



Public Transportation

| 2025 SYSTEM REPORT

January - December 2025



**Anchor
RIDES**



**PEOPLE
MOVER**



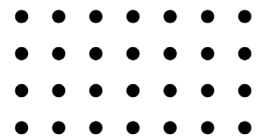
**RIDE
SHARE**

SYSTEM REPORT

A YEAR OF ADJUSTMENTS AND TWEAKS

Following the service reduction in October 2024, the Public Transportation Department (PTD) made minimal adjustments to the People Mover system, with the exception of Route 11 – which serves the Fairview neighborhood. After the Aurora Carrs on Gambell announced it was going to close in May, a lot of great advocacy from the neighborhood and others led to a temporary shuttle service (which was provided by BAC Transportation - through a grant received, coordinated, and managed by NeighborWorks Alaska). The Administration and Assembly approved the one-time fund for the shuttle to give PTD time to change the alignment for Route 11. During the midst of the massive public involvement period for the update to Transit on the Move (PTD's Transit Development Plan), a shorter public process was completed to ask the Fairview community – given budget constraints – where Route 11 should go to serve the community best and allow its residents access to a grocery store & pharmacy.

As we move well beyond the effects of the Covid-19 global pandemic, PTD continues to see ridership approach 2019 levels of service (the benchmark of most transit agencies across the country). People Mover ridership increased more than 3% over 2024 (which was 11% more than 2023, & 14% more than 2022) levels. AnchorRIDES ridership hit all-time highs in 2025, along with the RideShare program surpassing 100+ vanpools! PTD's goals remain to deliver safe, reliable and efficient transportation options for the community. By continuing to engage, listen to rider feedback, embrace innovation and technology, and investing in modernizing the fleets, PTD strives to provide accessible, inclusive mobility options for the community.



