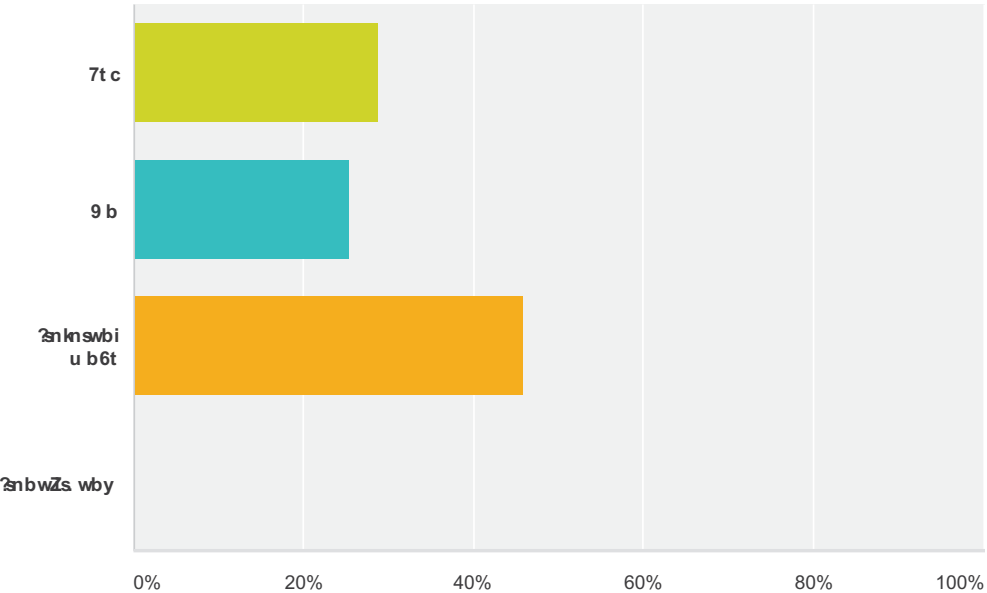
Q4b: How likely are you to use the transit pass if it was available?
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5wcy t d n S l Qs 2. kxxt n SpPP



Answer Choices	Responses
7t c	%pPQ20
9 b	I Y01134
Total	54

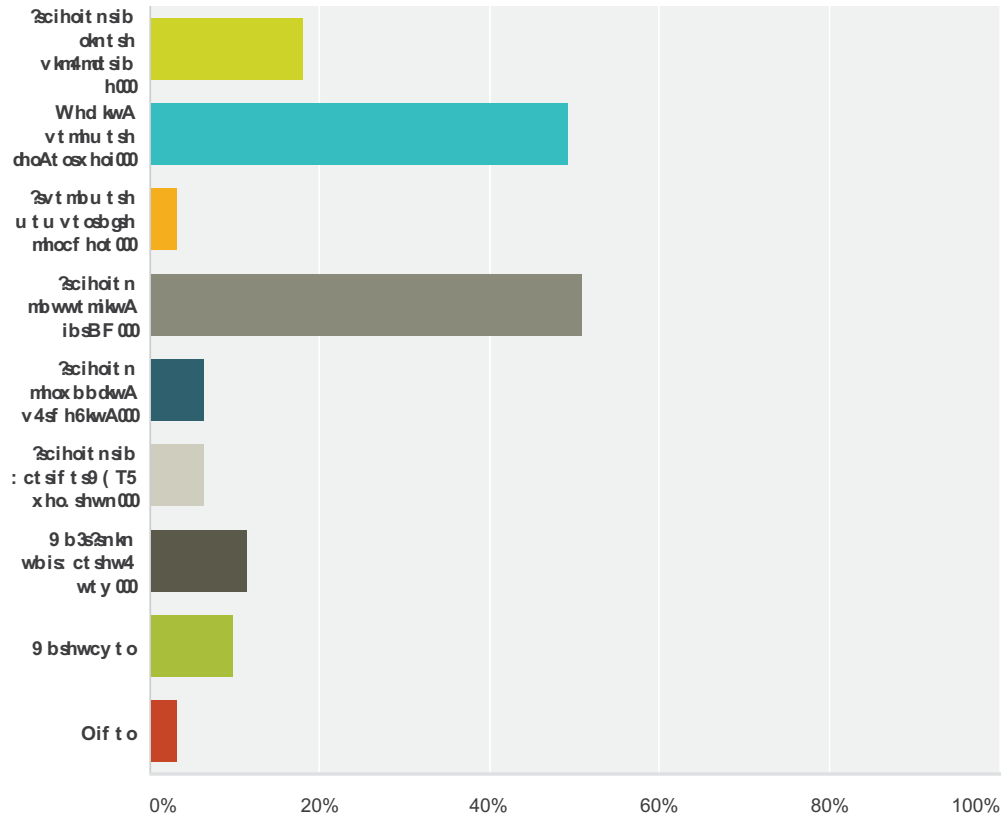
4b: su b6t nshw4skt srt iy t t w
2 x dwAsPaashwn2 : u u t osYPaY3nknf h6kwA
if t sBF -9 (T5Tchwcksr hccswgd t wnt sy f t d
4b: su b6t n,
5wcy t d nS l 1s 2. kxxt nS l 1l



Answer Choices	Responses
7t c	YD0Da17
9 b	YI 0QY15
2nknswbi u b6t	QI QpI27
2nbwzs wby	P0
Total	59

5 g t o t n t l k w A s f t s g t t s B F -9 (T 5
T d h w c k s h c c 3 n k s 4 b : s v t A k w s b s c t s h w 4 s v t y
i d h w c x b a i h i k w s b x i l b w c , s C d m s h o f f h i s h x x d 8

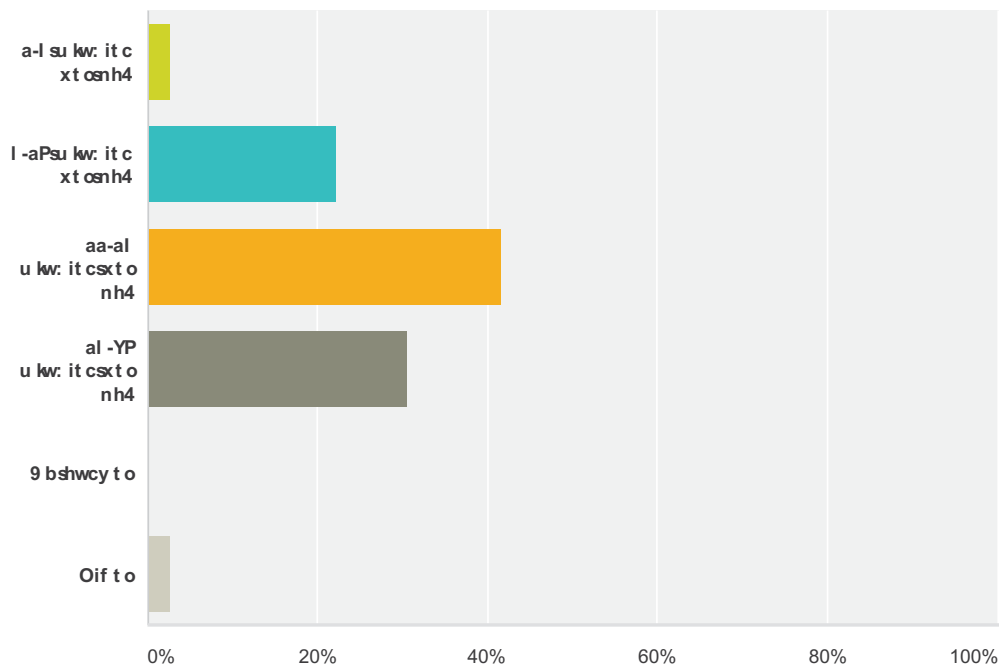
5 w c y t o t n s i a s 2 . k x t n s i 1 %



Answer Choices	Responses
2 s i h a i t n s i b s k n t s h v k m 4 n t s i b s h s M t i o b s R h k d s i h i k w	a D P % 11
W h d k w A s v t n h u t s h s h o A t o x h a i s b g u 4 s n b u u : i t	Q I 0 a D 30
2 s v t n b u t s h s u t u v t o s b g h s n h o c f h o t s b o A h w k z h i k w s V k s C h o s b o F : g g h d s C h o c f h o t 8	% 0 Y D 2
2 s i h a i t n s n b w w t n i k w A s i b s B F s i h u x t n t s i s B w 6 t o c k i 4 s 2 i h i k w	I P 0 Y 31
2 s i h a i t n s n h a x b b d w A s v 4 s f h 6 k w A s c b u t b w t s x k m s u t s x s b o s n o b x s u t s b g g h i s h s M t i o b s R h k d s i h i k w	I 0 I 4
2 s i h a i t n s i b s c t s i f t 9 (T 5 x h o s h w n s k n t s b i c h i s L h 2 h d t s h w n s B w 6 t o c k i 4 s i h i k w c	I 0 I 4
9 b 3 s 2 n k n s w b i s c t s h w 4 s v t y s i d h w c x b a i h i k w s b x i l b w c	a a 0 0 7
9 b s h w c y t o	1 0 0 Q 6
O i f t o	% 0 Y D 2
Total Respondents: 61	

5 g t nt l6kwAsf t sBF -9 (T5 sTchwck
r hcc3f by su hw4shnnkibwhdu kw. it csxt osh4
bwh6t dhAt snks4b: scxt wnsy hd kwAsbo
v k kwA,

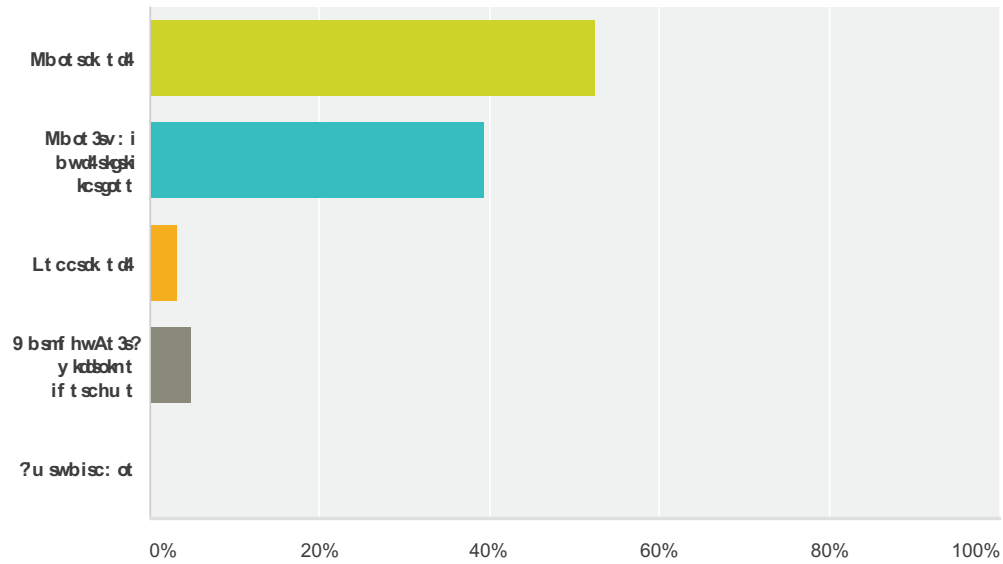
5wcy t d nS% s 2. kxxt nSpaD



Answer Choices	Responses
a-l su kw: it csxt osh4	YQpD 1
l -aPsu kw: it csxt osh4	YYOYY 8
aa-al su kw: it csxt osh4	QaD p 15
al -YPsu kw: it csxt osh4	%PQ I 11
9 bshwcy t o	P 0
Oif t o	YQpD 1
Total	36

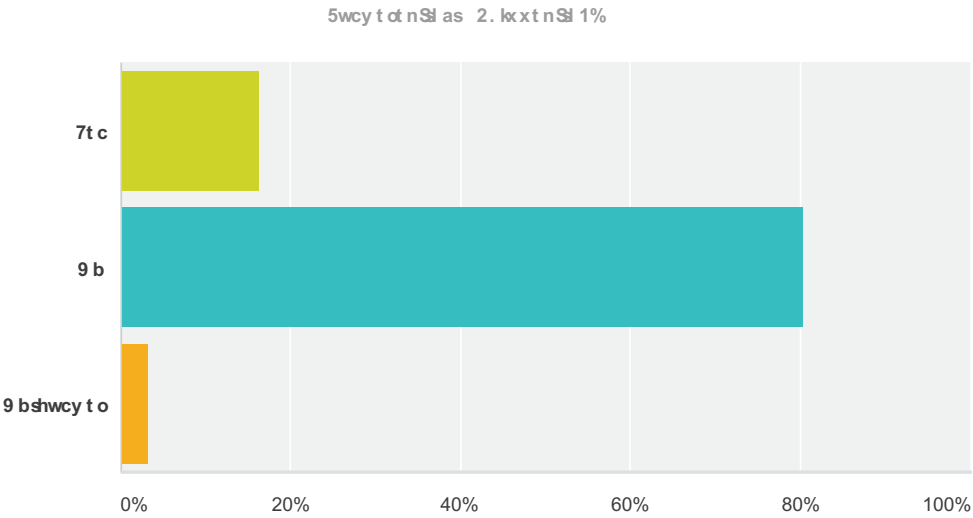
e YD5 gt 04b: 04 Nxt dt wrt s clwA sf t sgt t
 BF -9 (T5 sT chwckis hcc3y k04b: s/t su b0t 3bo
 d cc3k t 04 sbs0nt s: v d n s d hwcxb0ihilbwskw
 if t sg i: 04 y f t 04 s 6t 04b: su h4s/t s06kwA8

5wcy t 04 nS0 as 2. kxxt nS0 1%



Answer Choices	Responses
Mb0t sk t 04	I Y0Q 32
Mb0t 3v: i b w04 s0gki kcs0t t	%00Q 24
Lt ccsk t 04	%0YD 2
9 bsnf hwAt 3s? y k04b0nt if t schu t	Q01Y 3
?u swbisc: 04	P 0
Total	61

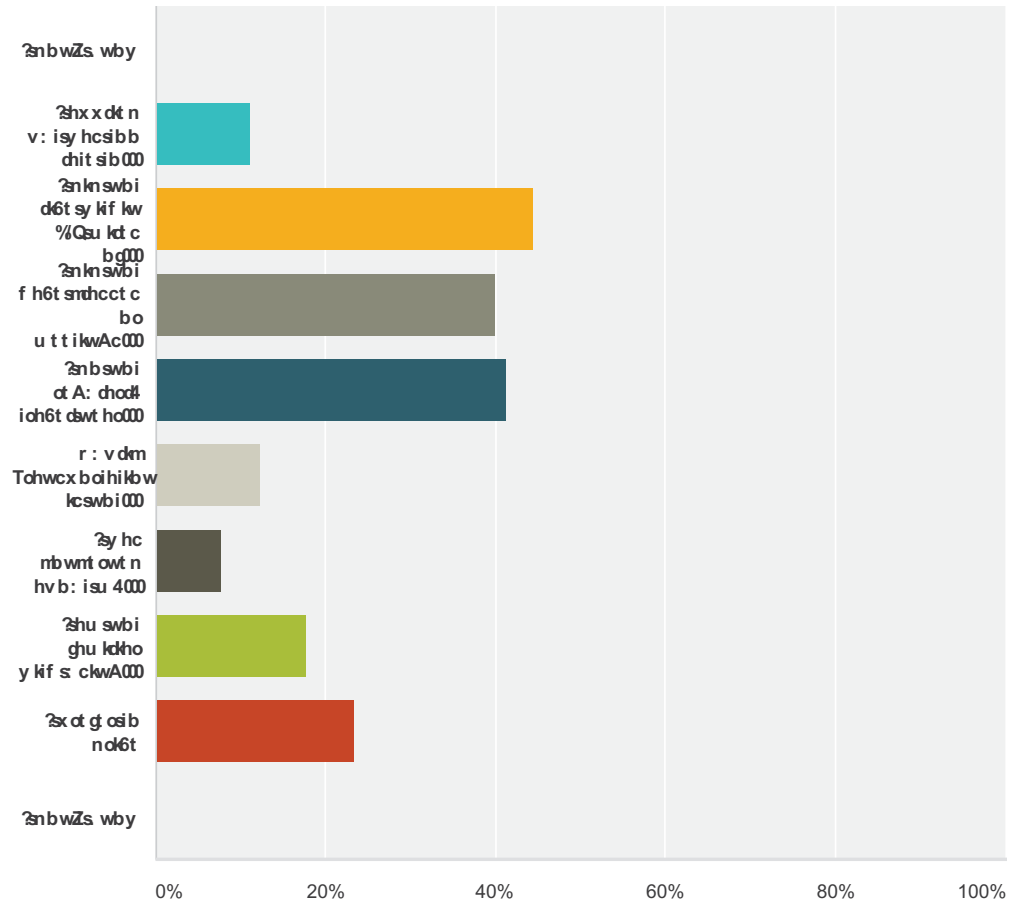
e %P2 kwt sif t sgt t sBF -9 (T5 sT chwckls hcc
 xdbAchu srbwmd nt nslws5: A: cisYPaY3f h6t
 4b: x: onf hct nshxct xhksu bwif d1s9 (T5
 xhcc,



Answer Choices	Responses
7t c	al 0%10
9 b	DP0%49
9 bshwcy t o	%0%2
Total	61

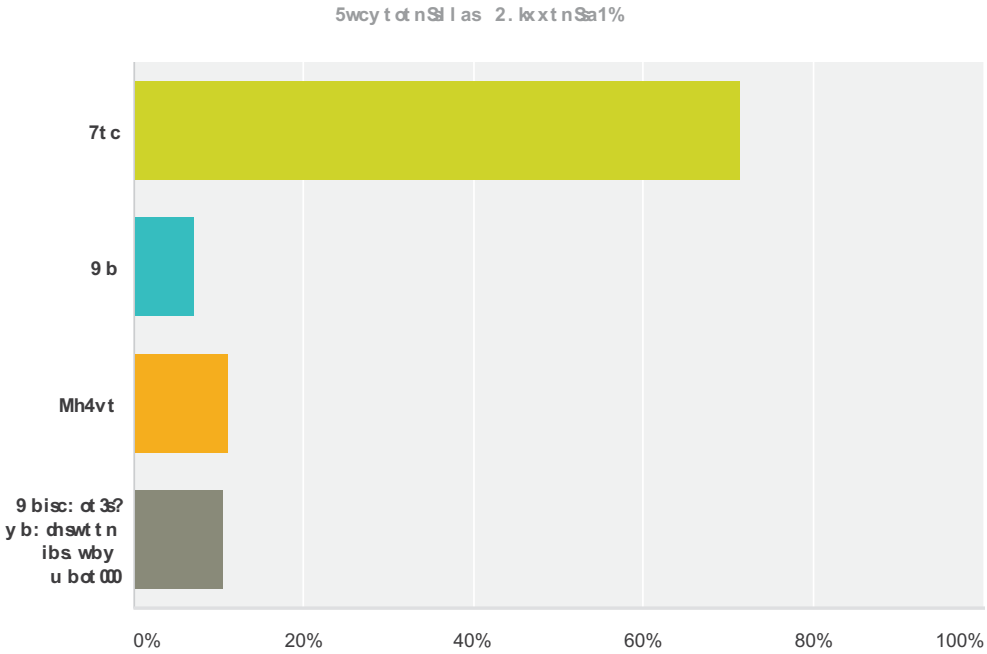
e %asWf 4nkn4b: swbixhdkk hit dwsif t sgt t BF -9 (T5stchwckis hccxchhu , qCdm shd if hshxxd8

5wcy t d nSfPs 2. kxt nSf l Q



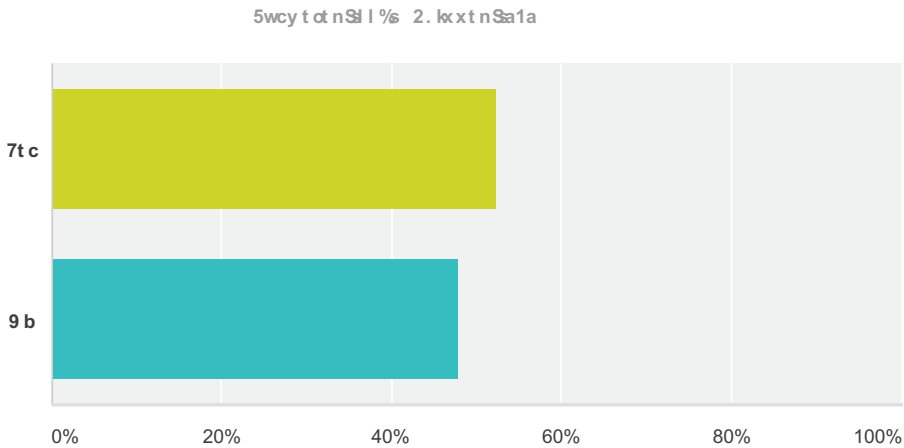
Answer Choices	Responses
2nbwZs wby	P 0
2hxxdt nsv: isy hcsibbshit sibot nt k6t shsBF -9 (T5stchwckis hcc	aa0aa 10
2nknswbi d6t sy kif kw/%Qau kt cshghsMt iob2ihikows)hcsot q: kot nbswif t shxxdmhi kw8	QQQQ 40
2nknswbi f h6t smthcct cshosu t t i kwAcswbif t s2b: if sb osUby wiby wsChu x: ct cshcsot q: kot nbswif t shxxdmhi kw8	QP 36
2nbswbisot A: chodfich6t dwt hoshw4sbgif t sMt iob sRhkdcihikowc	Qa0aa 37
r : v dmsTchwxc baihi kwslcswbisot dhvd st wb: Af sghosu t sbs ct	aY0YY 11
2y hc nbwmt owt nshvb: isu 4sxt ocbwhdchgi4sy f kt s ckwAsMt iob sRhkd	p0pD 7
2hu swbisghu kdho y kif s ckwAsx: v dmsichwxc baihi kw	ap0pD 16
2x at g osibnd6t	Y0Y% 21
2nbwZs wby	P 0
Total Respondents: 90	

What is the biggest barrier to using the transit pass?
The biggest barrier to using the transit pass is the cost of the pass.



