

**ROADS AND  
TRANSPORTATION  
PROGRAM**

MUNICIPALITY OF ANCHORAGE  
ROADS/TRANSPORTATION CAPITAL PROGRAM  
Department: Transit

Department Goal:

The goal of the Department of Transit for the 1987-1992 CIP is to provide a transportation system which will enhance public mobility as well as reduce traffic congestion and air pollution within the Municipality of Anchorage. Our goal will be accomplished through the provision of conventional transit service, ridesharing, para-transit, and other alternatives to the single occupant automobile.

Transit Fleet Expansion:

In order to accommodate the travel needs of a growing population, provide an alternative to the single occupant automobile and ensure air quality standards, the most recently adopted Long-Range Transportation Plan for the Municipality of Anchorage calls for eight percent of all person trips to be carried on a mass transit mode by the year 2000. The Department of Transit 1987-1992 CIP takes the first steps towards meeting that goal. A greatly expanded transit system is also a part of the Municipality's Air Quality Plan approved by the AMATS Policy Committee and the Assembly in 1983. The current transit system handles approximately two percent of all person trips. The planned expansion of the bus fleet combined with an aggressive ridesharing program will enable the Municipality to meet goals and make significant strides towards meeting the Long Range Transportation Plan and the Air Quality Plan.

Bus Stop Improvements:

Informational bus stop signs in the Municipality of Anchorage area display bus route and schedule information to both regular and potential bus passengers. Improvements are needed at many bus stops to improve pedestrian access, facilitate transfers between buses and improve safety. Improvements include grading, paving, drainage and constructing paths as appropriate.

Transit Passenger Shelters:

Street-side amenities that make transit easier and more attractive to use are very important. Shelters should be located at major bus stops to protect users from weather and enhance the public image of our bus systems. Locations will be clearly marked with our People Mover logo. To achieve uniformity and ease of maintenance and repair, they will be of modular construction.

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Transit Facility Expansion:

Transit fleet expansion has made it necessary to expand maintenance and storage facilities for the transit system. The project was started in 1983, completed in 1986 and accommodates a fleet of one hundred buses. This will increase service reliability, prolong bus service lives and reduce maintenance costs. The next stage will increase bus storage capacity to 140 buses.

Transit Centers:

The Transit Development Program (TDP) has recommended a neighborhood transit "feeder service" concept to make transit service more competitive with automobile travel. It would allow the neighborhood collector service to bring passengers directly to express buses serving major employment centers. Site locations include Mid-town, South Anchorage, Eagle River, West Anchorage, and East Anchorage.

MUNICIPALITY OF ANCHORAGE  
1987 CAPITAL IMPROVEMENT BUDGET

Department Transit	Project Category Public Transit		Fund Code 0485		
PROJECT TITLE AND DESCRIPTION	1987 PROJECT COST <small>S-State O-Other F-Federal B-Bonds</small>	COSTS IN THOUSANDS OF DOLLARS			
		ESTIMATED START DATE	ESTIMATED COMPLETION DATE	O&M COST DEBT SERVICE	COMMUNITY COUNCIL
<p>The Transit Development Program (TDP) recommends a neighborhood transit "feeder service" to make transit service more accessible and competitive with automobile travel. This service brings passengers directly to express buses serving major employment centers. Passenger transfers between local and express buses must be accomplished in a safe and environmentally controlled off-street location.</p> <p>Mid-town and South Anchorage transfer centers are in the preliminary design phase. Additional centers will utilize the concept of joint venture with the private sector so that no land purchase is required. Transit service will be restructured in the spring following construction to maximize the use of these centers.</p>					
Eagle River Transit Center	F-285 0-15	7/87	3/88	15.0 0.0	Areawide (A11)
East Anchorage Transit Center	F-285 0-15	7/87	3/88	15.0 0.0	Areawide (A11)
TOTALS					