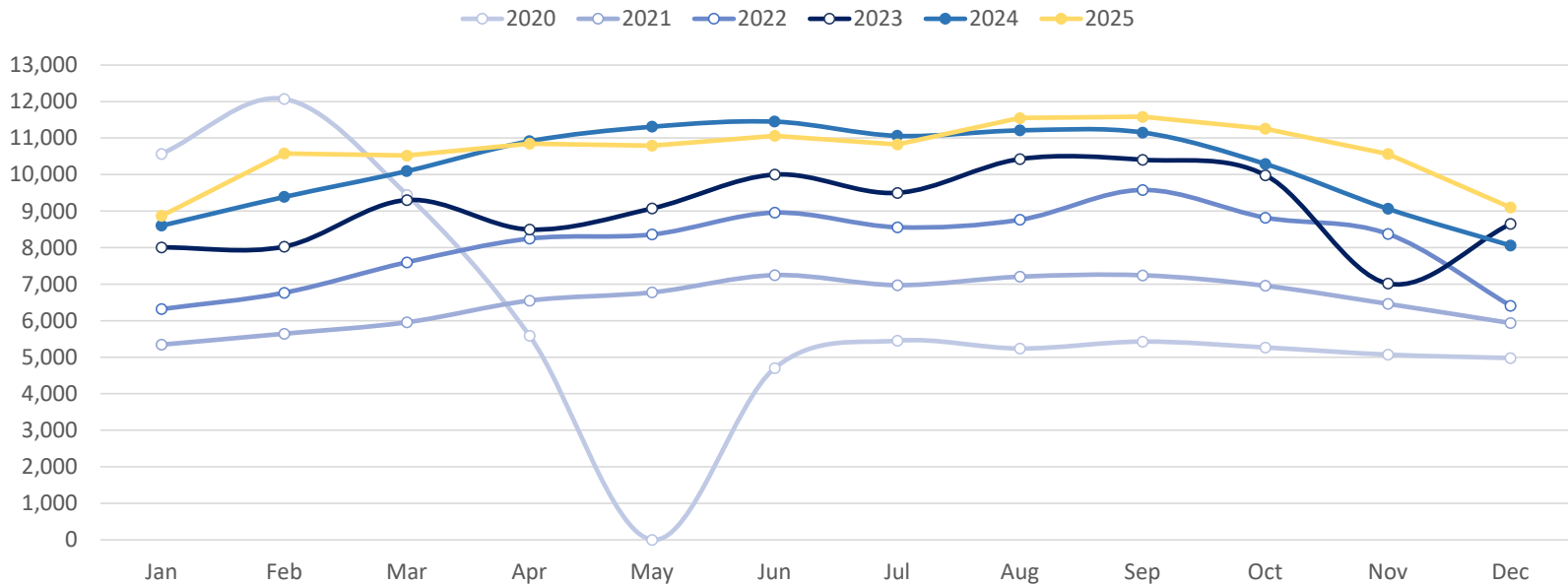
2025 SERVICE CHANGES

People Mover implemented 2 schedule changes in 2025.

- The May Service Change consisted of schedule changes to improve on-time performance and transfer opportunities system-wide.
- The October Service Change saw a realignment of Route 11. The closure of the Carrs-Safeway on Gambell in May reduced the ability for the residents of Fairview to access a grocery store and pharmacy. Through public input it was decided that the route should continue to begin and end downtown and service midtown, giving access to the midtown shopping area.

RIDERSHIP

Monthly Weekday Average Ridership History



The chart above illustrates average monthly weekday ridership on People Mover from January 1, 2020 to December 31, 2025.

Key insights include:

- **Growth pre-pandemic:** After a system redesign in 2017, People Mover experienced a sustained period of growth in ridership, with each month exceeding levels from the previous year.
- **COVID-19 Impact:** The pandemic caused a dramatic plunge in ridership beginning in March 2020. Service was suspended for nearly eight weeks between April and June. Once service was reinstated, ridership remained consistently low throughout the remainder of the year.
- **Partial Recovery:** While 2021 showed improvement over 2020, weekday ridership remained significantly below pre-pandemic levels. Despite this, there was an overall increase in ridership from 2021 to 2024.

Note: The chart might provide a limited picture. Factors like the specific system redesign changes, evolving pandemic conditions, and other local circumstances could further explain these trends.

DIVISION HIGHLIGHTS

2025 Achievements

Operations



- 3.1% more trips taken
- Strong 84% on-time service
- 120 bus operators kept Anchorage moving
- Reorganized team with new roles on every shift
- 2-year extension for transit security
- Entry Level Driver Training launched for new operators
- Major policy and procedure updates underway



Administration & Finance



- Millions of dollars managed
- Four audits cleared
- More than 52,000 transactions handled by a team with decades of experience

Customer Service



- More than \$1 million in ticket sales
- \$2 million in farebox and mobile revenue
- 24,000 calls answered
- Doors remained open while understaffed

Planning/Marketing

- Route 11 improved for Fairview riders
- Transit on the Move outreach reaching 75 events, more than 2,000 engaged residents, and 1,541 survey participants
- Initiated an art competition to redesign our bus stop signs
- Helped displaced Western Alaska residents
- Boosted social media engagement (Instagram up 84%)
- Elevated Transit Worker Protections
- Adopted Transit App as the official app for People Mover real-time bus tracking
- Introduced Transit Watch - app-based incident reporting
- ANTHC joined UPass so employees can ride at no cost
- Youth ride free year-round



Maintenance



- 600 preventative maintenance tasks performed on buses
- 600 system preventative maintenance tasks performed
- More than 5,000 bus stop cleanings
- 2.3 million fleet miles
- MOA Employee of the year: Romel Flores



Safety Team



- 180% more safety meeting staff participation
- 240% more suggestions
- Injuries down 22% thanks to a team committed to doing things safely

RideShare



- Celebrated 30 years of vanpools
- Subsidy increased to \$450
- Nearly 2,450 tons of CO2 reduced
- Flexible vanpooling launched for hybrid workers
- Peak 102 vanpools reducing 5.4 million solo miles

AnchorRIDES



- Record demand - 176,000 trips
- 84% on-time service
- Essential trips for riders across all groups
- Major steps forward in reporting, funding alignment, and future-focused paratransit review

Public Transit Advisory Board



- Added two new board members
- Recommended adding a second weekly free ride day for Seniors ages 60 and older
- Passed resolutions supporting the application for SFY2027 Alaska Mental Health Trust Grant and a proposed budget increase for 2026 AnchorRIDES services

HOW TO USE THIS REPORT

This report presents the various metrics used to help gauge the effectiveness of public transportation in the Municipality of Anchorage (MOA). Throughout the report, each metric is represented by an icon and is defined here. Pages 8 and 9 summarize the entire People Mover (fixed route) bus system. Each route is summarized independently on the following pages. AnchorRIDES (paratransit) and RideShare are summarized on pages 38 - 40.