Answer Choices	Responses	
7t c	pa0/P	400
9 b	p0a%	40
Mh4vt	aa0P	62
9 b is c: o t 3s? y b: chswt t n i b s w b y u b o t shv b: i s i f t s x o b A c h u	aP0 Y	59
Total	561	

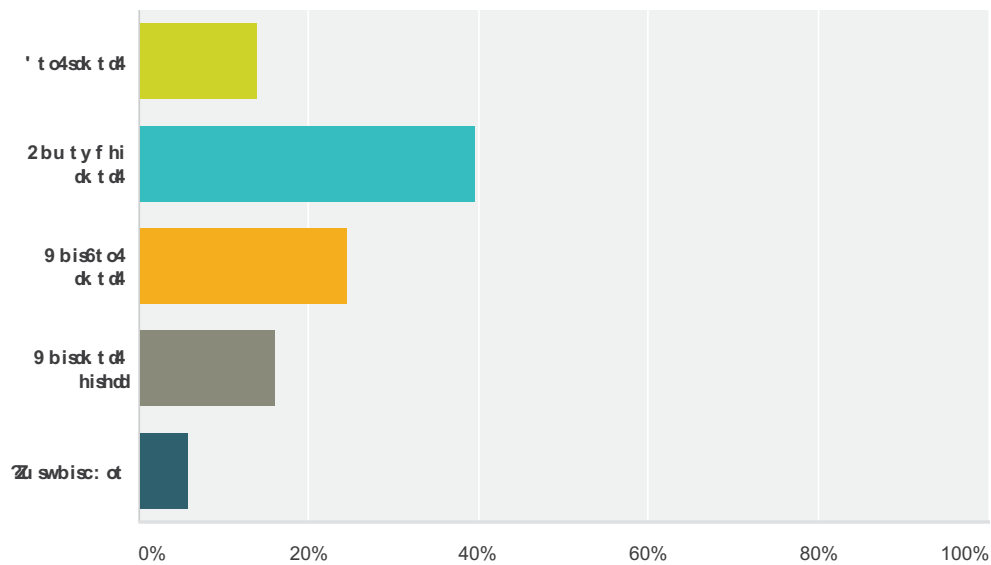
Question 4: How often do you use the transit pass program?



Answer Choices	Responses
7t c	I Y0Y 294
9 b	QpQD 269
Total	563

Q4b: sy t d sibt nt k t shgt t sBF-9 (T5
Tchwckr hcc3f by sk t dly b: ch4b: srt sb
cibxs clwAhsu bibo6t f knd ,

5wcy t d t nS5Y1% 2. kxxt nS5Q a

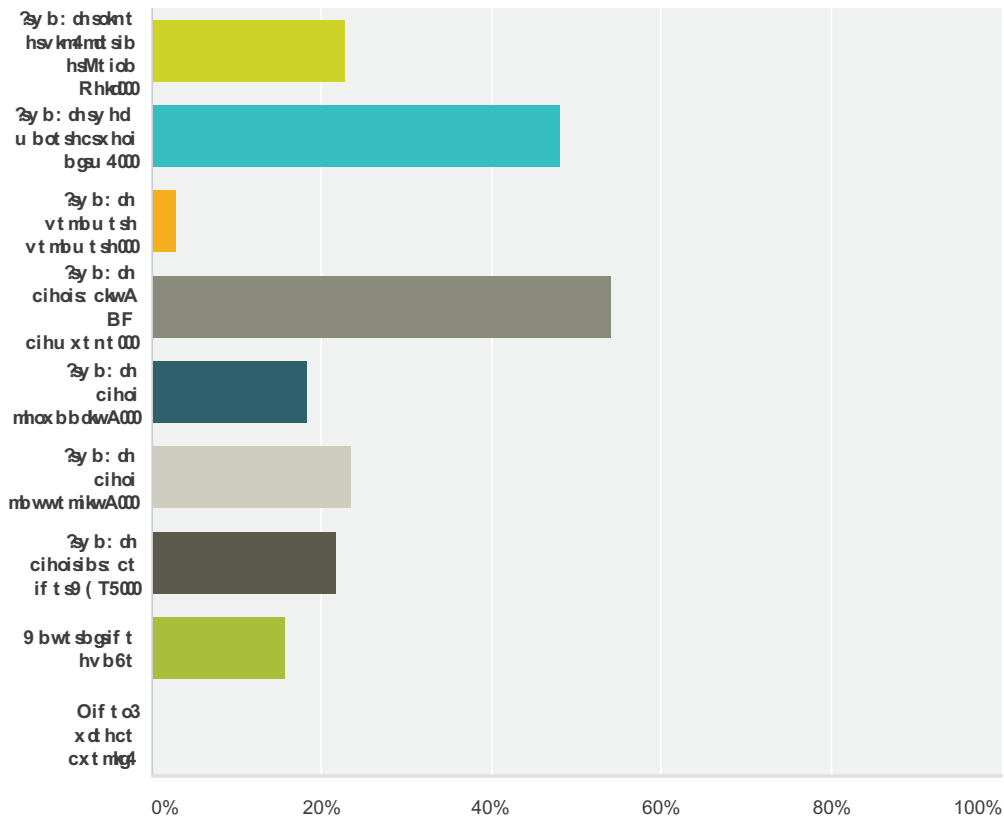


Answer Choices	Responses
' t o4sk t d	a%011 41
2bu t y f hi ck t d	%10 1 116
9 bis6t o4sk t d	YQ0 p 72
9 bisk t dshishd	al 0PQ 47
2u swbisc: d	I 0DP 17
Total	293



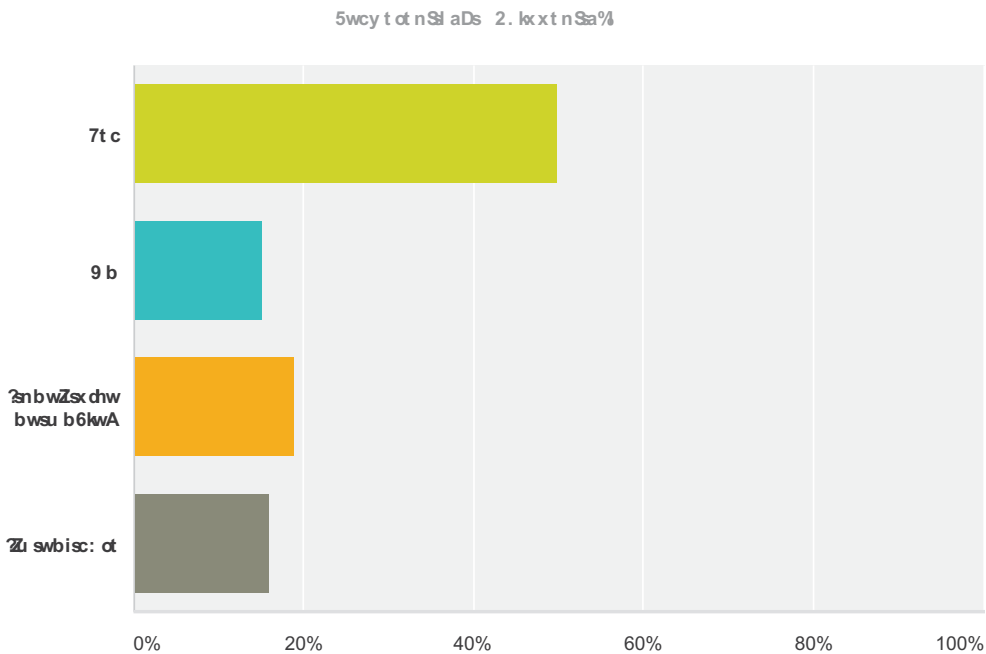
Q4b: f hnspt t shmt ccbsif t Mt idbRhd
 y b: dshb: s4shw4shnnkibwhdichwcxbihilow
 bxilbwc, sCdm shd f hisb: sy b: dsho48

5wcyt ot nSYDl s 2. kxtnsQ 1



Answer Choices	Responses
sy b: dshknt hshv knt mt sib hshMt idb Rhdci ihilow	YY0Da 65
sy b: dshy hd su bot shcsx hoi bgu 4snbu u : it	QDPp 137
sy b: dshvt nbu t shvt nbu t shsu t u vt oshghsnhocf hot sb oAhwz hilkws) Vlx sC hosboF : gghdsC hocf hot 8	Y0Da 8
sy b: dshcihois clwA BF scihu xt nt sbsich6t dvt iy tt ws9 baif shwns2 b: if snhu x: ct c	I QDPQ 154
sy b: dshcihoisnhox bbdwA000/4sf h6kwA scbu t bwt s x km su t s x sb oen ob x su t sb gghshsMt idb Rhd2 ihilow	aD0YI 52
sy b: dshcihoisnbwwt mlwA sbs9 (T5sv: csct o6knt	Y%QI a 67
sy b: dshcihoisbs ct sif t s9 (T5s x ha. shwnsoknt sbicshisL h2 hdt shwnsB w6t ock4s2 ihilowc	YaQpl 62
9 bwt sbgif t shv b6t	al Qp1 45
Oif t o3 x d hct scxt nlg4	P 0
Total Respondents: 285	

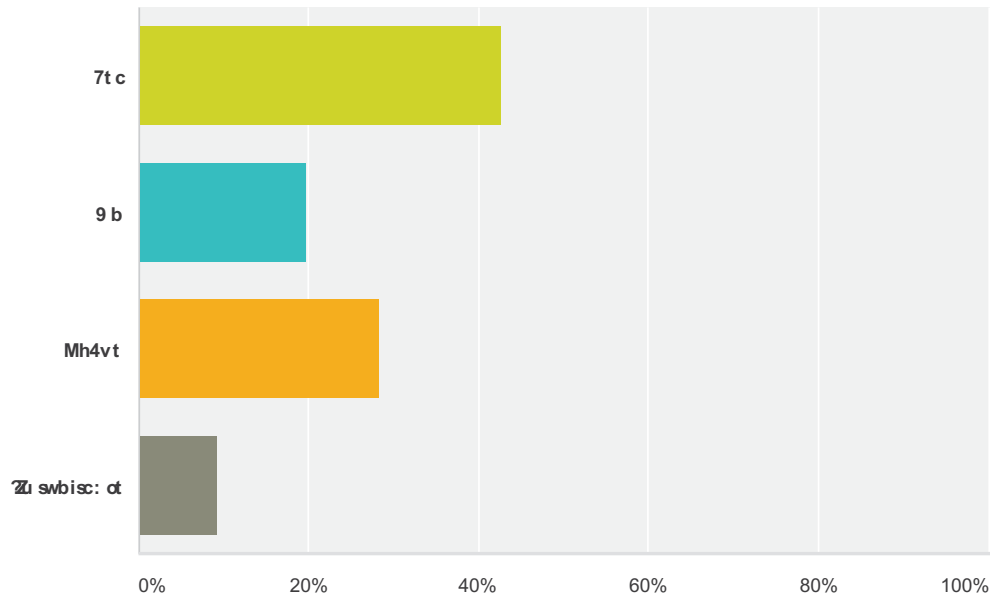
Q1b: How often do you use the UB-NFTA Transit Pass?
a) Always
b) Often
c) Sometimes
d) Rarely
e) Never



Answer Choices	Responses
7t c	Q100 308
9 b	al 0Ya 94
2nbwZx chw bwsu b6kwA	aD01% 117
2i swbisc: ct	al 0PY 99
Total	618

Q10. How often do you use the transit pass program?

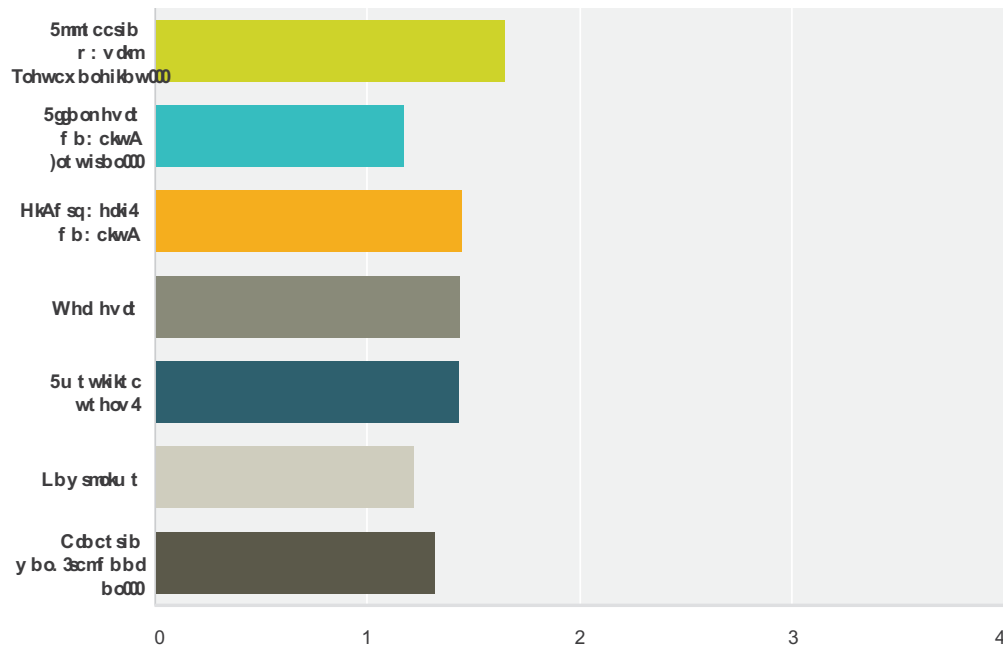
5wcy t ot nS YPs 2. lxxt nSa%Q



Answer Choices	Responses
7t c	43% 264
9 b	20% 122
Mh4vt	29% 176
7i swbisc: ct	10% 58
Total	620

**e %Hby su xbdhwsb4b: shd sf t spdby kwA
nf hdnit dcikncbghst kAf vbf bbnsh hsh4b:
y b: dshk t sbsh6t sh,**

5wcy tot nS a1s 2. kxtnSa%

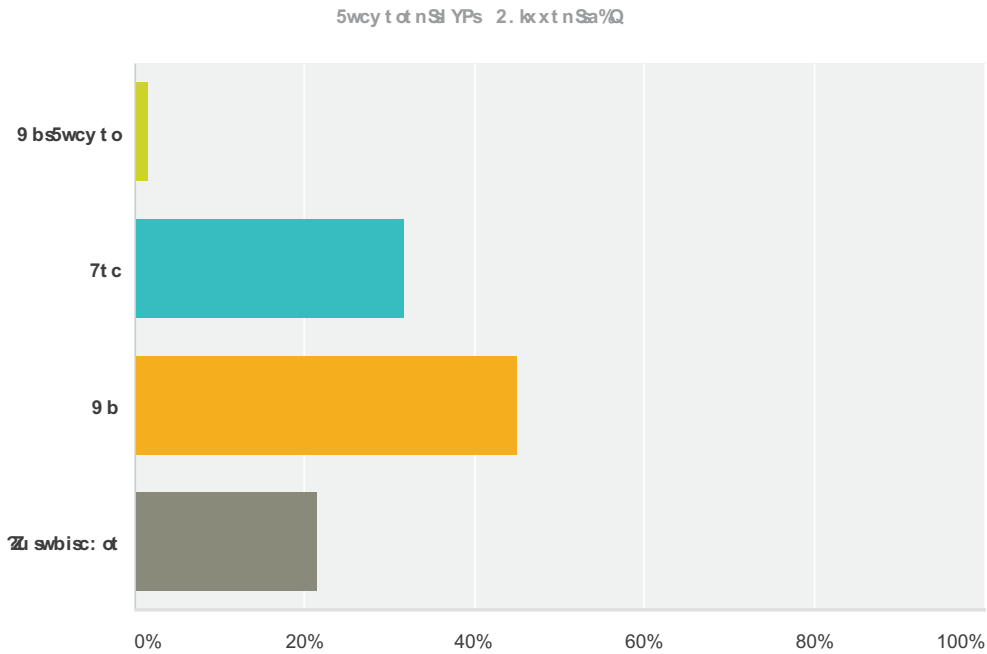


s	' t o4 u xbdhwi	2bu ty f hi u xbdhwi	9 bi u xbdhwi	u s9 bi 2: d	Total	56t ohAt RhikwA
5nmt ccsib r : vdmTahwcx bchikwshchkwbsv: c8	I P0YQ 310	% 0DY 221	aY0QD 77	a0Q 9	s 617	s 1.65
5ggbonhv d f b: ckwA)ot wshosby w8	DI QpD 531	aY0aY 75	a0Y1 8	P0Da 5	s 619	s 1.17
HkAf sq: hdi4sf b: ckwA	I P0PI 370	% 0 I 219	% 0 p 22	P0Da 5	s 616	s 1.45
Whd hv d	I Y0/Q 384	%0/a 199	Q0PI 25	a0/P 8	s 616	s 1.44
5u t wikt cswt hov4	I aQpI 381	%0DI 215	Y0Yp 14	a0a% 7	s 617	s 1.43
Lby snoku t	Da0 D 505	al 011 99	a0 Y 10	P0Da 5	s 619	s 1.22
Cdct sib y bo. 3cnf bbd)ent cikwhikwsc4b: s6icki ot A: chodf	pa0PQ 439	YI 0Ya 162	Y0aP 13	P0 I 4	s 618	s 1.32

e QP5 d sf t d shw4xhdkm dhwat kAf vbf bbnc
kwif t f : ghb-9 kAhdst Albwif his4b: y b: dh
nbwcknt æt ofshidmilt sbsdlt sw,

5wcy t of nSsYQDs 2. kxtnSs Pl

e QasT f t xk b i s B F - 9 (T 5 s t d h w c k i s h c c
 x d b A d u s y h c s g w n t n s r 4 s B F 3 h d f b : A f
 c i : n t w i c s y t d s w b i s r f h o A t n 0 5 w b i f t o y h 4 s b
 g w n s c : n f s d b A d u c s c s b s x h c c s i f t s m b c i s w
 n k t m i d l s b c i : n t w i c s i f d b : A f s c i : n t w i s g t c 0
 W b : d h s 4 b : s c : x x b d i s h w s k w n t h c t s w s c i : n t w i
 g t c s b s c : x x b d i s f t s B F - 9 (T 5 s t d h w c k i s h c c
 r d b A d u s y f k n f s y b : d h s d b 6 k n t s w d u k i t n s g t t
 d n t c b w s 9 (T 5 s t d h w c k i s h c c
 c i : n t w i c ,



Answer Choices	Responses
9 b s 5 w c y t o	a d a 10
7 t c	% a Q p p 197
9 b	Q 279
7 u s w b i s c : d t	Y a d a 134
Total	620

Q1: If this was the only transit option available to you, how likely would you be to use it?