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<p>Bus stop Improvements - Improvements for pedestrian access, to facilitate transfers between buses and improve safety, including grading, paving, drainage and constructing paths as appropriate. Twenty bus stop locations annually from 1987 to 1992.</p>	<p>F-120 S-30</p>	<p>7/87</p>	<p>12/87</p>	<p>0.0 0.0</p>	<p>Areawide (A11)</p>
<p>Driver Rotation Vehicles - Replacement of six year old vehicles (the end of their useful life) used for driver rotation and road supervision.</p>	<p>F-22 S-5</p>	<p>1/87</p>	<p>12/87</p>	<p>3.5 0.0</p>	<p>Areawide (A11)</p>
<p>Transit Passenger Shelters - Shelters located at major bus stops to protect users from weather and enhance the public image of our bus system. Locations with high passenger boarding volume will be given priority. For uniformity and ease of maintenance and repair, they will be of modular construction. Annual purchase of fifteen passenger shelters from 1987 to 1992.</p>	<p>F-80 S-20</p>	<p>7/87</p>	<p>12/87</p>	<p>17.5 0.0</p>	<p>Areawide (A11)</p>
<p>TOTALS</p>	<p>S-55 F-792</p>	<p>O-30 B-0</p>		<p>51.0 0.0</p>	

MUNICIPALITY OF ANCHORAGE

1987 - 1992 CAPITAL IMPROVEMENT PROGRAM

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	1987	1988	1989	1990	1991	1992
<p>The Transit Development Program (TDP) recommends a neighborhood transit "feeder service" to make transit service more accessible and competitive with automobile travel. This service brings passengers directly to express buses serving major employment centers. Passenger transfers between local and express buses must be accomplished in a safe and environmentally controlled off-street location.</p> <p>Mid-town and South Anchorage transfer centers are in the preliminary design phase. Additional centers will utilize the concept of joint venture with the private sector so that no land purchase is required. Transit service will be restructured in the spring following construction to maximize the use of these centers.</p> <p>Eagle River Transit Center</p> <p>East Anchorage Transit Center</p> <p>West Anchorage Transit Center</p>	<p>F-285 0-15</p> <p>F-285 0-15</p>		<p>F-285 0-15</p>			
TOTALS						

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<p>Driver Rotation Vehicles - Replacement of six year old vehicles (the end of their useful life) used for driver rotation and road supervision.</p>	F-22 S-5	F-22 S-5	F-22 S-5	F-22 S-5	F-22 S-5	F-22 S-5
<p>Transit Passenger Shelters - Shelters located at major bus stops to protect users from weather and enhance the public image of our bus system. Locations with high passenger boarding volume will be given priority. For uniformity and ease of maintenance and repair, they will be of modular construction. Annual purchase of fifteen passenger shelters from 1987 to 1992.</p>	F-80 S-20	F-80 S-20	F-80 S-20	F-80 S-20	F-80 S-20	F-80 S-20
<b>TOTALS</b>						

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<p>Transit Fleet Replacement and Expansion - The Transportation Development Program calls for 81 peak hour buses by 1991. This CIP provides for a planned expansion of the fleet combined with an aggressive ridesharing program thus enabling the Municipality to meet the Long Range Transportation Plan and the Air Quality Plan.</p> <p>Seventeen transit coaches, replacing twelve old buses and adding five new buses in March 1989.</p> <p>Ten transit coaches, adding eight peak hour buses in March 1990.</p> <p>Ten transit coaches, adding nine peak hour buses in March 1991.</p> <p>Ten transit coaches, adding eight peak hour buses in March 1992.</p> <p>Ten transit coaches, adding eight peak hour buses in March 1993.</p>		<p>B-216 F-3,624</p>	<p>B-108 F-1,812</p>	<p>B-108 F-1,812</p>	<p>B-108 F-1,812</p>	<p>B-108 F-1,812</p>		
<b>TOTALS</b>								



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<p>Improvements to Existing Bus Fleet - An improved radio system, ergonomically designed seats, power steering units and electronic information signs to upgrade existing fleet.</p> <p>Transit Facility Design, Phase 4 - Based on the vehicle acquisition schedule, additional facilities will be needed to increase storage and maintenance capacity from 100 to 140 buses. Design will begin in 1990 and construction will be completed by the fourth quarter of 1991.</p> <p>Maintenance Vehicle - Replacement of currently owned vehicles at end of six year useful life: 4-wheel drive pickup truck with special equipment.</p> <p>One and one half ton truck with special equipment.</p>		<p>F-80 S-20</p>	<p>F-425 S-25</p> <p>F-15 S-4</p>	<p>F-80 S-20</p> <p>F-3,334 S-199</p>		<p>F-29 S-7</p>
<b>TOTALS</b>	S-605 F-17,022		O-45 B-648			