Cost per Rider

Transit fares partially cover public transportation costs. The PTD is reliant on federal and local funding to fill this gap and fund operations. The actual cost per rider is determined by the total annual operating cost divided by the total annual boardings.



Annual Operating Cost per Route

The annual operating cost is based on the 2022 cost per Vehicle Revenue Hour (VRH) and the cost per Vehicle Revenue Mile (VRM).

Estimated cost of service = (Cost per VRM * Annual VRM) + (Cost per VRH * Annual VRH)

This does not include the PTD's "fixed costs" for non-vehicle maintenance and general administrative support.

Jobs and Residents within 1/4 Mile per Route

This report shows the percent of the MOA population (by Census Block Group) and jobs (by Traffic Analysis Zone) that are within 1/4 mile of the bus stops along each route. In this report, resident data is pulled from the 2020 (5-Year estimates) American Community Survey (ACS) dataset and job data is pulled from the 2016 (5-Year estimates) Census Transportation Planning Products (CTPP) dataset. CTPP data gives us a more accurate account of jobs by actual location.



Travel Time Ratio

Travel time is a major consideration for reasons people may not travel by transit. The PTD measures commute efficiency as the ratio between transit commute times (often the longest commutes) and single occupancy vehicle times (often the shortest commute). A ratio of two (2) indicates that, on average, transit commuters take twice as long to get to work than commuters who drive alone. The PTD has an established performance target of 1.5 in the Transit on the Move Transit Plan.



Route Productivity

For this report, productivity is calculated by the average number of passengers per time-table revenue hour.



This measures ridership relative to cost and helps evaluate how well the system (or route) is maximizing potential ridership. In other words, productivity is strictly a measure of achievement towards obtaining higher ridership. Routes that are designed to provide coverage or have lower seating capacity, like the neighborhood and commuter routes, will expectedly have lower productivity.

Span of Service and Frequency

The span represents the hours of operation (when service starts in the morning and when it ends in the evening), while the frequency is how often the buses arrive throughout the day.

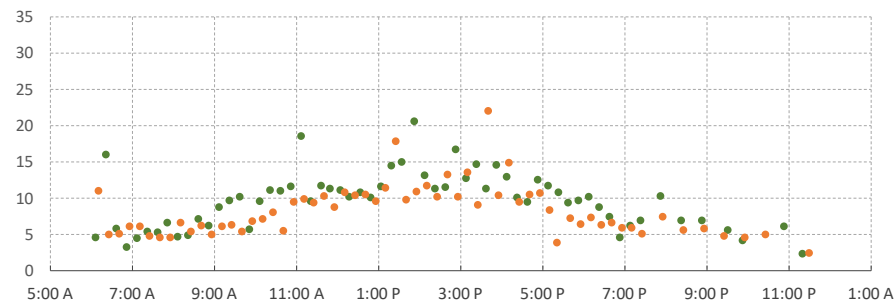
Ridership per Route

This reports the average number of riders traveling the route on a single day for weekday, Saturday, and Sunday service. Average ridership is total ridership divided by the number of days in service.



Ridership by Trip

The graphs compare the average weekday ridership throughout the day per trip. The averages for both inbound and outbound trips are displayed.



On-Time Performance

This is measured by the percent of time a bus arrives at a published timepoint as printed, up to five minutes later. This does not factor in missed trips.



Missed Trips

A trip is considered missed if the vehicle arrives outside of the pick-up window and the rider does not take the trip.

Why do we report daily average ridership and not total ridership?

The number of weekdays each month vary from year to year. Also, some years have more operating days than others. To compare “apples to apples,” PTD uses average ridership. If a month has one extra weekday in it than the year before, it will give the false impression that the ridership was higher that month, just because it benefited from an extra day of service. PTD wants to know about how many people are using People Mover each weekday, Saturday and Sunday.