5 = very likely, 1 = not likely at all



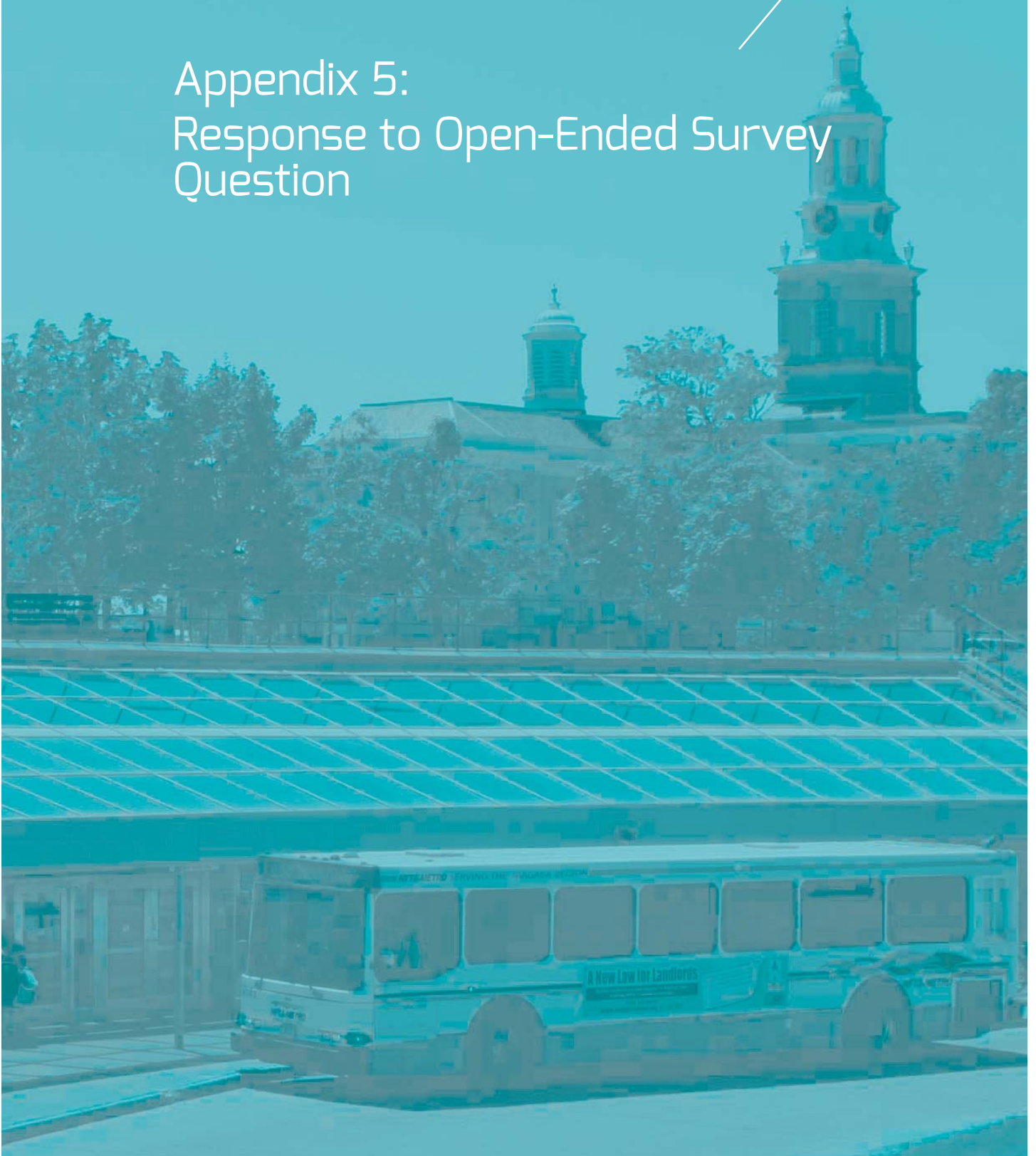
Answer Choices	Average Number	Total Number	Responses
1 (not likely at all)	1.0	37	370
Total Respondents: 370			

e Q/Bct sf kcxhnt sbst ds cshw4dif t o
if b: Af ics4b: f h6t shvb: isf t skdbisBF -9 (T5
Tchwckis hccxobAdu 0

5wcy tot nSYPGs 2. kxt nSl P



Appendix 5: Response to Open-Ended Survey Question



Original written responses of former pass users from both the Active (Email) and Passive (MyUB) surveys are shown below. Of 708 Responses, 364 people provided comments to an open-ended question regarding the UB-NFTA Pilot Transit Pass Program. The comments appear in an unedited format as provided to us by SurveyMonkey. These comments provide the basis of the quotes highlighted throughout the report.

Number	Affiliation	Comment
1	Graduate Student	great idea, parking is a huge issue for south campus so this really helps students get to class on time
2	Graduate Student	I think free rides on NFTA bus is much more important than NFTA Rail to specially students who do not own a personal vehicle, for both personal and work purpose. It will also allow students who are now restricted to staying near south campus to move to safer and better neighborhoods.
3	Graduate Student	bring it back!
4	Graduate Student	I loved it and hope to see it return while i am still a student. Also, increase it for faculty/staff/alumni in those areas for a nominal fee if necessary.
5	Faculty	I think riding the metro/bus should be free as long as it is for work-related privileges and subsidized by SUNY or UB. So a free pass between South and Buffalo Niagara campuses should be available to UB employees. However, it would be very useful to have available completely free, unrestricted passes at a very reduced rate. Quite frankly, the rates that are currently charged for NFTA fares are ridiculously high and that is why I don't use their services on a regular basis. I would if I could afford it. So if UB provides some kind of fare card, much like that available for the Washington DC metro area, which permits me to travel at very reduced rates, I would consider using public transportation, including the buses, much more frequently.
6	Undergraduate Student	It is very useful and should include bus pass as well. There should be an option to choose from bus or rail service at a price of \$40 per month and a combined service for \$75 per month.
7	Graduate Student	It was a great program and I am looking forward to when it is re-instated. It makes going to school very convenient. It is good for the environment and also good for us, as we are encouraged to walk to and from the station. Other universities and colleges in Buffalo have access to the free Metro Pass. It is a shame that a large University like UB cannot offer its students the same.
8	Graduate Student	I thought that it was great! I was sad that it was over, I enjoyed using the metro!
9	Undergraduate Student	Raise tuition more for something that was always included in tuition? Are you fucking serious? My life was made hell as I had to bike for an entire semester from canisius college area through whatever weather to get to class everyday because I purchased a house down there with the intention of using the free metro passes, this caused severe backpain for me that I have had for a year. My emotions on the whole subject are for UB to fuck the fuck off.
10	Alumni	saved me lots of money using the rail.
11	Undergraduate Student	This is ridiculous, all of the other schools provide passes for free, even community colleges do. Our transportation cost is already higher than all of the other schools. It's about time UB swallows some costs considering how much we already give them. There is absolutely no way that they can't make the buses more efficient so that they can use the money to get us passes without charging.
12	Staff	I really liked the program-while I had access to a vehicle during the program, my husband and I were able to easily share a car. Becoming a one-car family has been a great experience.
13	Alumni	This program was great for helping me to get to work and class. I valued the fact that I did not need to use my car as often and I saved money. I was very sad to learn that the pilot program was over and that during my last semester I would need to begin relying on my car once again.
14	Graduate Student	When I came to Buffalo I was surprised the UB students don't get free or discounted passes, while other universities do. I think the pilot was good and I hope the program comes back in the future.
15	Graduate Student	It was particularly useful in the summer months when I am more inclined to want to walk to a metro station. (In the winter I prefer my car). Maybe a summer months student pass would be a good option?
16	Graduate Student	I have used public transport in other cities and greatly enjoy the convenience. However, Buffalo's public transport feels very unsafe. Both the metro station itself and the walk on Main street to the metro are not okay at night especially while carrying school books and a laptop. There needs to be better lighting, more police/other commuters.
17	Undergraduate Student	I loved having an NFTA pass! I used it a lot to run errands downtown, explore buffalo, and it was incredibly helpful during my internship/independent study (and I think it would allow others access to opportunities like internships that they wouldn't have had otherwise). Honestly though, instead of raising student activity fees, I would prefer a re-allocation of resources away from places like SA, who put on concerts that only 1/40th of the student population are interested in, and to the UB-NFTA transit pass program, which would enrich the city of buffalo, perhaps stimulate the economy in buffalo (if only a little bit), and allow the entire student population access to areas, shops, and other destinations they would not have been able to experience without the pass. It allows students to: events at the first niagara center, at coca-cola field (like the wing fest, the step up for down syndrome walk, and, of course, bison games), the theater district, allentown, and so on.

18	Graduate Student	I think it's a great program. I believe that the norm is for schools to work with public transportation to facilitate commuting for the students. I didn't think that the transportation fair had to be increased by a lot, because I have a feeling that most students who live on-campus would not need to use the pass much.
19	Alumni	n/a
20	Graduate Student	[Deleted-Response Consisted of Contact Information]
21	Undergraduate Student	I think it's an excellent program. It gives students the chance to use public transportation in Buffalo instead of driving. Parking on South Campus is horrible. Instead people can park anywhere along the line and take the train in. I wish they would add bus service to the pass at UB too.
22	Alumni	The convenience of having the pass when I did not have bus fare on certain days. It also allowed me to explore many attractions Buffalo has to offer. Which in turn helped me to develop my research skills needed for many of my courses. I do plan to return to UB in the fall as a Grad student. If the UB-NFTA transit Pass program returns, many future and current students would be grateful.
23	Alumni	It was greatly convenient to use this program. I never had to spend a ton of time planning trips. I'm not a driver, so it was great to be able to get around the city on my own without begging for rides. I also felt like this would be a great program to peg as a green initiative, since it could get students out of their cars.
24	Undergraduate Student	I think UB should have a free metro pass for their students, especially considering that this is a very respected school and many other educational institutions in Buffalo also have free metro passes for their students. This is a huge cost in transport per month for students to adhere to.
25	Graduate Student	It was a great program - I wish it would come back. Saved gas, saved money, less pollution.
26	Alumni	I thought it was a wonderful program when I was a student. I used it a lot for the time when I was doing an internship downtown. I think it should be an option for future students.
27	Graduate Student	I had access to a free transit pass during undergrad at Canisius, so it was important to me to have continued access to public transportation when I came to UB as a graduate student. Fortunately I was able to join the pilot program my first year here. I've had to make due without a pass over the last two semesters, and it's been an inconvenience to say the least.
28	Undergraduate Student	Should include the bus as well
29	Graduate Student	I would really appreciate if the program is continued as this was really helpful for me. I have lab on downtown campus and the blue line does not work after 8 pm, and metro is the only way to get back from lab.
30	Undergraduate Student	Using the Metro keeps students off the streets, driving, and puts them on the Train after they have been drinking.
31	Undergraduate Student	Don't be stingy UB. We already pay a very expensive fee.
32	Graduate Student	it would be nice to have a semester pass even if it cost up to \$100 a semester.
33	Graduate Student	The pass was helpful when I had an internship in the theater district, where parking is very difficult/expensive. While I have a car, I know many international students and others without cars that have trouble getting around easily and would benefit from these passes. Extending the passes to the city buses would also be beneficial, since the metro is so limited in its range.
34	Graduate Student	I think it is a wonderful idea, especially since the north campus is outside of Buffalo. It seems that making the north campus more accessible to people living in the city of Buffalo would be quite beneficial to the city as well. If it isn't a hassle to commute to the north campus, then more people would consider living in the city. At the very least, UB students should receive a discount on NFTA fares.
35	Undergraduate Student	it was a good experience especially for the breakers.
36	Undergraduate Student	It greatly encouraged me to get downtown into the Buffalo community which I think is the greatest opportunity this area has and needs to take advantage of. I was able to take part in so many school related events like speakers and conferences as well as sporting events, art exhibitions and volunteering at outreach programs. Buffalo needs to get students into the city to foster growth and vitality.
37	Staff	Without the ability to use the bus system with the train, the original program could not have lived up to its potential. The ability to get to the mall, airport or live further than walking distance from the train line are what make the transit system an option instead of driving a car.
38	Graduate Student	I cannot lay enough stress on how convenient the pilot program was for me. I am working in Roswell Park Cancer Institute and Blue Line services are not sufficiently flexible. The transit pass allowed me to commute at my will as well as on the weekends. I feel that it's imperative that the program is brought back in action.
39	Undergraduate Student	The NFTA uses UB south campus for their rail and bus service. The fact that UB doesn't take advantage of this is ridiculous. When the program ended UB should have gotten rid of the NFTA on south campus completely. The rail program should also be advertised better among all students so that people are aware that such a program exists
40	Undergraduate Student	I was really disappointed to see this ended. It would also be nice to see UB have a metro bus program like most of the other local universities do.

41	Faculty	A very good idea. Will become more useful and important when the Medical School goes downtown. Also, if the metrorail is ever extended to north campus, this will become indispensable.
42	Graduate Student	It is more convenient than the Blue Line and makes it redundant. Maybe the savings from stopping the Blue Line could be used to fund the transit pass for students?
43	Undergraduate Student	Would not support an increase in student tuition because I am not sure of the percentage of students who actually benefit the implementation of the program.
44	Graduate Student	I ride my bicycle and I sometimes I would have liked to ride the metro and bring my bicycle along but I do not feel comfortable doing so because I would need to take the elevator. I have been approached before by individuals who have made me feel uncomfortable in closed quarters when carrying my bike in the elevator.
45	Graduate Student	I benefited from it and it was hassle free.
46	Faculty	Charge faculty and staff 50 to 100 per semester.
47	Graduate Student	UB-NFTA Transit Pass assured my coming to school in time every day. Blue line services are not very reliable, not frequent and it takes two time longer to get school with a Blue line in comparison to the subway. Besides, Blue line finishes it's work too early in the night.
48	Undergraduate Student	I think all students having free passes will not only effect the students but also the greater buffalo area as more students would be more inclined to visit new areas
49	Staff	I really enjoyed riding the train, I had no negative experiences and it allowed me to feel more closely associated with the community in which I enjoyed. By 5:00pm it's usually working people on the transit system and I had no problems at all.
50	Staff	Please re-instate this program. It is wasteful & redundant to have a train, a metro bus, AND the UB Blue Line all traveling the SAME route, from South Campus to downtown!!! Thsi is waste of UB and NYS tax-payers' money! UB people should be subsidized to take the train and/or bus!!!
51	Graduate Student	I loved it. I used it every chance I could. I used to live in Atlanta and I would pay \$30 per month for a student discount monthly pass. I would even be willing to pay that, but \$75 is way too much money for such a small train. If you brought the program back I would use it as often as possible, and I would be willing to buy a discounted monthly pass from UB if they were available.
52	Graduate Student	For graduate students part of the Roswell Park program the activity fees charged do not seem reasonable. As we do not need UB parking passes, UB computers, etc. it would be nice to get a Metro pass from our fees that would actually be useful for getting back and forth from the Downtown campus to South campus.
53	Graduate Student	INCLUDE BUS SERVICE IN THIS PROGRAM, YOU IDIOTS! Why just the metro line? Students live all over, and you would benefit from recognizing that. It would help the city because you would give access to college students to all parts of town (where they would spend money.) I refuse to believe I am the first person to think of this. Think of it... ask students to by a semester pass for 60 dollars. Using this pass, students can go anywhere on NFTA. Even though the monthly pass is \$75, students (rather, their parents) will recognize that \$60 is a killer deal, and would not think twice about paying it if it is part of tuition. There are OVER 20,000 students. Just multiply that by 60. This is how much NFTA makes in a semester; twice that is how much they make in a year. You can even make the per-semester cost \$120, and parents would still see this as a deal. How is this a bad thing?
54	Graduate Student	I really enjoyed this program. It really encouraged me to walk more. Now that I don't have the pass I've been driving more and I really miss the walking.
55	Staff	The idea is good, but unfortunately the NFTA infrastructure just doesn't exist so there is little benefit to using the UB-NFTA Transit Pass. JUST using the UB-NFTA Transit Pass actually INCREASED my commute time and DECREASED the level of personal safety I felt during my commute.
56	Undergraduate Student	I thought it was great. It opened up the city of buffalo to me and cut my cost of transportation. I feel that a small fraction of students took advantage of the program, and a very small percent used the pass for daily commutes. Overall, I believe the pass increases UB's influence and reach into our city. It breaks the incredibly insular tendencies of the two main campuses and allows students to feel connected to the city and not just the school.
57	Graduate Student	Please bring it back
58	Alumni	Taking away the free pass is unconscionable for urban planning students who are supposed to be educated and be proponents of public transportation for the future vitality of cities, not to mention the public health and environmental considerations. Just very disappointing and poorly executed for this to be rescinded.
59	Undergraduate Student	I really loved the subway in the short time I got to use it. It saved me a ton of money, and really made my stay at UB a lot safer. Living on the West Side (about the only place I could afford to live and not have my car broken into nightly like the Heights) driving in winter was SCARY. There were many icy days where I could still get to class. I was so, so sad to not have that pass anymore-- Buffalo State has it, so why can't we? I think UB needs to swallow their pride and realize that the shuttles aren't that great. The Stampede is fine, but the shuttles are unpredictable, and I never can get to where I'm going even vaguely on time.
60	Undergraduate Student	not at this time
61	Undergraduate Student	Having a NFTA stop on campus without offering passes like other local colleges do seems unfair to UB students

62	Undergraduate Student	It would be nice to see the hours of the NFTA trains extended later (past 1 am)
63	Undergraduate Student	I would really like this program to start again, it was very useful to me personally. However, I do not want to pay UB any more money than I already do. So I would not support an increase in school fees just to get this. I would rather pay NFTA personally and continue buying my monthly passes if this was the case.
64	Staff	Continue to use the metro-rail for special events; using the transit pass program, found it cost effective when compared to parking
65	Graduate Student	None
66	Graduate Student	I really appreciated it while it existed and would like to see it return. It seems strange that other colleges in the community have complete NFTA passes and UB students get nothing (not that the Stampede service isn't appreciated).
67	Staff	This was a great program that made my commute much easier and greener! Now I pay \$4 for 4 stops a day, roundtrip from Amherst to University, which just doesn't seem reasonable. I would gladly pay a flat fee for the year, because a monthly pass is never worth its cost for me. Please bring back the UB passes!
68	Graduate Student	I would strongly take public transportation if there is nfta metro pass. It would be of great help. it prevents using motor vehicle often and hence encourages less usage of fuel. I hope we would get it again
69	Staff	The program for me was great. It got me out riding my bike to the metro station and saved me the hassle of bringing my car to downtown buffalo. I would not buy a monthly pass however because I already own a car and I don't think there would be any cost savings to me. I do believe the program should continue and should be expanded for those who live more than 3/4 a mile from the station. I am only a 15 minute bike ride from the university station and I enjoyed riding my bike. It was something that I normally would not be able to do without the pass.
70	Graduate Student	it was a great idea, kindly get it back without an increase in fees. thanks.
71	Graduate Student	I thought it was very helpful when I was living near South Campus and took the light rail when I had to go downtown to go to the hospital or to Allen st for volunteer work. I also took the light rail to the bus station one time. However, I would not pay 75\$ myself for a monthly pass as I only took it at most once or a twice a week, and not every week. I don't like the idea of increasing student fees to cover an unlimited pass as Buffalo is built in a way that having a car is a necessity and I wouldn't be able to get rid of my car even if I had unlimited public transportation.
72	Alumni	I think making it easier for masses to get around the city will be immensely important for the growth of Buffalo and UB. Buffalo is much too spread out (especially its commerce and nightlife), and making it easier for people to get around without the need of personal vehicles is important. The city is not walkable, as it exists right now, and public transportation is really the only solution to making the city function as an urban epicenter without walkability. Relying on personal vehicles is not an option. I enjoyed exploring Buffalo since I was part of the pilot program and I hope UB continues its power in the city to promote programs like this.
73	Undergraduate Student	Thought 1: I used the NFTA buses more than I used the Metro Rail. The program should extend beyond just the rail and be more similar to the programs offered at other schools in the area. Thought 2: UB-NFTA should offer students a discount on the monthly passes for the entire transit system, but only if they want to purchase it. There is no reason to charge every student an extra fee if they're not going to use the program.
74	Staff	As a staff member I would not mind paying a small fee to include the pass with the cost of my parking hang tag, since I might use a combination of both services to address transportation to and from the campus.
75	Other	Very useful!!
76	Graduate Student	It was a great way to see the city and experience Buffalo.
77	Graduate Student	I saved a great deal of gas money by commuting. When the program ended I mostly rode my bike. My car got wrecked, and I rode the bike until it was too cold/snowy. I was forced to spend thousands of dollars on a replacement car that I would not have spent if the program were still available. I put it off for quite a while because the website did not say the the program was not going to be renewed this year, only that it had not yet been renewed. At one point I got snow in my boot during my walk to lab and nearly froze my foot, and it's your fault.
78	Graduate Student	The program was awesome. it was a huge disappointment when it stopped. The NTFA metro costs of 75 a month is a racket, and hardly worth the costs during the winter months when it's use is the most appealing. The daily and one way trip are comparably ridiculous, and the insignificant reduction in price for the monthly pass seems like a joke. I think that the ub-nfta pass helped resolve that issue. it made using public transport not only affordable but appealing. For the most part I'd rather drive my car or take the blue line which wastes A LOT of my time than pay those ridiculous bus fares. I would greatly support the UB-NFTA pass program and know of many other who would too, and who did while it lasted, a moved with thought that it would continue, because again it saved money compared to actually paying those ridiculous prices. Which become even more ridiculous when taken into account the number of people who you see don't even have a pass and run from the pass checkers and get away when they see them.
79	Staff	I was plesaed to have the opportunity to be a part of this program and I thought it worked out well for me.

		Although I own a car and a motorcycle, I also own a bike and skateboard and was able to have that many more options when choosing how I wanted to get to my destinations. It was nice to have Green(er) options available easily when it was convenient for me.
80	Graduate Student	Lost the pass just when I needed it most
81	Alumni	I really liked this program.
82	Graduate Student	It was a great program, and made it possible for me to afford volunteer internships downtown.
83	Undergraduate Student	I really like the program so please bring it back!
84		The program was excellent. It greatly increased my mobility and allowed me to explore the Buffalo area. Please, please bring this program back.
85	Undergraduate Student	I believe that it is very convenient for students to have. I myself use the Metro every single day to get to UB, and having this pass would get rid of the financial burden in that respect
86	Faculty	I was sorry it was discontinued.
87	Graduate Student	Student ridership on the metro rail made it appear more safe. I think encouraging students to use the metro rail service by providing free passes is mutually beneficial, until the metro rail establishes a good reputation in the community.
88	Undergraduate Student	i think that the UB-NFTA transit pass is not necessary now because UB has increased the times of the blue line and the transit pass is not necessary any longer, ub has met the needs of its students without having to increase or add another charge to their tuition
89	Graduate Student	I thought the program was very helpful for many students that needed it almost immediately. One of the great functions was to ensure students who wanted to enjoy a social life were able to take a free ride down to the Chippewa strip from the University station. It would be helpful for everybody in general and would allow students to socialize more by being able to enjoy and explore Buffalo in a safe and cost efficient manner.
90	Undergraduate Student	Tuition and fees are constantly being raised. UB should use the fees it takes from the so-called "Student Excellence Fee", and use it to fund this Free UB-NFTA Transit Pass.
91	Undergraduate Student	none
92	Undergraduate Student	UB Fees go up anyways. Since blue line and other buses for UB are limited, might as well use money to give students the ability to travel throughout Buffalo with a little more freedom. many of the other schools in the area provide NFTA passes to their students. The Metro line is limited as well the pass should include bus services too.
93	Graduate Student	It was a helpful program especially for international students with limited or no access to private vehicle.
94	Faculty	UB's communication about the program was poor. It was a good idea but not well implemented.
95	Undergraduate Student	I think this program is very important for commuters, and for students to be able to get off campus. I think that if students have to sign up for the pass, it will limit the amount of people who use the pass, and these numbers could be used to determine how much extra money students should have to pay in their mandatory fees.
96	Undergraduate Student	(PLEASE READ ENTIRE THOUGHT)- bring it back or downtown buffalo is going to continue to go down the dumps. This is a college based city. Make events downtown focused for students and the buffalo economic revenue will rise. Stop being stingy and greedy for money. You raise prices for public transportation like you really need it. Then turn around and the NFTA buys a new train with a computerized voice(which has little space by the way). The public cares more about affordability. "Public" transportation shouldn't be priced in a way that has students and residents scrapping for change to avoid a \$50 ticket!!!!!! Not to mention the transit police who abuse authority. So the least you can do is give back and stop being cheap. Thank you. By the way you guys need some economic majors to help with your costs and raise profit. If so I'm your man, but seriously give and you will recieve.
97	Staff	There are several things that NFTA needs to improve: the quality, cleanliness and safety, and monitoring the behavior of its patrons on the metro rail system-so that people will want to use this system.
98	Graduate Student	The UB-NFTA transit pass was very helpful to me particularly during the summer period and other times when the university is not running its regular schedule and the blue line shuttle rounds are extended to hourly intervals instead of every 30 mins. As a graduate student working towards to research degree, there is no difference between semester on- and off- sessions, as I had to commute to my downtown Roswell Park office on a daily basis. Also because I often had to take classes either at the UB South campus or at Roswell, the NFTA transportation was very helpful as it ran more frequently and so helped me meet my tight schedules running from one location to another. I often work till very late at night, so I would use the NFTA metro after hours, when the blue line shuttle would have stopped working. However, I find quite uncomfortable the NFTA rail at night because I don't feel safe at all. I had an issue with some questions on your survey - your assumption that if one had a car, then it would mean that car was being used to commute between campuses. On the contrary, as I mentioned earlier on in the survey, I use my car to get to the UB South campus from my off-campus location, to get on either the blue line or the NFTA metro. This is because of the difficulty and additional costs involved in getting a slot for parking at RCPI campus. The only reason I would take my car would be if I had a very important

		appointment to get to and I was running late and would not be able to make if I were to use public transportation, OR if I had to get to my RPCI office in weekends. Finally, I would not in any way support being billed extra student fees for the NFTA pass. I feel that the comprehensive fees I currently pay should be more than adequate to cover those costs. Thank you.
99	Staff	I liked the program a lot. I believe the student fees if used, should be minimal. The rail system isn't used by all and they have a great deal of fees already.
100	Graduate Student	I really liked the program. I share a car with my spouse (non-UB) and the program made it easier for me to commute by train/Stampede. I hardly ever take the train now that it is over.
101	Undergraduate Student	It should include a bus pass. I still had to pay for a daily pass despite having the rail. Buff State has that program and I wish we did too.
102	Undergraduate Student	While I didn't use the transit pass regularly, it was a very nice tool to have when I needed it. I find the rail to be a safe, reliable option to get downtown for work or events. When I get an internship downtown within the next two years I would love to have access to the transit pass!
103	Staff	it worked well while it lasted, encouraged environmentally friendly option. Now I drive much more. Wish it didn't stop since there are two people in my household who had moved specifically based on access to free metro, now there is just more driving and carbon emissions instead
104	Undergraduate Student	PLEASE FOR THE LOVE OF GOD DO THE PROGRAM AGAIN, IT WAS AMAZING, ONE OF THE FEW THINGS THIS SCHOOL HAS DONE THAT WASN'T A COMPLETE WASTE OF MONEY AND TIME. I WAS FINALLY ABLE TO EXPLORE BUFFALO, THE STICKER WAS SUPER CONVENIENT. THIS PROGRAM COULD REALLY BRING STUDENTS INTO THE CITY AND SPUR THE LOCAL ECONOMY
105	Graduate Student	It was a great program and I benefited a lot from it. I know a lot of people who used to ride the metro rail all the time who don't anymore. My thought is: Bring it back!
106	Undergraduate Student	Would really appreciate if the pass can work on the bus. Many schools can use their card on the bus but not UB.
107	Graduate Student	Consider expansion into bus passes.
108	Graduate Student	It is essential!
109	Staff	It was a great program. I wish you would bring it back.
110	Undergraduate Student	If other schools are given the opportunity to have free NFTA passes ie.ECC, BUFFALO STATE COLLEGE, etc. UB should be granted the same privilege. The school takes a lot of our money and uses it on miscellaneous things, so why not put it where it will be of great use.
111	Graduate Student	If we have to pay for the pass through the fees, then what's the point of this Program? Is it going to be subsidized? If the transportation fee covers the 'blue line', can this program be free but substitute the blue line?
112	Graduate Student	Please bring it back for future students.
113	Undergraduate Student	Very helpful.
114	Graduate Student	I loved the program. Cannot possibly understand why it no longer exists.
115	Graduate Student	It was great! It should be permanent.
116	Graduate Student	Buying a monthly pass or buying a \$4 round-trip ticket is much more expensive than driving 2 miles to South Campus and parking for free; so I rarely take Metro Rail since the pass program was discontinued.
117	Graduate Student	Please see my answer to the section on other neighborhood characteristics, as I basically answered this question in that space. Simply, I think when students get enrolled in UB, if they are told about the other options - free NFTA or student supported NFTA fees (maybe optional fees if you want the pass) packaged with a Buffalo CarShare membership, and if students are convinced this is a feasible option, I think a lot more students would at least try out this option. Coming from someone who lived in NYC for many years before moving to Buffalo for graduate school, I can tell you that if I were told about and convinced this was an alternate to buying a car when I moved to Buffalo, I would have tried it out at least for a year or so to make my own opinion. I was never presented with this being a feasible option for transportation in Buffalo (everyone I talked to, from people who grew up in Buffalo to those in school here told me that I would absolutely need a car), so I purchased one (painfully, since we can't borrow more money in student loans to buy a car). Since I relied solely on public transportation in NYC, I was, of course, saddened by the reality but bought into it. I do hope that you consider a campaign, perhaps jointly with the NFTA and CarShare to make alternate modes of transportation a viable option for UB students going forward.
118	Faculty	The program is convenient and offers a fast alternative for UB affiliates who have to travel from UB to the Medical campus and back.
119	Graduate Student	It was an amazing program. It was greener, easier, and cheaper than driving downtown. I have since graduated and moved to a town without public transportation and I very much miss the Metro Rail.
120	Graduate Student	I really hope this program returns. I know a lot of students like and utilize it and especially International students who do not have cars.

121	Graduate Student	It is more convenient and speed than the blue line.
122	Graduate Student	It was great, I hope you bring it back!
123	Alumni	I liked that I didn't have to pay to ride the rail, but it would have been nice if it was valid on buses as well.
124	Graduate Student	It was a great program, I was sad to see it end. I moved recently and moved further from a Metro station because I no longer had free access to the Metro. I would use it a lot more if it were free to students.
125	Undergraduate Student	Should have more frequent trips.
126	Graduate Student	I want it back
127	Graduate Student	I would support an increase in the student fee to provide free NFTA pass if it also covered NFTA bus as well.
128	Other	Not everyone lives in the city or near nfta public transportaion, therefore not everyone needs a pass. However once the medical campus is completed im sure many more people will require the use of public transport
129	Alumni	Good one
130	Graduate Student	great program which provided accessibility for Metro nearby resident students
131	Graduate Student	It was great for me when I started my internship. It was very convenient and a money saver! I would support offering students free access to the metro. I don't think students should be charged to use it.
132	Undergraduate Student	I thought the UB-NFTA Transit Pass was somewhat pointless because you still had to end up paying for an all day pass if you had to take the bus during your commute. The UB-NFTA Transit Pass is pointless if you're commute only consist of 3 stops on the train, but a 30-min bus ride/
133	Staff	bring it back
134	Graduate Student	I thought it was a great program and it allowed me to visit and support other areas of Buffalo, where without the pass I don't do that anymore.
135	Undergraduate Student	The pass made summer job opportunities much more attractive, which was why I decided to stay in Buffalo for the summer.
136	Faculty	so many colleges and universities have these deals with their cities. For example in Pittsburgh, all students ride free from Pitt, CMU others. If UB really wants to be green, this is a no brainer!
137	Graduate Student	Bring it back!
138	Staff	Please continue it and extend it to buses.
139	Graduate Student	I am very disappointed that the pass was not renewed. The metro rail is an asset for UB and its students. Most universities and colleges in the area offer an NFTA pass for their students. The Blue Line is inferior and inconvenient to use.
140	Undergraduate Student	I thought it was a very effective way to stimulate use of public transportation. People will significantly be more likely to get the UB-NFTA pass and use it if it is free. Charging the students in any way would most likely create a negative connotation toward NFTA and UB
141	Graduate Student	I do not have a lot of money, so I cannot afford a \$75 pass.
142	Graduate Student	I think, the free-NFTA Transit pass should be available for UB students who need it or live near Metro Stations, not for all UB students. Most of my friends live near North Campus and have cars, and they have never used Metro service.
143	Graduate Student	the pilot UB-NFTA Transit Pass program was great, I hope it returns!
144	Graduate Student	The dissolution of the program disgusts me. Instead, you build a parking lot on South campus? Way to go green, UB... I happily rode the Metro my first year as a graduate student. It cut down on waste of gasoline, plus that brisk walk to the train was great exercise. Because I do have a car, it does not make sense for me to buy a monthly pass since I would not use it enough for the cost to make sense. Use your fees in other ways to make this free again. Binghamton University where I went for undergrad makes ALL buses in town FREE for students. Follow their lead.
145	Faculty	The transit pass program was a great addition to sustainability programming at UB. I was shocked that the pilot program was discontinued without an announcement to the UB community. It is shameful that UB operates the Blue Line shuttle that duplicates a light rail route. It is also shameful that UB publicizes many sustainability initiatives (UB Green, UB Breathe, etc) but does not have a transit pass program. The transit pass program brings enormous benefits to students, faculty, and staff, all of UB, and greater Buffalo.
146	Alumni	The program should be introduced again for all the students.
147	Undergraduate Student	It is a great program and a shame UB cannot just cut Tripathi's ridiculous paycheck and actually help out students. No more payoffs to old employees - focus on the betterment of the student population. Every other school/college near the subway line has a program. Why not UB?
148	Graduate Student	I think that priority should be making a contiguous line from downtown to north campus. It would save cost, vastly increase public transportation usage, and become an economic generator for all stops along the line.