PEOPLE MOVER

Legend

0 0.5 1 Mile



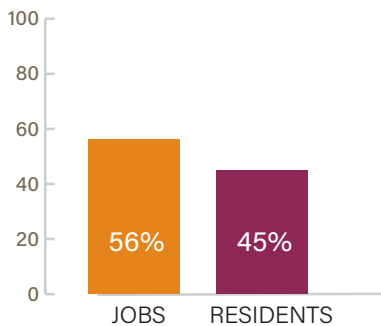
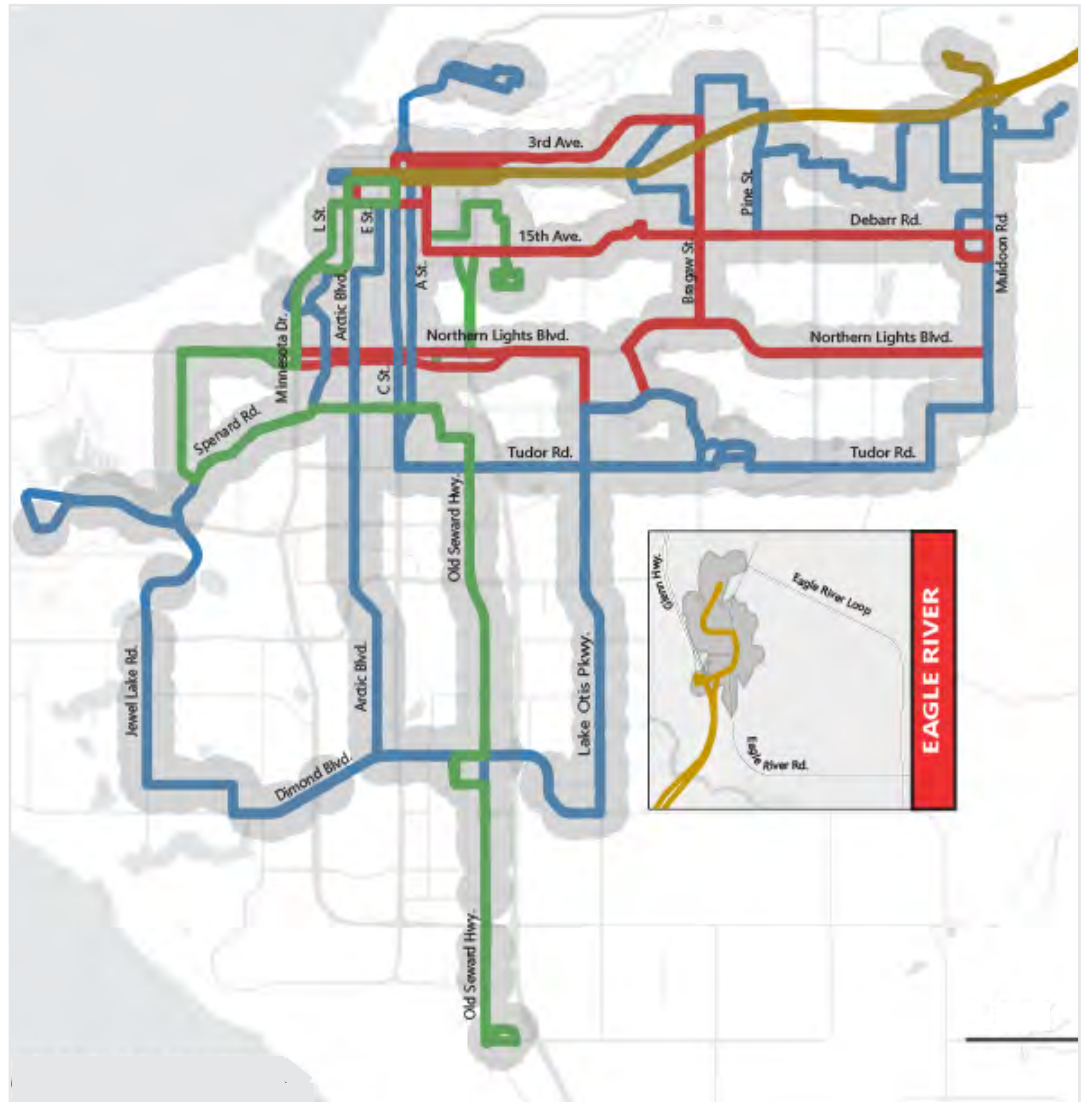
Map
Orientation