149	Undergraduate Student	Why not include the bus system into the metro pass as well? You could greatly increase the number of people on the system that travel to the universities campuses if people had not only the option to travel by rail but also by the extensive bus system, if this were the case I could understand the implementation of a higher fee per semester, it would still need to be a reasonable amount however as not everyone would theoretically be utilizing the system.
150	Graduate Student	If the free pass system is too much \$\$, maybe a punch-card program? A certain number of free rides per semester.
151	Faculty	It was great - anything to get people to use cars less. I hold an extreme view - that until gas is as high as it is in Europe, Americans won't change their consumption unless they feel it in the wallet. Public transportation will increase when parking is tighter and gas is higher, IMHO. Thanks for the program.
152	Graduate Student	I really appreciated the NFTA Transit Program as it allowed me to visit campus on all days of the week and in the evenings. After the program was discontinued I took the Blue Line. This was, however, not an option for many students. The shuttle only stops at Allen station and this stop is not walkable if you live further out. The shuttle also doesn't run in the weekends/evenings, which is inconvenient. Most universities offer transportation cards to their students or discounts and I think UB shouldn't be an exception. I also think that international students suffered the most from the program's discontinuation; most of them don't own a car and they rely heavily on public transport. We pay an extra fee of 100 dollars a semester because we are international students and it would be nice if we could see something back of that in the form of better/more accessible means of transportation.
153	Undergraduate Student	I feel that the program should include the buses as well. All the other schools in the area that have a rail system also include buses. I take 2 buses to get to school, or one bus and a rail ride. It would make life much easier if this were implemented.
154	Undergraduate Student	I think that this should have already been provided for us. I feel ashamed to be paying fee's to for some of the things that my money is going towards. Transportation is something that should be a priority over such things.
155	Other	It was a fantastic benefit, but since I'm eligible for a senior discount on the rail line, the fare is low and the pass is just a bonus.
156	Graduate Student	I like the program, it made taking public transportation to work an easy decision because I saved on gas and parking. Bring back the program!
157	Graduate Student	I very much enjoyed the option. I ended up buying a car (was sharing one previously) because many of my classes got out late and I didn't feel safe walking home from the metro after a certain hour. I would use the service again, though, if my classes were not too late.
158	Graduate Student	Just look at the overflowing parking lots on both North and South Campus and ask yourselves how successful UB has been in their campaign to reduce single-vehicle transport. The free NFTA pass was an excellent step in the right direction. Eliminating it was moronic and shows a deep lack of vision on the parts of both UB and NFTA.
159	Undergraduate Student	This pass helped me immensely. I could not afford on-campus housing or a car, so it did help with my commute from South Campus to my house. After a developing skin condition made commuting by bike nearly impossible for me, I had to walk. During the time of the NFTA Pass, I walked to amherst station. Currently without the pass, I have to walk from UB South Campus to my house taking 1 hour (because I can not afford a train and bus ticket EVERY TIME I try to go to school). I also talked to other commuters who did not know of the program. This one girl transferred to UB from Canisius College because it was too expensive. She ended up paying the monthly charge for the rail and bus pass so she can commute to where she lived downtown. On top of being a full-time student, she also had to have a full-time job. It is unfair and not just that the involuntary \$171.75 transportation fee that every student pays, does not have ANY money allocated to off-campus low-income students. The fees adds up to \$7 Million per year. \$3.8 Million is used to sustain the buses. Disregarding the fact that the Blue Line is acting counterproductive to the whole UBGreen initiative (because the subway that covers the majority of the route), and the fact that UB spent \$350,000 on 28 new buses (totalling \$9.8 Million) when many times buses that come in waves of 2-4 which is not efficient, it is terrible that commuters need to pay a fine for services not useful to them. I hope people will understand that this pass is not just used for UB students who have to commute to the medical campus. It's also for low-income and inner-city STUDENTS who cannot afford living on dorm or buying/sustaining a car, etc. I try not to complain, but when hardships suffered by me and others can be prevented, that is when change needs to happen.
160	Undergraduate Student	the program made me want to go out more. I didn't have to worry about train fare. A lot of college students don't carry cash around and it just made oife easier. I didn't have to pull out money from an ATM just to use two dollars.
161	Staff	I value the ability to ride the rail every work day and for activities downtown during the weekends. The trains run on schedule. There have been times when the conductor needs to intervene ore often to abide by the rules of not eating, drinking, smoking etc. There needs to be more spot checks to ensure that riders have a valid proof of payment; I hear too many riders say that they don't have a ticket and see too many riders hop off the train when they see an inspector. I like the new cars but I do NOT like the automated messaging ie: "the train is ready to move- stay away from the doors" etc. It is just too "busy and noisy"- I think people know that the train is ready to move etc. and honestly I look forward to a QUIET RIDE in to work and a quiet ride back home. I have heard other people express the same. Please afford UB the opportunity to provide free passes again. Downtown Buffalo is becoming very exciting and this is another way to get people out and about and explore our great city!
162	Graduate	I rarely used the metro rail prior to the implementation of the pilot program. After, I was using the rail 4-6 times

	Student	a week roundtrip. I strongly urge UB to reinvest in the program as I think it would have lasting benefits to the community of Buffalo and Amherst as well as the University students and culture.
163	Alumni	Although I did not use it a lot, I would have in previous years had this program been rolled out sooner.
164	Undergraduate Student	I would only vote for student fee increase if metro rail was expanded directly to north campus so no transfer is needed.
165	Alumni	A fee should not be charged since we are charged enough for things we sometimes do not use. The pilot was very helpful for me as i worked downtown and parking is difficult to find. Thanks!
166	Undergraduate Student	I think that the university makes a lot of money off of its students, and they should provide a free metro pass without a new fee because one of their campuses is downtown.
167	Undergraduate Student	The program was very good and allowed me to reduce my rent by moving further away from campus; since the cancellation of the program I have been forced to purchase a car.
168	Graduate Student	I think that the UB-NFTA Transit Pass program was a fantastic asset. I am currently in my third year of law school, and found it invaluable to get to my part-time job, as well as internships, clerkships, and the courts in general. When it was taken away, I started using the \$2.00/day parking on Washington and St. Michael's Place, and would walk to the theatre station to grab the train to court or church. This wasn't so bad until theatre closed. Now there is no cheap parking that doesn't involve a significant walk to and from work. In the summer, it's not so bad, but in the winter it is horrible. Now I spend close to \$7.00/day to park. The free NFTA pass made life a lot easier. I would jump on the train at the park and ride at Lasalle, and read a chapter in a book on my way to and from work. This is another thing that I lost when the contract ran out. I am graduating in May, so it will no longer effect me, but I think that the Pass should be brought back.
169	Graduate Student	It would be really useful if the Metro pass could be an unlimited Bus and/or Rail pass; as is the case with other colleges in the area. If we are going to pay a discounted fee for this privilege then we should have access to all kinds of public transportation. Given the linear trajectory of the metro line, access to a radial network of buses is a necessity. If that increases the student fees marginally then that is acceptable. In my opinion, a fee hike between \$40-\$50 that includes unlimited access to BOTH buses and the rail is reasonable.
170	Graduate Student	I think it contributed to the environment we live in. I am so sad that it ended because money became more important to the two parties (UB and NFTA) than the greenery. Paradoxically, the metro is very rarely full; so there was no way it would be at loss by reaching an agreement with UB. Let's save Earth! Keep money in the community by not spending on gas! TY!
171	Staff	It was a great free program and should continue.
172	Graduate Student	I currently pay approximately \$60 a month in fares, seven months out of the year. The remainder of the year I use the train much less. Unless the increase in fees is considerably less than the amount I'm already paying, it would provide no benefit. If UB cannot negotiate something which qualifies as a deal with NFTA, then UB does not know how to negotiate, because students are clearly not buying monthly passes.
173	Graduate Student	Great program. Changed my commute and activity level hugely! Make sure it's safe for females
174	Undergraduate Student	I hope the program returns because it will help many International students like me who are living off campus
175	Undergraduate Student	I would support adding this to student fees but only for those student who need it. It should not be required of students who would not use the pass.
176	Faculty	It is absurd that there are transit pass programs at the other colleges in Buffalo, but not at UB. This is particularly strange given that we are ON one of the metro stations.
177	Graduate Student	It was a great program that many people relied in and was good for the city, the rail system and the university. The fact that it did not continue shows a lack of concern for those who relied upon it. Even if a free-student-pass contract could not be agreed to how could neither side agree to a reduced pass for UB students? The only people who didn't suffer from this decision were the people making it.
178	Faculty	This was a terrific program that will hopefully come back to life in the future. Rather than subsidizing and encouraging car driving through extraordinarily low parking fees, UB should encourage the use of public transportation through programs like this.
179	Graduate Student	Please bring it back!
180	Graduate Student	I took a while (about 6 months) to sign up for the pass and start using it. Once I did, I began using it frequently and found that it made my daily commute for school and work much easier. The no-cost availability of the UB-NFTA Transit Pass was a significant factor in getting me to embrace public transportation as a regular part of my daily activities and has had the very positive effect of getting me to fit regular exercise into my busy schedule by walking or biking to and from the station several days a week. As an added benefit, I have found that, despite the longer commute time in comparison to driving a car, I am often able to get work done during my commute so the added commute time is not a major hindrance to my schedule. The availability of the free UB-NFTA Transit Pass is especially important in this regard because I typically cannot read while riding the UB Blue Line shuttle due to motion sickness. The smoother ride and more direct route of the Metro Rail rarely results in physical discomfort of this sort. After the UB-NFTA Transit Pass program ended, I looked into purchasing a pass for myself, but the cost is prohibitive for a family (or even an individual) living on a graduate assistant stipend. Simply put, the UB-NFTA Transit Pass program made a significant difference in my daily life and I sincerely hope

		that it is reinstated soon!
181	Graduate Student	Very convenient program!!
182	Undergraduate Student	It was widely used and convenient. Opened up travel to other parts of the city for many students. A real shame that the bureaucracy of the City and University killed it.
183	Undergraduate Student	This program brings convenience to students and helps to save on transportation costs, especially for international students (or students in general) who are on a tight budget and do not even have the option of owning a vehicle. Sometimes circumstance are that we had to live a distance away from the university and thus having the pass would be of great help. Also, having the pass grants us a peace of mind and a sense of security as I live in a neighborhood that is not safe, and I dread the idea of having to walk to campus for 15-20 minutes everyday in such a relatively high crime neighborhood. My roommate just got robbed recently under bright daylight (12PM) around our area. I was, and still am very disappointed to know that the program was discontinued last year. Thanks.
184	No answer	It was excellent and helpful. Please resume the program.
185	Faculty	wish it were brought back
186	Alumni	I also think, it would not hurt to pay \$300 extra with student's fees in case the NFTA transit pass allowed free rail AND bus transportation for each semester.
187	Undergraduate Student	Transit pass should include bus routes, not just rail
188	Staff	I enjoyed it. Was very disappointed when I tried to reNew and it was no longer available. I used it to save on gas, parking, traffic frustration. I feel this program is a great way to help positively integrate UB's Staff and students into the greater community of Western New York.
189	Graduate Student	it made transportation much easier
190	Undergraduate Student	I want it back!! It was great for encouraging students to explore the city they go to school in!!!
191	Graduate Student	The program makes sense. UB needs to do a better job of spending the fees that they currently receive from students for things that will positively impact the community. This program is one of those things.
192	Staff	Since I lived so close to work it saved me a lot of money. Parking cost included
193	Graduate Student	I changed the place that I live and Transit Pass program affected my decision a lot. I used to live near North Campus but now I live in Summer Street, Buffalo. I am paying 75 dollars to NFTA metro every month. And I think as a graduate student, and a teaching assistant, I should have a right to have either a free pass program or a discount when I am using the public transportation. Personally, I do not have a car and I do not want to buy one. So this program would really help me if UB decided to give it to students again. Thanks a lot.
194	Undergraduate Student	None.
195	Alumni	Not well communicated to students that the service was available
196	Alumni	It is an elective program and anyone willing to participate it could make a set contribution towards the program, which would always turn out to be smaller than buying a monthly pass or day passes. Having the free pass over the semesters made me proud that UB was taking care of its students.
197	Undergraduate Student	I greatly appreciated it because I used the metro almost four to five times a week. I hope you continue this program, it's a great asset to college students like me.
198	Staff	I did benefit from using the program since I work downtown. Driving and parking downtown is very expensive. I would love to see the program reinstated.
199	Graduate Student	1. Rail is not enough; it should be a bus pass for the whole metro system. 2. Other nearby colleges have their student IDs double as bus passes. I was so disappointed before I came to Buffalo, looking at the NFTA website, and realizing that I was coming to the only school that didn't have a deal with the NFTA. (I've attended several schools in other parts of the country; this is the only one I have been to that doesn't provide free or subsidized transit.) It is especially infuriating because UB's campus is way out in nowhere-ville (transit-wise). So the campus that is hardest to reach is also the only one that doesn't provide a bus pass, especially with all the lip service it pretends to pay with "UB Car free". 3. What they did at the University of Washington (at least in 2004) is: every quarter, students would be charged \$40 extra, and they would receive a sticker that made their student ID a bus pass. They could go to student services, relinquish the sticker, and get \$40 back. So the program was optional, but it was OPT OUT not opt in. (Also, at the time, a monthly bus pass was \$100, so it was a really good deal for students.) I think UB could really benefit from something like that. 4. UB is an incredibly car-based university. There are several reasons for this: Location: north campus is not really within walking distance of grocery stores or coffee shops or bars. Architecture: The campus is encircled by a highway. University message = Pedestrians keep out. Transit: Very few bus lines even go to north campus. Most large state universities are transit hubs, as lots of people all over the community head to those universities. Here at UB, there is virtually no NFTA transit that comes here (buses 44 and 35 is all). To be fair: UB tries to mitigate this a little with the stampede. Attitude: a friend once complained to me that he could never find parking when he arrived on campus. That being the case, he felt that UB had admitted too many students, and that enrollment should have been capped to provide everyone with parking. I was floored. Of all the things (# classrooms; class

		size; etc), he felt the limiting factor on enrollment should be parking! Weather: Nobody wants to walk / bike / stand at a bus stop when it is snowing and windy. Providing students with a bus pass won't change anything overnight, but it could be a start to making UB a less car-obsessed university. 5. Unrelated - I feel like my answers are a bit skewed. The year before the pilot program, I walked to campus every day. The year of the pilot program, I moved closer to downtown, first to Allen/Elmwood, then to Fargo/Jersey. My spike in transit use is due to my move, not to the pass; I would have been using the NFTA that year anyway.
200	Undergraduate Student	The program was great when it existed. UB should encourage it and allow all students to participate in order to decrease car traffic throughout buffalo
201	Graduate Student	I loved this program and I was unhappy that it was discontinued. As somebody who doesn't drive due to vision problems, it was a great help to me. I already use public transportation to get to work, my unpaid internship which the school requires, etc. Transportation costs are a *huge* issue for students. We pay so much for tuition, some students are working just to put gas in their car to get here. The least you guys can do is offer a bus and/or train pass; that's just my opinion.
202	Graduate Student	I moved to a neighborhood where i would be able to take the subway to school everyday and was VERY disappointed when the program was cancelled. It was very unfair to the students to not let them know that the program was cancelled until after everyone moved. I know many people who still use the subway system including my room mate and I and it should be reinstated.
203	Graduate Student	It is now cheaper for me to drive my car to campus every day than to take the metro. When I had the pass, I drove only rarely. Suspending the program drastically increased my fuel consumption and commute time.
204	Graduate Student	I LOVED having a transit pass - I started bicycling 7 miles to a metro station every day (rain or shine!) and learned to keep dry clothes at work for rainy days. 7 miles home at night was no problem, and I lost weight and slept better. I have taken the bus several times during the winter when my car broke down...having a Transit Pass would have made my commute easier and safer (I had to walk downtown alone to the bus depot late at night). PLEASE BRING THIS PROGRAM BACK!!!! <3
205	Staff	Loved the program, and still use the metro rail.
206	Undergraduate Student	Please bring back this program, for it is very important to mant student who live on the rail line, and effected student in a very negative way towards NFTA transportation.
207	Faculty	Bring it back, please!
208	Staff	I see schools in the area that provide passes to rail AND bus. Why not provide access to all methods of public transportation.
209	Alumni	If I didn't have the free UB-NFTA Transit Pass I would of never been able to get to class. It saved my life and helped me graduate on time! I did not realize it was a program only offered for a short time. I think UB should always offer this program! I now have reliable transportation but am attending UB again in the Fall for Graduate school I was considering getting another free Metro Pass and not driving the 13 miles everyday, since its not offered I guess that is not an option. I am glad they offered it while I was still in undergrad without a car!
210	Undergraduate Student	I wish not only NFTA Transit pass, but also for bus too
211	Graduate Student	I'm not abreast of the relationship between UB and NFTA but the fact that their exists both the blue line and the metro is the worst sort ineffectual spending. I assume the blue line is costly to own and operate yet it adds no additional transportation options for UB students, faculty and staff. The cost of the blue line should be used to provide free transportation on the metro for UB community members. Eliminating the blue line in favor of metro passes should save UB money while eliminate blue line bus emissions.
212	No answer	For the student part of the program (which doesn't concern me), have you looked at how Ohio State did their program? For a \$15 fee per student who wanted one, they would get a semester pass for use in the city of Columbus. Only those students paid the fee.
213	Undergraduate Student	To increase the student fee so ALL UB students will have free access to the rail sounds ridiculous. Many people probably have no need for it, I like how it was run in 2011.
214	Undergraduate Student	It was a great program and I would love to see it return. Especially as the university expands its downtown campus.
215	Staff	Buffalo State has a transportation fee and free metro passes for students as a result. I think UB should use the NFTA public transportation system rather than have their own. This is how other most universities in city areas function
216	Staff	It was a wonderful program. The blue shuttle is extremely wasteful. I would ride my bike to work (6.2 mi) if there was a facility to shower and keep a locker.
217	Graduate Student	I think the bus should also be included in the programs. Other schools in the buffalo area such as ECC and Buffalo State College, not only include the metro rail but nfta bus as well
218	Faculty	Was a great program, was sorry to see it go
219	Undergraduate Student	City of Buffalo should subsidize this program to offer all full-time students in this region the free rides for public transportation!
220	Graduate Student	I prefer the UB Blue line to commute since I do not feel safe traveling alone in the trains, especially after 5:30. It would be great if the UB Blue line frequency remains at 2 buses by the hour instead of one bus by the hour since I feel much safer in the bus when I am traveling late.
221	Graduate	Well, its ridiculous that UB being such a big school, they do not have provisions for students to travel to places

	Student	for work related reasons. Blue Line frequency is not enough either that it can be considered. Overall, it is really disappointing to note that you guys ruined the relations with NFTA. However, that's not my concern. All I care about is the free pass or take minimum liek \$10 a month or something for the pass.
222	Undergraduate Student	I thought the program was great. I found myself using the metro more often, and going downtown more often. I would have never taken the Metro as many times as I did for the ridiculous \$4.00 round trip ticket that it is now. I think programs like this help both the City of Buffalo, and the NFTA, as well as students who need and cannot afford to ride the Metro daily at it ridiculous cost's.
223	Staff	great program,I'am thankful it was offerd,it made me use the system a lot more
224	Graduate Student	I loved UB-NFTA, but Blue line bus really has stepped up, and is becoming more popular. It is safe, on time, has its route really perfected. I think the Blue line is increasing in popularity as time passes, and only question is whether it will be able to meet the demand over time...
225	Graduate Student	it was great! hope it doesn't cost too much to re-start
226	Graduate Student	It is a valuable transportation option for students with limited financial resources, especially with the high cost of gas. I was VERY disappointed to see the pilot program end. I used the NFTA train often from where I live when I had the pass, and I would LOVE for this program to return. PLEASE make this happen.
227	Staff	Even though I only used the program occasionally to attend meetings downtown (as I work on the South Campus and live within walking distance) I appreciated its availability. I think it's important to encourage car-free options and would like to see the program reinstated. I know that other co-workers also used and appreciated this service.
228	Graduate Student	You should think about including bus as well. There are many places in Buffalo that are not accessible through the rail system, but are accessible to buses.
229	Faculty	NFTA uses university property at the south campus. This should give the university a lot of leverage in working out a program that benefit students and staff.
230	Alumni	it's a shame that the program is gone. transport in buffalo is really awful. it's absurd that we subsidize other students' parking, but they can't pay for pub trans. this is especially relevant to graduate students who are less likely to be living on campus. also, let's make the pass CONNECT WITH THE BUS SYSTEM. what's so hard about that? i'd pay for it.
231	Graduate Student	I really enjoyed that program. As a law student infrequently have to go downtown for my internships and meetings. It has be a huge financial strain on me this academic year without the metro pass. I think it should return
232	Undergraduate Student	Reduced fare would be great if free pass is not possible
233	Graduate Student	I wish it would have lasted for longer
234	Staff	The transit pass program should be expanded to include a semester discounted rate for faculty and staff about the same cost as it would be to students. The program should also include access to buses, and increase in frequency of buses during the peak operating hours (7am-9am; 4pm-6pm) on the north south campus routes to alleviate the congestion of the ub stampede.
235	Alumni	While the subway works great for me, and I have chosen to live near it so that I can use it, I recognize that it is not for everyone. As such, there seems to be an ethical conflict in proposing to tax all students in order to pay for the passes of those who choose to use NFTA's systems. Penalizing those who do not use public transit seems a poor incentive to encourage ridership.
236	Graduate Student	I thought the pilot program was very useful, and noticeably reduced congestion on campus on the days that I did drive. Furthermore, I think that if a student pass is not granted, expansion of the Blue line should be setup to make stops at more locations between South Campus and the medical campus.
237	Graduate Student	Buffalo State and other schools with campuses closer to downtown have a program that allows students access to the bus system. I am not sure how this program works, but think it would be a great opportunity for UB to consider, especially considering the new downtown campus and the fact that law students spend a lot of time downtown at the courts and firms. I believe that many students would benefit from this type of program, even if UB offered discounted bus passes. The Metro Rail was nice, but very limited in departure and arrival points. I used the Transit Pass 5 days a week during the summer to get to an internship downtown, but still had to drive to get to the park and ride lot. Living off campus, I can currently walk to a bus stop, so I pay to use the bus a few days a week. Many students live off campus and are closer to bus stops than Metro Rail stops.
238	Undergraduate Student	I think the pilot program should be brought back because it is very expensive to continuously buy a pass every time I want to travel out of UB. If this pass was available to all students I feel that more people will travel through out the city and actually see what buffalo is about instead of staying on campus in a dorm all day etc. this will also provide a way for UB students to get around with minimun cost.
239	Graduate Student	For \$75 a month, it was cheaper for me to drive and park, as well as more convenient since I do not have to wait for a train. If I am going to use public transportation, it has to be worth it. I would be willing to pay a reduced fee to have a pass, it doesn't have to necessarily have to be free. Also, if UB was able to make a deal with NFTA where only the people that wanted passes paid a reduced fee, I would do that as well. More official monitoring of the subway itself is a concern though. There were times when I felt uncomfortable due to the other

		individuals using the train. I was very uncomfortable riding "after hours" by myself.
240	Undergraduate Student	I really enjoyed the program. I thought it was a logical idea, and to take it away was disappointing. I feel that even if students are using it seldom to explore the city, they are doing something that they never could have or would have before having this pass. This has the possibility of increasing the money spent within the City rather than the suburb of Amherst. Also, I feel that many students would use this pass to go out for a weekend night of drinking down town. This pass would ensure they have a safe option to make the trip and prevent students from drunk driving. I strongly support public transit and this program.
241	Faculty	It's a disgrace that this program was canceled. UB should do everything it can to encourage students and faculty to choose sustainable transportation options. My wife and I share one car, which wouldn't be possible without the Metro Rail and the Stampede. (Bus service has improved significantly since I joined, so that's a plus.) Passing this cost on to students is ridiculous. On-campus parking passes are *extraordinarily* cheap: \$7 / year, really? At any other university that would be the monthly or weekly pass rate, not for a year. If you want to subsidize bus passes, force car commuters that contribute to sprawl and pollution to pay more, not students. I drive several days a week when I have early classes but would be happy to pay much, much more for a parking permit if I knew that the proceeds were funding public transportation passes.
242	Graduate Student	It would be really useful if it can be extended to bus services too even if it demands a higher fee
243	Graduate Student	I thought that this was a great program, but I would not support an increase to student fees to cover the program. The students are already charged for transportation services that they do not use.
244	Alumni	I am extremely disappointed that this program wasn't continued this semester. That, coupled with the lack of communication about the program until now, makes me question the ability of this department to really serve the needs of students on campus and off.
245	Graduate Student	How much are we paying for other things like alumni arena. I am also paying this student excellence fee and that is a ridiculous charge
246	Staff	I wish it would return - it was an excellent benefit of working at UB and I used the train to commute often. I feel the fare is a bit steep for such a limited rail system. Add buses to the program?
247	Staff	I appreciated being provided with a free transit pass. As a result, I definitely took advantage of the rail line to commute to work, run errands downtown, and experience the train with my young children.
248	Staff	It was beneficial to me, but I used it to get to meetings with UB clients on the medical campus from my main street office. I did not use it to get from my home to work.
249	Undergraduate Student	Please bring it back. If UB wants to be so "green" they should give passes back to students and pay whatever fee necessary. Now I'm causing pollution with my car and wasting gas money.
250	Undergraduate Student	If Undergrads are going to be charged, I believe that \$5-\$10 per students times every undergraduate student is plenty of money to fund this program, don't get greedy UB. On the other hand, I support this program 100% because I actually need to go downtown multiple times a week and have to present \$2 EVERYTIME I need to go to my work/internship. In my opinion, the shuttles are inconsistent and adhere to a somewhat ridiculous schedule. With a downtown campus, you would think there would be multiple ways for students to get downtown and the train would most convenient way. Point is, the easier you make it for students to go downtown, the more students will travel downtown, and with more students traveling downtown, more \$\$\$ will be generated, and hopefully revitalize the area. UB has had the power to do this for decades, and have taken their time at the expense of the students and the downtown community as well.
251	Graduate Student	It was a great idea !
252	Graduate Student	Extend the transit pass to the bus system. NFTA transit needs to improve (more frequent service).
253	Graduate Student	Low fee increase due to percentage of students likely to utilize service
254	Graduate Student	I thought the UB-NFTA Transit Pass program was EXCELLENT. I wish it had also included riding the buses! I used the NFTA all the time to go study, get to school, and get to meetings. I have been living in Buffalo for 2 years without a car, and really no access to a car. I would really URGE UB and the NFTA to get a program together because I think it is highly beneficial. I do not want to move from my current location, within 3/4 from UB South Campus; however, I spent just as much money on public transportation each month that I could save if I just get a car and move to a nicer and safer neighborhood. The safety of the public transportation stops around Summer-Best, etc. has motivated me to start looking for a car, despite my greatest attempt to NOT get a car. I think including the bus system into the Transit Program would be best because I think this would open up Elmwood area for students too.
255	Graduate Student	For the students living downtown, having access to the Transit Pass was crucial, the loss of the pass has increased the mileage on my car and cost me way more money in gas than an increase in students fees would.
256	Alumni	I loved this program. I feel that it's one of the best thing UB has done to connect with the Buffalo community and encourage its students to actually live in Buffalo instead of the suburbs.
257	Undergraduate Student	I thought this Pass program was fantastic and a huge reason why I attended UB as a student. I love the city of Buffalo, and feel it is important (and would attract more students) if others could go into the city more; for shows at theatres, sabres games, bisons games, concerts, restaurants, cafes, parks etc. I also used it all the time

		to get to my job downtown, to bus terminals or train stations to go home for breaks, or simply, to enjoy a beautiful day in the city. I have already contacted people regarding my disappointment in the suspension of this program but nothing was done. I really hope UB brings this Transit pass program back into action. I think it will help a lot of students learn more (and love) the Buffalo area, and will help a lot of students (especially nursing) get downtown to allent st for their clinicals at the hospital. I think it will enrich UB students as a whole if they had this type of program to explore and learn to love the area surrounding them, and to not just feel restricted by UB's campus.
258	Staff	It was great to offer this program on a trial basis. I hope these survey results provide useful information for the program's future.
259	Graduate Student	It was a great program. It may trips to the downtown campus far more easy and affordable.
260	Graduate Student	An excellent program that should be afforded to all UB students free of cost so as to encourage student engagement with the Buffalo community.
261	Undergraduate Student	While not used very frequently, when used it provided a safe, easy, and quick trip to the places I needed and wanted to be downtown.
262	Graduate Student	I did move to my location on Amherst Street thinking I would use the metro to get to South campus and Childrens Hospital - not having the free pass this year, I drive every day. If we have it in our student fee's everyone should get one instead of having to apply for it. I love the free metro pass, when I was going out to dinner or visiting friends or planing anything I would plan around the metro so I could take public transportation and avoid driving there. It was very nice, I would be part of the program again if it were to come back.
263	Graduate Student	This was great please subsidize this program and bring it back. It was beneficial to not have as much traffic and driving to and from school. I was also more willing to go back to campus if I needed anything because it was merely a train ride without having to deal with traffic or cost of gas
264	Faculty	Perhaps existing student fees could be reallocated?
265	Staff	I would actually be willing to pay a reasonable fee - I'm not sure what agreement NFTA reached with ECC, but given that the pass improves my access to the Stampede as well, and I do like to ride my bike in in the summer, but also use the stampede to take my bike to South Campus on really hot days, so it would be really useful to me to have the pass, as well.
266	Graduate Student	I already pay fees for transportation services but since I don't own a car I don't get anything out of itso if you charged a fee, a metric that took that into account should be applied and not a base increase for all students
267	Other	I thought it was a great way to bring more students downtown via Metro Rail, when previously many did not venture downtown or did not do so in a sustainable way
268	Undergraduate Student	I'd like it back. . . I have adjusted to the Blue Line but the pass was far more convenient. If I miss the Blue Line it's a half hour wait, while the rail was only usually 10-15. I would like to add that the drivers on the Blue Line are all very agreeable people that have made the service entirely worry free.
269	Graduate Student	This program was very useful and it was nice that it was fully subsidized/free (paid for by UB and therefore students and the state). I used it at least 5 days/week throughout the academic year and 3 days/week in the summer. But I think a more fair way to do it would be to partially subsidize the program, making a semester-long unlimited pass available to students for maybe \$50-100. That's cheaper than the cost of driving to school everyday and it encourages people to use public transport more often, but it does not unfairly burden students who would not use the system.
270	Staff	I enjoyed using the program as an alternative to driving. The only negative aspects are the amount of time it added and the change between rail and bus at University Station. My drive time is about 20 minutes. Using the rail/bus combination was anywhere from 40-1:40, depending on time of day/year.
271	Graduate Student	Please reinstate the program. It is fucking crazy that students at every other university in Buffalo have free access to the public transportation system. UB students should also have fee access to Buffalo's public buses. You guys really fucked me up having the program for such a short period of time and hen discontinuing it.
272	Undergraduate Student	Please bring it back. So many people relied on it and the blue line system is always late.
273	Graduate Student	I thought it was a great program, however there is no control in place to prevent students from getting it just to have to ride downtown and use it for quick transportation instead for working or school reason. I think it is a great program to have and it would benefit a large amount of people.
274	Undergraduate Student	Push for the rail pass should be tied to the current study of expanding rail service to the north campus and the opening of the medical school in 2016.
275	Undergraduate Student	I want it back!
276	Staff	I think individual student fees should not be increased too highly since not everyone will use it. I also think the transit hours should be extended to later than midnight to accomodate people being out later with the bars, etc. being open later.
277	Graduate Student	It should never have stopped. Considering the cost of tuition and all the other things students have to pay for, this program should give free rail AND bus passes to any student enrolled who asks for it. No questions, no applications. This is a no-brainer.
278	Undergraduate	If we could extend the use to bus passes as well, I think Buffalo would become more walkable.

	Student	
279	Graduate Student	I wish it included both rail and bus. I would travel to more new locations/destinations if I knew I could take the bus there and back.
280	Undergraduate Student	It was a great program that I was sad to see gone.
281	Graduate Student	If UB is to continue to attract graduate students and upper classmen, it is essential to understand that they'd prefer to live in Buffalo. The reasons for this are many and obvious. Out of my cohort in the English Department, I can only think of two students who live in Amherst. The freedom to take the train without too much financial strain is a tremendous bonus for those students living near Canisius, Summer St., etc. The fact that other local institutions--ECC comes to mind--provide these services for free but have much smaller student bodies is a source of frustration for UB students; why are there not already similar programs here? Why not even reduced fare? This Transit Pass program needs to happen sooner than later if UB is to realize its future is in Buffalo, not Amherst.
282	Alumni	It really should have included the buses as well. If Buffalo State, ECC, Medaille, and practically every other school in the Buffalo city limits can negotiate a deal, there is no reason that UB shouldn't be able to. Even if the program was only available to commuter students or there was a small semesterly fee (and by small I do mean small, maybe \$50), it would have drastically changed my living situation my last year at UB.
283	Graduate Student	Restrict based on need (distance from campus)
284	Graduate Student	Another possibility would be to arrange some kind of student reduction on the Metro Pass. Students at Buff State, I believe, already get a reduced fare. In many other places I have lived, a reduced fare is available for students (i.e. London Underground, Berlin Metro) and it's a good solution. That way, you wouldn't need to provide the passes completely for free, but could offer a month's pass for, say, \$40 or \$50. This would also be an attractive option for students.
285	Faculty	Having the pass allowed me to use public transit to go between the Med & So. Campuses without having to use my car. Often I would park at the metro lot on So Campus and take the train to the Med Campus. The metro is more frequent than the Blue and thus more convenient. It was conducive to using public transit rather than my car for frequent excursions from the Med Campus to either the North or So. Campuses. I was very disappointed when the program was not renewed.
286	Staff	Since husband and I share his vehicle, the pass made transport to/from work painless. I was not aware that we could use the pass for more than to/from work. I am very grateful for the period the pass was available. Blue Line suffices but is less convenient/timely. Thank you for the opportunity to participate in the survey.
287	Graduate Student	I think this is a vital service which connects our campus and neighborhood to downtown; part of the benefit of any university experience is also access to the city through university programs. In the case of south campus the pass helps connect the campus to the new downtown campus and waterfront development
288	Graduate Student	It needs to be connected to the bus system to be more effective. I would sell my car if that was the case.
289	Undergraduate Student	I thought it was a great program and I am confused as to why UB is one of the only schools that doesn't have an NFTA program for the students, especially when the station is on campus. Also, I believe that it would be beneficial for all students to have this encouragement to use the rail to explore more opportunities in Buffalo. There are many places in the city of Buffalo that students could gain valuable experience at that are accessible from the rail.
290	Alumni	Please bring back the free pass. Greatly helpful for international students like us. Easy and faster transportation especially during holidays when Blue Line does not operate.
291	Undergraduate Student	With the move of the medical campus to downtown UB needs more reliable transportation to get people down there. I used my pass (when it was free) to commute from south campus to lab at the COE everyday. I was also working part time at the public library then too and was able to use my pass to get to work there. I used the university park and ride lot and saved a considerable amount on gas (not to mention probably helped the environment). Since the pass was discontinued I have stopped take the metro because I can't afford 4 dollars a day or 75 a month and the blue line is simply not unreliable. You can't really replace a train that runs every 10 minutes with something that runs every half hour. I would love to get my metro pass back
292	Staff	It was convenient having the option of taking the metrorail to work and back when needed, and it was an especially nice perk that the service was free. Thanks.
293	Graduate Student	It was nice while it lasted.
294	Faculty	Excellent success
295	Graduate Student	I take the train to and from UB every day and found the pass very convenient. I pay \$75 per month now, a cost that has dissuaded many students I know who used to regularly take the train from taking the train at all. It would be great to add bus service onto the pass because having access to the bus as well really makes not having a car not such a problem. Please find a way to bring the pass back!
296	Faculty	Most of the people that use the UB NFTA pass are most likely employees (Faculty, staff) of UB. IF the university could pay half of the monthly pass, (\$38), it would still be much cheaper than the parking that is available at the BNMC. A shuttle runs between south and downtown campus but times are limited and when students are on

		break the shuttle times are even less frequent, which is a problem for UB employees that work regardless of student breaks. I cant imagine the amount that is paid in gasoline/diesel per week for those shuttles buses is worth the amount of people that ride them. Paying for metro passes would be more efficient and better for the environment.
297	Graduate Student	It was great, please bring it back!
298	Faculty	Ideally, the Pass program should be the same cost as a parking tag to be a viable option.
299	Staff	I miss having this program. Part of the reason i moved to where i did was i was one block from the metro and could get to school (north) in the same time as driving without having to pay for gas. When it was removed, three of the people in my house switched from metro to each driving there own car. Ub has horribly inefficent parking, the metro helped solve this problem. Finally, I wish the metro ran all the way to north so we did not have to switch to buses. It seems like over time it would be cheaper to have a route that way vs having the stampede.
300	Faculty	It was wonderful. It eliminated a problem of downtown parking. We had a chance of feeling the metro during a snowstorm when the roads were very bad.
301	Staff	Thanks for doing this survey!
302	Undergraduate Student	I used it frequently and liked the fact that I could reduce my carbon imprint by doing so. It also saved me the expense of gas, wear and tear on my car. I found it to be very effective.
303	Staff	I thought it was a great program and I'd like to see UB continue to support and encourage the use of public transit by faculty, staff and students. It's a change that won't happen overnight though since most of us (staff and faculty at least) have cars. Moreover, I would actually be inclined to take public transit on more days but it would cost me a lot to do so. The monthly cost of the NFTA pass vastly outweighs the gas money I spend, any insurance I'd save through less driving, and parking fees associated with the UB pass.
304	Faculty	I think that if there were an increase in fees the pass should include buses.
305	Graduate Student	It's a damn shame they discontinued the program. I'm not entirely sure why we need the blue line shuttle when it offers nothing the metro rail doesn't. it seems like the university could scrap that and use the money for metrorail passes.
306	Staff	This was a great program. UB wants to be a pioneer in the Buffalo area, however, the lack of availability of these passes is devastating to students. I'm a former student myself, and without the metro, I don't know where I'd be. People cannot believe that UB of all places, who is trying to take over Buffalo, does not offer these passes to their students, faculty, and staff. Every other school in this area offers this service, except the school that wants to make their presence known in the Buffalo area.
307	Graduate Student	I really missed this program for the last two semesters. It saves gas, increases my activity level and keeps cars off of the already crowded parking lots on the South campus.
308	Undergraduate Student	It was a great program however I think that the entire cost should not be transferred to all students. It would have to be affordable (less than the \$75 a month) and optional since not students would use the rail.
309	Graduate Student	The UB-NFTA Transit Pass was very useful to me. I am a student and therefore in a budget so purchasing the monthly pass now is very difficult. It will be equally difficult to have a raise on the fees in order to get the pass. I think UB can provide a few passes for students. After all we pay so many other fees that one more would be too much.
310	Graduate Student	This was a fantastic programme. I really wish it were still available.
311	Graduate Student	I had the free pass in undergrad and the first year of graduate school and it made travel decisions much easier. I found that my peers and myself planned our outings and destinations around the metro schedule
312	Graduate Student	It was a great program. I rode the metro multiple times a day. Get rid of the stupid blue line and just have metro passes available to students. This is not rocket science.
313	Undergraduate Student	This program is very good and needs to be brought back. It benefits the students financially and helps them be more prone to travel within buffalo.
314	Graduate Student	Public transportation should be made available without a drastic increase - the NFTA program may try to get as much money as it can out of UB to help its flailing budget, but it is slightly ridiculous that UB is one of the only schools without access to Buffalo proper.
315	Graduate Student	With the medical campus moving downtown, as well as other additions to the BNMC, I believe it will be essential to have another program such as this, that is by all means permanent, because the parking downtown is nonexistent already.
316	Staff	The pilot program was a great way of encouraging the denizens of UB to use public transportation and to further encourage the development of the BNMC medical corridor. Hopefully this will encourage the city to revive once more and increase access between the suburbs and city.
317	Graduate Student	The program helped me get downtown for an internship and it was great bc I could take the bus or park on south campus and then not have to worry about finding a parking spot or paying for parking downtown. It was a great option for me because I have a limited budget as a student.
318	Graduate Student	It was a wonderful program and was critical to my ability to volunteer downtown, away from north campus. If I couldn't have ridden public transportation for free, I could not have afforded to volunteer.
319	Graduate	This is an immensely important service. I really wish the state would prioritize affordable public transit and

	Student	subsidize the cost for organizations to provide discounted or free passes to their members. I would like to see these services expand eventually and I know the shuttle and train service was essential for my ability to get to class and balance work.
320	Graduate Student	none
321	Graduate Student	The school makes enough money through tuition to pay for the few students who might use the program. Take it from the "excellence fee" whatever the fuck that is.
322	Staff	The program was GREAT! I stopped driving my car and was able to use this program to commute between South Campus and Downtown Campus. After it ended I started using the Blue Line, however, it is less convenient. I would be in support of a small cost for this program, but not the monthly fee of the metro
323	Graduate Student	The school has really Placed a financial Burden on me This year. I'm disappointed. I pay for parking lots and parking enforcement with my tuition, students with vehicles shouldn't mind paying for a metro pass.
324	Graduate Student	Unlike many other sustainable campuses, UB requires students to pay parking and transportation fees regardless of whether they drive their own car or use the Metro Rail and North/South campus shuttle. This penalizes those who do not use the parking lots, especially when the University does not offer a rail pass to compensate for us having to pay these fees. I used the metro rail 4 times per week last year and to not offer metro rail passes creates undue burden on this student, among others, who pay hundreds of dollars for the parking and transportation. Furthermore, it directly contradicts the purpose of UB Green, which is to reduce carbon emissions, by costing the public transit user more and the one-man-car much less. UB should strive to reduce carbon by NOT automatically including parking fees in a student's tuition, thereby making students actively choose if driving to campus is worth the cost.
325	Graduate Student	UB NFTA pass program immensely benefited international students like me who could not afford a car. I feel that this program should be revived. Adding a nominal and reasonable fee to the semester fee for unlimited rides in NFTA would be a good idea.
326	Graduate Student	It was great to have this option as a student.
327	Undergraduate Student	I was very upset that this didnt come through after August 2012. For someone who is active on campus this really hurt me going home everyday and forced me to stay on North a lot more. Every other school has this and I just like others I've talked to are dumbfounded as to why UB for being part of Buffalo for so long has not done something about this. No the students should not pay for this because I feel like in University like this we already pay around 100 for transportation fees however if someone lives off campus or only needs public transportation to travel from South campus to downtown then why do they need to pay so much for not even using the busses? Money is saved from these programs and should be allocated properly to get a Free pass if UB is too worried about saving money. If UB and the program was really trying to become closer to the Buffalo Community then they would keep this free and would see a return on investment in the long term.
328	Graduate Student	Please bring it back!
329	Alumni	When I was a student at UB, the Pass was available. Because of it, I went down town more often, attended more events in the city. If Buffalo wants to bring back life to the city, you need to get people down there. This is one was to increase access to the city. More people in the city reduces the negative stigmas of the city and increases activity, economically and culturally.
330	Graduate Student	I used the rail pass everyday and was very disappointed when the pilot ended, as were many other students. The NFTA also ticketed many people after they expired! UB and the NFTA should work together.
331	Alumni	For those who used it, it was a god-send. Got me to and from work for 3 months before it ran out and I needed to obtain a vehicle.
332	Graduate Student	This program was great while it lasted and needs to come back.
333	Staff	If NFTA Rail were extended to the North Campus, I would utilize park and ride at the north campus and commute to south or downtown via Metra Rail most days.
334	Graduate Student	I would say, it could be offered for a small fee. Say \$50 to \$100 per semester. This will eliminate those who are taking the pass JUST because it is FREE. My total expenses during the 1 year period of NFTA pass would have been less than \$75. I took it because it was free. Though it helped me, there might be a few who might need this NFTA pass more than me.
335	Staff	I enjoyed having the pass, the only issue was connecting between campuses on cramped stampede busses that didn't seem to always be on schedule.
336	Alumni	I loved the program! Alot of other colleges give students metro passes that can be used on the bus and train! It was good to see that UB was making an effort to try to implement the program.
337	Graduate Student	I think it was a very good experience being able to utilize the free nfta pass. It helped me save money on gas and get to and from my apartment which at the time was very close to the utica station. I believe if I were still a student and were given the option to opt in or out I would opt in. I think it would be beneficial to students if you called out that it allows for easy access to downtown, First Niagara Center, and a walk away from elmwood.
338	Staff	It was a great program that benefited a lot of people. I often try to avoid the rail now since I have to pay at least \$4 to go and come back. It was great for shorter visits, lectures, and talking to professors as well as exploring

		new areas.
339	Graduate Student	I thought it was great and well worth it. Every other college in the area has a free metro program. As the biggest college, UB should have one too whether it is funded by student fees or through the university. I was very upset when the program was cut.
340	Undergraduate Student	The pass was useful for special events and encouraged me to take public transit more often and use my personal vehicle less.
341	Graduate Student	It was really easy to commute between South and Downtown campus to attend seminars without wasting much time on commuting.
342	Undergraduate Student	I really enjoy riding the Metro
343	Undergraduate Student	This school is expensive enough. Free transportation should be one of the many gifts from attending this school
344	Graduate Student	Free pass is good, i dont think increase the transportation fee is a good idea, because not a lot people need take that.
345	Undergraduate Student	Why was it ended?
346	Undergraduate Student	I do not think most students need it.
347	Undergraduate Student	UB misallocates enough student expenses. I don't think it's too much to ask of the University to pay for a Student Life Service as opposed to enrolling another unfortunate grad student at any discount. The University needs to start thinking more about the students and what would actually benefit them (why does it cost money to apply to the University but any student is accepted into the Studio art program who has a 2.0 gpa, lower the ridiculous food costs, why does it cost more to dorm than to take classes, privately printed, insanely expensive textbooks, still no Greek row, etc) instead of fantasizing about how to socialize the Walmart of higher education. Give students a free transit pass, allocate funds more appropriately. If UB is so concerned about the students, maybe they should realize that we're here for a quality education, and not for marketing purposes.
348	Undergraduate Student	PLEASE bring back this program. I loved having the ability to freely explore the downtown Buffalo area without having to pay for a ticket. The Metro is expensive and having the pass as a college student makes my life much more easy. It will be much easier for me to travel if I have this pass again.
349	Undergraduate Student	Excellent program to promote transportation sustainability at UB. I was shocked when UB administration canceled it without an announcement or administration. UB sustainability initiatives embarrassingly lack a transit-pass program, which should be the easiest thing to establish.
350	Graduate Student	I think the pilot program went very well as continuing the program would benefit commuters and those who work.
351	Undergraduate Student	I donot want the transit pass if we have to pay more student fee
352	Undergraduate Student	It would be extremely helpful to continue this program for those students who live off - campus, especially those like myself who cannot afford a personal vehicle while paying for tuition.
353	Undergraduate Student	It absolutely should continue. I mean - there is a station ON CAMPUS!!!
354	Undergraduate Student	I thought it was a great program and I was dissappointed to see that it was not renewed for the 2012-2013 academic year.
355	Undergraduate Student	Bring it back. It really helped commuters since we struggle enough as it is
356	Undergraduate Student	I greatly appreciated having free trips on the Metro Rail Station. After the program was canceled, I was happy that I was living on campus in 2012-2013 because I would have had a difficult time getting to and from class easily.
357	Undergraduate Student	Passes should have been distributed in the union or on south rather than from ellicott.
358	Undergraduate Student	It had been very helpful for me to commute to North campus since all my classes are there though I live around South campus
359	Undergraduate Student	It helps student to live in cheaper, affordable housing everywhere around south campus, and eases students to commute.
360	Undergraduate Student	Please reconsider to continue the program. It helps me and other students a lot.
361	Undergraduate Student	I wish this program supported unlimited bus rides too.
362	Undergraduate Student	It was a very good program because it allowed me to get to school each day without having to pay \$2 each way. I hope that something of its sort will be implemented again, or perhaps something more expansive such as the bus passes that practically every other Buffalo college has.
363	Graduate Student	I hope it can be effect for longer time.
364	Staff	Wonderful idea. I miss it. It was extremely helpful.



Appendix 6: Overview of UB Transportation Services

UB Parking and Transportation Services Currently offers transportation services to Students, Faculty, and Staff to link the University campuses, to provide access to remote parts of the North Campus, to serve as park and ride services on the North Campus, and to provide students limited access to specific shopping destinations. The tables below provide an overview of the areas served by UB Transportation Services.

Intra-campus Shuttles

Name	Campuses Connected	Peak Frequency of Service (Academic Year)	Peak Frequency of Service (Outside Academic Year)	Weekend/Holiday Service
UB Stampede	North and South	Five Minutes	20 Minutes	30-60 Minutes
Blue Line	South and Downtown	Half-Hour	Hour	None

North Campus Intercampus Shuttles

Name	Areas Connected	Peak Frequency of Service (Academic Year)	Peak Frequency of Service (Outside Academic Year)	Weekend/Holiday Service
Express Service	Ellicott Complex and Academic Spine	Every Five Minutes	None	None
North Campus Shuttle	Campus Circulator	Every 10 Minutes	20 Minutes	20 Minutes
Green Line Shuttle	Park and Ride Shuttle between Academic Spine and Center for Tomorrow (400-space outlying parking lot)	Every 10 Minutes	None	None

South Campus Intercampus Shuttles

Name	Areas Connected	Peak Frequency of Service (Academic Year)	Peak Frequency of Service (Outside Academic Year)	Weekend/Holiday Service
Orange Line	Campus Circulator	On Call	None	None

Shuttles to Off Campus Areas

Name	Areas Connected	Frequency of Service (Academic Year)	Peak Frequency of Service (Outside Academic Year)	Weekend/Holiday Service
Mall to Market Shuttle	Residence Halls to Maple Road Shopping Destinations	Wednesday and Saturday Evenings during Academic Year	None	Saturdays during Academic Year

The background image is a photograph of a university campus, likely the University of British Columbia, given the context. It features a prominent clock tower in the upper left, a large modern building with a glass roof in the middle ground, and a bus stop in the foreground where a white hybrid bus is parked. The entire image is overlaid with a semi-transparent teal color. In the top left corner, there is a decorative graphic consisting of several parallel white diagonal lines.

Appendix 7: Summary and Response Means, April 2011 Survey of UB Faculty and Staff

(Supplied by UB Parking and Transportation Services)

In April 2011, while the UB-NFTA Pilot Transit Pass Program was in operation, UB Parking and Transportation Services conducted a survey of participants in its UB-NFTA Pilot Transit Pass Program. This survey was directed to potential respondents by email. The summary report contained in this appendix was provided to the research team by staff members from UB Parking and Transportation Services. A similar survey which was accessible to students was also conducted during the same time, and is available in Appendix 8. Both of these surveys were similarly formatted: therefore some of the questions in the Faculty and Staff Survey are not useful for gauging certain aspects of the pass, for example the percentage of faculty and staff who had heard about the program.

NFTA Rail Pass Survey Summary of Faculty/Staff Responses

(Survey sent to only faculty/staff who applied for the free rail pass)

1. 103 responses
2. 92.4% reported using their vehicle less often since getting the pass
3. Since receiving the pass, 27% reported using it daily; 38% used it more than 5 times

Prior to getting the free pass, 12.6% used the rail daily; 17.7% used it often and 57% used it occasionally

4. 47.5% of the faculty/staff reported using the pass on both weekdays and weekends; 65% used the pass between 7:00 – 10:00 a.m. for departure, and 69.6% used it to return between 2:00 – 6:00 p.m.

They reported that their trips most frequently began from:

- a) University Station at Main-Circle (32.5%).
- b) Amherst Street Station (12.5%)
- c) LaSalle Station (11.25%)
- d) Utica Station (11.25%)

Main-Circle was reported as the most frequent destination (51.9%). The Allen Hospital Station was the second most frequent destination (36.7%)

5. Faculty/staff reported using the pass most frequently to:
 - a. Get to class or work on the Downtown Campus (33.75%)
 - b. Get to the South Campus to connect with the UB Stampede to the North Campus (26.25%)
 - c. Get to class or work on the South Campus (25%)

Q1. Are you aware of the UB NFTA rail pass program?

Count	Percent	
104	99.05%	Yes
1	0.95%	No
105		Respondents

Q2. Have you applied for a free NFTA rail pass through Parking and Transportation Services?

Count	Percent	
103	100.00%	Yes
0	0.00%	No
103		Respondents

Q3. Since receiving the free rail pass sticker from UB, how often have you used it?

Count	Percent	
27	26.73%	Daily
39	38.61%	More than 5 times
20	19.80%	1 - 5 times
15	14.85%	Haven't used it yet
101		Respondents

Q4. On what days of the week have you used the rail pass?

Count	Percent	
43	52.44%	Weekdays
0	0.00%	Saturday and/or Sunday
39	47.56%	Both weekdays and weekends
82		Respondents

Q5. When you have used the rail pass, have you used it most often for one-way or round-trip?

Count	Percent	
4	4.88%	One-way
70	85.37%	Round-trip
8	9.76%	About equally for one-way and round-trips
82		Respondents

Q6. When you have used the rail pass, at what time of day have you used it most frequently to begin your trip?

Count	Percent	
4	4.88%	Before 7:00 am
52	63.41%	7:00 am - 10:00 am
19	23.17%	10:00 am - 2:00 pm
6	7.32%	2:00 pm - 6:00 pm
1	1.22%	After 6:00 pm
0	0.00%	Did not use rail to get to my destination
82		Respondents

Q7. When you have used the rail pass, at what time of day have you used it most frequently to make your return trip?

Count	Percent	
0	0.00%	Before 7:00 am
0	0.00%	7:00 am - 10:00 am
6	7.41%	10:00 am - 2:00 pm
56	69.14%	2:00 pm - 6:00 pm
19	23.46%	After 6:00 pm
0	0.00%	Did not use rail on my return trip
81	Respondents	

Q8. When you travel using the NFTA rail pass on your UB Card, what is your most frequent trip purpose?

Count	Percent	
27	32.93%	Get to class or work on the Downtown Campus
20	24.39%	Get to class or work on the South Campus
22	26.83%	Get to the South Campus to connect with the UB Stampede to the North Campus
0	0.00%	Shopping
5	6.10%	Attend events
0	0.00%	Social
8	9.76%	Other (please specify)
Count	Percent	
1	12.50%	Community Meetings Downtown
1	12.50%	Dept. seminars on Downtown campus
1	12.50%	get to Roswell
1	12.50%	get to work at catholic health system
1	12.50%	meet with colleagues at medical campus
1	12.50%	Meetings downtown
1	12.50%	use library
1	12.50%	volunteer work
82	Respondents	

Q9. When using the NFTA rail system, what rail station do you use most frequently to start your trip?

Count	Percent	
26	31.71%	University (Main-Circle)
10	12.20%	LaSalle
10	12.20%	Amherst Street
3	3.66%	Humboldt Hospital
5	6.10%	Delavan/Canisius College
9	10.98%	Utica
4	4.88%	Summer/Best
8	9.76%	Allen Medical Hospital
3	3.66%	Theater
0	0.00%	Fountain Plaza
2	2.44%	Lafayette Square
2	2.44%	Church Street
0	0.00%	Seneca
0	0.00%	Events only
82	Respondents	

Q10. What station is your most frequent destination?

Count	Percent	
42	51.85%	University (Main-Circle)
0	0.00%	LaSalle
0	0.00%	Amherst Street
2	2.47%	Humboldt Hospital
0	0.00%	Delavan/Canisius College
0	0.00%	Utica
0	0.00%	Summer/Best
29	35.80%	Allen Medical Hospital
0	0.00%	Theater
1	1.23%	Fountain Plaza
5	6.17%	Lafayette Square
2	2.47%	Church Street
0	0.00%	Seneca
0	0.00%	Events only
81		Respondents

Q11. Prior to getting the free rail pass from UB, how often did you use the NFTA Metro Rail?

Count	Percent	
10	12.35%	Daily
14	17.28%	Often
47	58.02%	Occasionally
10	12.35%	Never
81		Respondents

Q12. Since getting the NFTA rail pass from UB, have you used it to get to new destinations or old destinations more frequently?

Count	Percent	
14	17.50%	I have used the rail pass to get to one or more destinations I didn't go to before
46	57.50%	I have used the rail pass to get to one or more destinations more frequently than in the past.
20	25.00%	The rail pass has had no real affect on where or how often I go.
80		Respondents

Q13. Do you own or have use of a vehicle for transportation?

Count	Percent	
68	83.95%	Yes
13	16.05%	No
81		Respondents

Q14. Since getting the NFTA rail pass from UB, have you used your vehicle more often, less often, or about the same?

Count	Percent	
0	0.00%	Used my vehicle more often
5	7.35%	Used my vehicle about the same
63	92.65%	Used my vehicle less often
68		Respondents

Q15. What are the primary reasons you chose not to apply for the free NFTA rail pass?

Count	Percent	
0	0.00%	
0	Respondent	

Q16. Are you interested in more information about the rail pass program through UB?

Count	Percent	
1	100.00%	Yes
0	0.00%	No
1	Respondent	

Q17. Gender:

Count	Percent	
40	41.24%	Female
57	58.76%	Male
97	Respondents	

Q18. Citizenship:

Count	Percent	
84	86.60%	U.S. Citizen
6	6.19%	U.S. Permanent Resident
7	7.22%	International
97	Respondents	

Q19. Are you Hispanic or Latino?

Count	Percent	
3	3.41%	Yes
85	96.59%	No
88	Respondents	

Q20. Race:

Count	Percent	
1	1.14%	American Indian or Alaskan Native
3	3.41%	Asian
6	6.82%	Black or African American
1	1.14%	Native Hawaiian or Other Pacific Islander
73	82.95%	White
4	4.55%	Two or more races
88	Respondents	

Q21. Level:

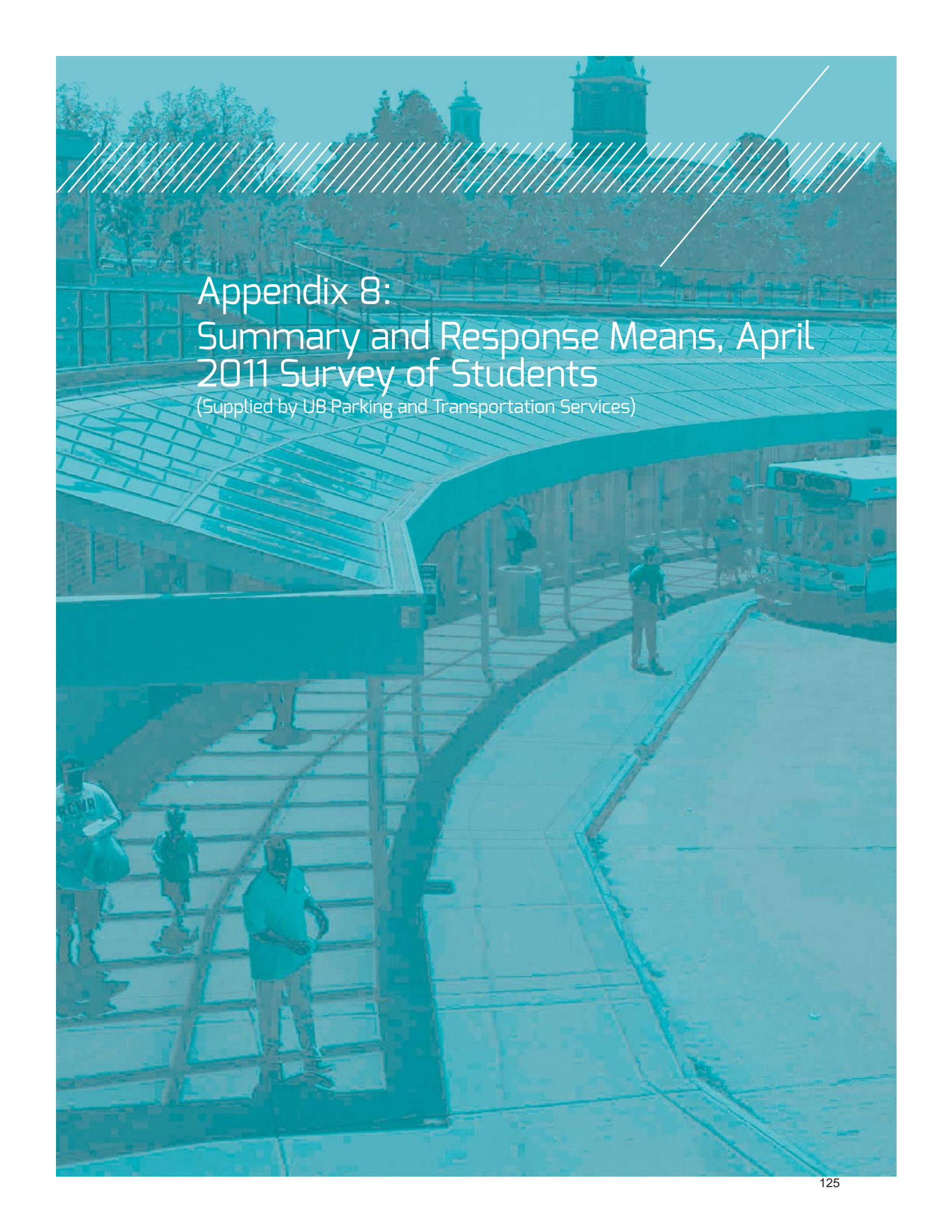
Count	Percent	
0	0.00%	Freshman
0	0.00%	Sophomore
0	0.00%	Junior
0	0.00%	Senior
6	6.25%	Grad/Prof

Q21. Level:

Count	Percent	
37	38.54%	Faculty member
52	54.17%	Staff member
1	1.04%	Other (please specify)
96	Respondents	

Q22. This semester, I live:

Count	Percent	
0	0.00%	On-campus (in a UB assigned Residence Hall/Apt)
0	0.00%	Off-campus (with family)
0	0.00%	Off-campus (with friends/other students)
0	0.00%	Off-campus (I live alone)
0	Respondent	

The background image is a photograph of a university campus, likely the University of British Columbia, showing a large building with a prominent tower and a bus stop with a curved roof. The image is overlaid with a teal color and a series of white diagonal lines in the upper left corner.

Appendix 8: Summary and Response Means, April 2011 Survey of Students

(Supplied by UB Parking and Transportation Services)

In April 2011, while the UB-NFTA Pilot Transit Pass Program was in operation, UB Parking and Transportation Services conducted a survey of participants in its UB-NFTA Pilot Transit Pass Program. This survey was made available to all UB Community Members on MyUB, in the same location where this report's passive survey was made available to students in April 2013. A description of MyUB can be found in Appendix 2. The summary report contained in this appendix was provided to the research team by staff members from UB Parking and Transportation Services. A similar survey to gauge additional responses from Faculty and Staff members was also conducted during the same time, with the results of this survey made available to pass holders in Appendix 7.

NFTA Rail Pass My Opinion Survey Summary of Student Responses

1. 519 responses; 58% reported that they were aware of the free pass program; 41.6% were not; of those that were aware of the program, 39% had applied for the pass

2. 84.4% reported using their vehicle less often since getting the pass

3. Since receiving the pass, 39% reported using it daily; 41.8% used it more than 5 times

Prior to getting the free pass, 18.8% used the rail daily; 32% used it often and 42% used it occasionally

4. 71% of the students reported using the pass on both weekdays and weekends; 43% used the pass between 7:00 – 10:00 a.m. for departure, and 54% used it to return between 2:00 – 6:00 p.m.

They reported that their trips most frequently began from the University Station at Main-Circle (58.5%). Main-Circle was also reported as the most frequent destination from other areas (37%). The Allen Hospital Station was the second most frequent destination (20%)

5. Students reported using the pass most frequently to:
 - a. Get to the South Campus to connect with the UB Stampede to the North Campus (27%)
 - b. Get to class or work on the Downtown Campus (25%)
 - c. Attend events (10%)
 - d. Other: volunteering, internships, research, job interviews, etc. (21.7%)

Q1. Are you aware of the UB NFTA rail pass program?

Count	Percent	
303	58.38%	Yes
216	41.62%	No
519		Respondents

Q2. Have you applied for a free NFTA rail pass through Parking and Transportation Services?

Count	Percent	
117	39.00%	Yes
183	61.00%	No
300		Respondents

Q3. Since receiving the free rail pass sticker from UB, how often have you used it?

Count	Percent	
46	39.32%	Daily
49	41.88%	More than 5 times
13	11.11%	1 - 5 times
9	7.69%	Haven't used it yet
117		Respondents

Q4. On what days of the week have you used the rail pass?

Count	Percent	
28	26.17%	Weekdays
3	2.80%	Saturday and/or Sunday
76	71.03%	Both weekdays and weekends
107		Respondents

Q5. When you have used the rail pass, have you used it most often for one-way or round-trip?

Count	Percent	
4	3.74%	One-way
84	78.50%	Round-trip
19	17.76%	About equally for one-way and round-trips
107		Respondents

Q6. When you have used the rail pass, at what time of day have you used it most frequently to begin your trip?

Count	Percent	
3	2.83%	Before 7:00 am
46	43.40%	7:00 am - 10:00 am
29	27.36%	10:00 am - 2:00 pm
20	18.87%	2:00 pm - 6:00 pm
8	7.55%	After 6:00 pm
0	0.00%	Did not use rail to get to my destination
106		Respondents

Q7. When you have used the rail pass, at what time of day have you used it most frequently to make your return trip?

Count	Percent	
0	0.00%	Before 7:00 am
0	0.00%	7:00 am - 10:00 am
5	4.67%	10:00 am - 2:00 pm
58	54.21%	2:00 pm - 6:00 pm
42	39.25%	After 6:00 pm
2	1.87%	Did not use rail on my return trip
107	Respondents	

Q8. When you travel using the NFTA rail pass on your UB Card, what is your most frequent trip purpose?

Count	Percent	
27	25.47%	Get to class or work on the Downtown Campus
10	9.43%	Get to class or work on the South Campus
29	27.36%	Get to the South Campus to connect with the UB Stampede to the North Campus
1	0.94%	Shopping
11	10.38%	Attend events
5	4.72%	Social
23	21.70%	Other (please specify)
Count	Percent	
1	4.35%	attending events, social, shopping, get to South,
1	4.35%	Class/Lab at Roswell Park
1	4.35%	community service through UBSSW
1	4.35%	Everything listed above
1	4.35%	Get to class at D'youville College
1	4.35%	Get to class on the North Campus, and get to work Downtown
1	4.35%	Get to clinical rotation sites on the Downtown Medical hospitals
1	4.35%	get to my internship downtown
1	4.35%	Get to my internship downtown
1	4.35%	Get to work Downtown
1	4.35%	I have class at both downtown and south and work downtown
1	4.35%	I've done an equal mix of trips for events/dinner and for job interviews.
1	4.35%	Internship
2	8.70%	Internship Downtown
1	4.35%	project group
1	4.35%	research
1	4.35%	To get to and from class and home
1	4.35%	to get to my downtown internship
1	4.35%	volunteer downtown
1	4.35%	Volunteer Downtown
1	4.35%	word
106	Respondents	

Q9. When using the NFTA rail system, what rail station do you use most frequently to start your trip?

Count	Percent	
62	58.49%	University (Main-Circle)
5	4.72%	LaSalle
6	5.66%	Amherst Street
3	2.83%	Humboldt Hospital
9	8.49%	Delavan/Canisius College
4	3.77%	Utica
5	4.72%	Summer/Best
7	6.60%	Allen Medical Hospital
1	0.94%	Theater
1	0.94%	Fountain Plaza
1	0.94%	Lafayette Square
1	0.94%	Church Street
1	0.94%	Seneca
0	0.00%	Events only
106	Respondents	

Q10. What station is your most frequent destination?

Count	Percent	
39	37.14%	University (Main-Circle)
1	0.95%	LaSalle
0	0.00%	Amherst Street
2	1.90%	Humboldt Hospital
4	3.81%	Delavan/Canisius College
2	1.90%	Utica
2	1.90%	Summer/Best
21	20.00%	Allen Medical Hospital
5	4.76%	Theater
6	5.71%	Fountain Plaza
10	9.52%	Lafayette Square
6	5.71%	Church Street
6	5.71%	Seneca
1	0.95%	Events only
105	Respondents	

Q11. Prior to getting the free rail pass from UB, how often did you use the NFTA Metro Rail?

Count	Percent	
20	18.87%	Daily
34	32.08%	Often
45	42.45%	Occasionally
7	6.60%	Never
106	Respondents	

Q12. Since getting the NFTA rail pass from UB, have you used it to get to new destinations or old destinations more frequently?

Count	Percent	
37	34.91%	I have used the rail pass to get to one or more destinations I didn't go to before
50	47.17%	I have used the rail pass to get to one or more destinations more frequently than in the past.

Q12. Since getting the NFTA rail pass from UB, have you used it to get to new destinations or old destinations more frequently?

Count	Percent
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19	17.92%	The rail pass has had no real affect on where or how often I go.
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106	Respondents
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Q13. Do you own or have use of a vehicle for transportation?

Count	Percent
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45	42.45%	Yes
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61	57.55%	No
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106	Respondents
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Q14. Since getting the NFTA rail pass from UB, have you used your vehicle more often, less often, or about the same?

Count	Percent
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1	2.22%	Used my vehicle more often
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6	13.33%	Used my vehicle about the same
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38	84.44%	Used my vehicle less often
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45	Respondents
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Q15. What are the primary reasons you chose not to apply for the free NFTA rail pass?

Count	Percent
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162	100.00%
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162	Respondents
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Q16. Are you interested in more information about the rail pass program through UB?

Count	Percent
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180	84.51%	Yes
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33	15.49%	No
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213	Respondents
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Q17. Gender:

Count	Percent
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281	56.65%	Female
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215	43.35%	Male
-----	--------	------

496	Respondents
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Q18. Citizenship:

Count	Percent
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413	82.60%	U.S. Citizen
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26	5.20%	U.S. Permanent Resident
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61	12.20%	International
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500	Respondents
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Q19. Are you Hispanic or Latino?

Count	Percent
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19	4.43%	Yes
----	-------	-----

Q19. Are you Hispanic or Latino?

Count	Percent	
410	95.57%	No
429		Respondents

Q20. Race:

Count	Percent	
4	0.95%	American Indian or Alaskan Native
38	9.00%	Asian
42	9.95%	Black or African American
1	0.24%	Native Hawaiian or Other Pacific Islander
312	73.93%	White
25	5.92%	Two or more races
422		Respondents

Q21. Level:

Count	Percent	
62	12.55%	Freshman
75	15.18%	Sophomore
117	23.68%	Junior
83	16.80%	Senior
144	29.15%	Grad/Prof
2	0.40%	Faculty member
1	0.20%	Staff member
10	2.02%	Other (please specify)
494		Respondents

Q22. This semester, I live:

Count	Percent	
150	44.91%	On-campus (in a UB assigned Residence Hall/Apt)
81	24.25%	Off-campus (with family)
71	21.26%	Off-campus (with friends/other students)
32	9.58%	Off-campus (I live alone)
334		Respondents



Appendix 9: Summary and Response Means, April 2012 Survey of Pass Holders

(Supplied by UB Parking and Transportation Services)

In April 2012, while the UB-NFTA Pilot Transit Pass Program was in operation, UB Parking and Transportation Services conducted a survey of participants in its UB-NFTA Pilot Transit Pass Program. This survey was directed to potential respondents by email. This survey combined responses from all participating groups; Students, faculty, and staff, and asked questions similar to the 2011 survey.

Q1. Since receiving the free rail pass sticker from UB, how often have you used it?				
Count	Percent			
277	31.73%	Daily		
516	59.11%	More than 5 times		
67	7.67%	1-5 times		
13	1.49%	Haven't used it yet		
873	Respondents			

Q2. On what days of the week have you used the rail pass?				
Count	Percent			
528	60.48%	Both weekdays and weekends		
276	31.62%	Weekdays		
32	3.67%	Saturday and/or Sunday		
37	4.24%	No Answer		
873	Respondents			

Q3. When you have used the rail pass, have you used it most often for one-way or round-trip?				
Count	Percent			
730	83.62%	Round-trip		
20	2.29%	One-way		
85	9.74%	About equally for one-way and round-trips		
38	4.35%	No Answer		
873	Respondents			

Q4. When you have used the rail pass, at what time of day have you used it most frequently to begin your trip?				
Count	Percent			
22	2.52%	Before 7:00 a.m.		
423	48.45%	7:00 a.m. - 10:00 a.m.		
188	21.53%	10:00 a.m. - 2:00 p.m.		
152	17.41%	2:00 p.m. - 6:00 p.m.		
43	4.93%	After 6:00 p.m.		
5	0.57%	Did not use rail to get to my destination		
40	4.58%	No Answer		
873	Respondents			

Q5. When you have used the rail pass, at what time of day have you used it most frequently to make your return trip?				
Count	Percent			
1	0.11%	Before 7:00 a.m.		
16	1.83%	7:00 a.m. - 10:00 a.m.		
57	6.53%	10:00 a.m. - 2:00 p.m.		
443	50.74%	2:00 p.m. - 6:00 p.m.		
313	35.85%	After 6:00 p.m.		
5	0.57%	Did not use rail on my return trip		
38	4.35%	No Answer		
873	Respondents			

Q6. When you travel using the NFTA rail pass on your UB Card, what is your most frequent trip purpose?		
Count	Percent	
249	28.52%	Get to class or work on the Downtown Campus
110	12.60%	Get to class or work on the South Campus
215	24.63%	Get to the South Campus to connect with the UB Stampede to the North Campus
78	8.93%	Attend events
14	1.60%	Shopping
41	4.70%	Social
126	14.43%	Other
40	4.58%	No Answer
873	Respondents	

Q7. When using the NFTA rail system, what rail station do you use most frequently to start your trip?		
Count	Percent	
442	50.63%	University
66	7.56%	LaSalle
21	2.41%	Humboldt Hospital
61	6.99%	Amherst Street
38	4.35%	Delavan/Canisius College
50	5.73%	Utica
40	4.58%	Summer/Best
77	8.82%	Allen Medical Hospital
7	0.80%	Theater
9	1.03%	Fountain Plaza
7	0.80%	Lafayette Square
10	1.15%	Church Street
3	0.34%	Seneca
42	4.81%	No Answer
873	Respondents	

Q8. What station is your most frequent destination?		
Count	Percent	
290	33.22%	University
10	1.15%	LaSalle
9	1.03%	Amherst Street
13	1.49%	Humboldt Hospital
6	0.69%	Delavan/Canisius College
14	1.60%	Utica
13	1.49%	Summer/Best
197	22.57%	Allen Medical Hospital
38	4.35%	Theater
43	4.93%	Fountain Plaza
70	8.02%	Lafayette Square
31	3.55%	Seneca
83	9.51%	Church Street
10	1.15%	Events only
46	5.27%	No Answer
873	Respondents	

Q9. Prior to getting the free rail pass from UB, how often did you use the NFTA Metro Rail?		
Count	Percent	
54	6.19%	Daily
423	48.45%	Often
146	16.72%	Occasionally
73	8.36%	Never
177	20.27%	No Answer
873	Respondents	

Q10. Since getting the NFTA rail pass from UB, have you used it to get to new destinations or old destinations more frequently?		
Count	Percent	
305	34.94%	I have used the rail pass to get to one or more destinations I didn't go to before
377	43.18%	I have used the rail pass to get to one or more destinations more frequently than in the past.
140	16.04%	The rail pass has had no real affect on where or how often I go.
51	5.84%	No Answer
873	Respondents	

Q11. Do you own or have use of a vehicle for transportation?		
Count	Percent	
459	52.58%	Yes
361	41.35%	No
53	6.07%	No Answer
873	Respondents	

Q12. Since getting the NFTA rail pass from UB, have you used your vehicle more often, less often, or about the same?		
Count	Percent	
2	0.23%	Used my vehicle more often
359	41.12%	Used my vehicle less often
97	11.11%	Used my vehicle about the same
415	47.54%	No Answer
873	Respondents	

Q13. If NFTA bus service was added into the UB rail pass program for a discounted rate, would you be interested?		
Count	Percent	
449	51.43%	Yes, I would pay for a discounted pass that would include bus and rail service
374	42.84%	No, I am satisfied with the current free rail pass program
50	5.73%	No Answer
873	Respondents	

Q14. Gender:		
Count	Percent	
378	43.30%	Female
446	51.09%	Male
49	5.61%	No Answer
873	Respondents	

Q15. Citizenship:		
Count	Percent	
601	68.84%	U.S. Citizen
28	3.21%	U.S. Permanent Resident
202	23.14%	International
42	4.81%	No Answer
873	Respondents	

Q16. Are you Hispanic or Latino?		
Count	Percent	
39	4.47%	Yes
579	66.32%	No
255	29.21%	No Answer
873	Respondents	

Q17. Race:		
Count	Percent	
2	0.23%	American Indian or Alaskan Native
41	4.70%	Asian
56	6.41%	Black or African American
4	0.46%	Native Hawaiian or Other Pacific Islander
464	53.15%	White
42	4.81%	Two or more races
264	30.24%	No Answer
873	Respondents	

Q18. Current UB affiliation:		
Count	Percent	
36	4.12%	Freshman
36	4.12%	Sophomore
61	6.99%	Junior
89	10.19%	Senior
457	52.35%	Grad/Prof
47	5.38%	Faculty Member
84	9.62%	Staff Member
19	2.18%	Other (Please Specify)
44	5.04%	No Answer
873	Respondents	

Q19. This semester, I live:		
Count	Percent	
80	9.16%	On-campus (in a UB assigned Residence Hall/Apt)
84	9.62%	Off-campus (with friends/other students)
35	4.01%	Off-campus (with family)
22	2.52%	Off-campus (I live alone)
652	74.68%	No Answer
873	Respondents	

The background image is a photograph of a white NFTA Metro hybrid bus. The bus has "NFTA-METRO SERVING BUFFALO NIAGARA" written on its side, along with a "Hybrid" logo. A large black banner with white text is attached to the side of the bus, reading "YOU HAVE PROSTATE CANCER, YOU GO TO ROSWELL PARK." The bus is parked on a street in front of a stone building with a large arched window. The entire image is overlaid with a semi-transparent teal color. In the top left corner, there is a decorative graphic consisting of several parallel white diagonal lines.

Appendix 10: Interview Guide for Discussions with Key UB and NFTA Officials

In February 2013, after the conclusion of the UB-NFTA Pilot Transit Pass, research team members conducted interviews with key officials at UB and the NFTA. The interview guide on the following page framed the discussions with these individuals. In order to maintain their anonymity, quotes and ideas which were provided to the research team are mentioned as belonging to UB or NFTA officials, depending on their affiliation.

Interview Guide

1. What do you see as the most important benefit which can be obtained by reinstituting the UB-NFTA transit pass program?
2. Are you aware of any disadvantages which were associated with the program?
3. How would reinstating the transit pass program further UB's sustainability goals?
4. What has been the feedback from the UB community and wider community concerning the August 2012 discontinuation of the pilot program?
5. What role does student input or feedback play in determining university transportation options like the transit pass program?
6. The pilot transit pass program concluded in August 2012. Is there an interest in resuming the program?
7. What barriers currently exist in re-instituting the transit pass program?
8. In terms of long term sustainability and reducing the University's carbon footprint, does UB have any specific targets established for reducing Greenhouse Gas emissions from its transportation sector?
9. In the book *Transportation & Sustainable Campus Communities: Issues, Examples, Solutions* (2004), authors Will Toor and Spenser Havlick note that the key to any alternative transportation effort is how it is marketed to its end users. Toor and Havlick reported a 6-14% reduction in automobile driving as a result of strong marketing to campus communities. How are transportation alternatives, including the transit pass program and other alternatives, marketed to the students and faculty? Are you aware of any plans to increase marketing efforts for transportation alternatives, in order to help the University meet its Greenhouse Gas Emission reduction goals?



Appendix

Connections Beyond Campus

An Evaluation of the
Niagara Frontier Transportation Authority -
University at Buffalo Pilot Transit Pass Program



School of Architecture and Planning
UB Regional Institute