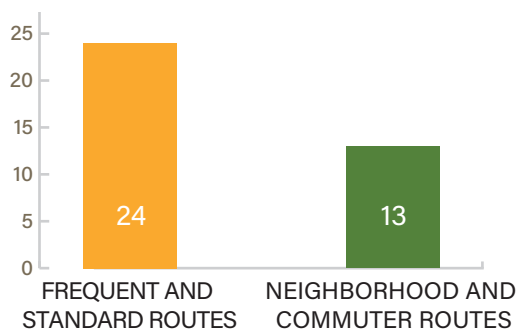
1/4 mile access
buffer to each
bus stop

Route Frequency

- 15 min.
- 30 min.
- 60 min.
- Peak



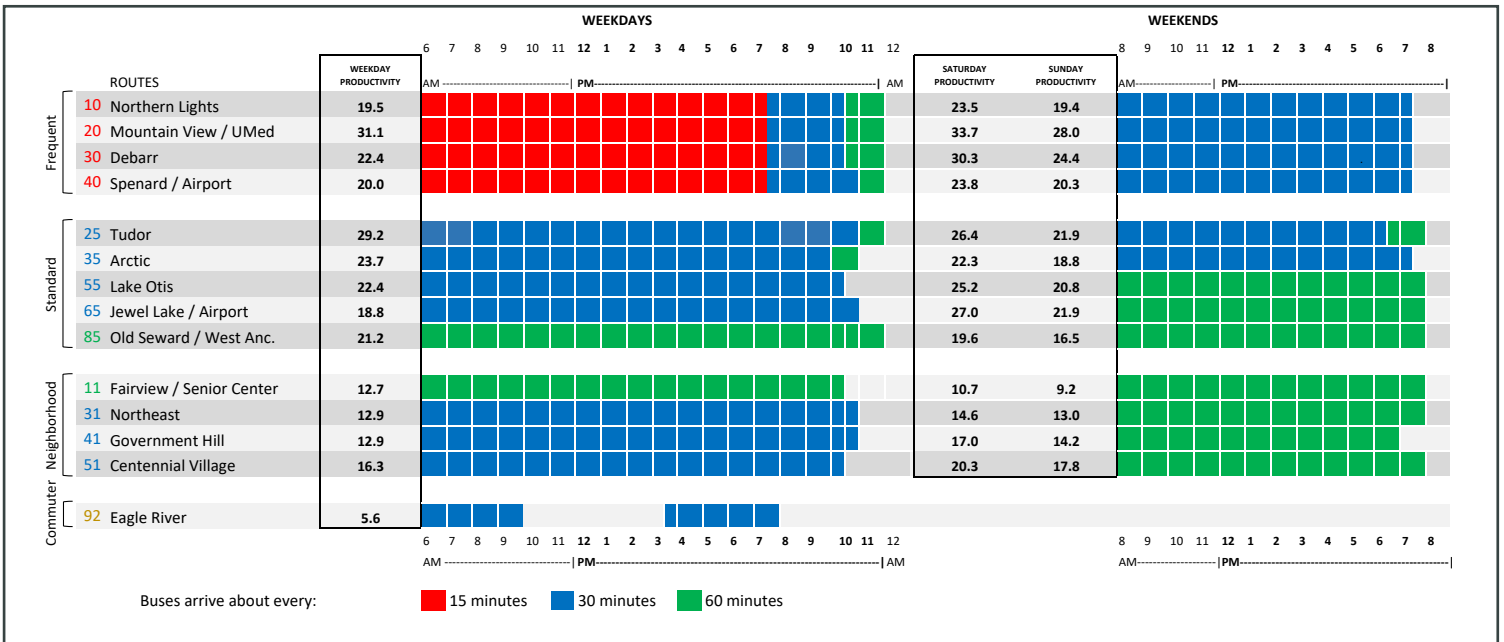
WITHIN 1/4 MILE of all routes



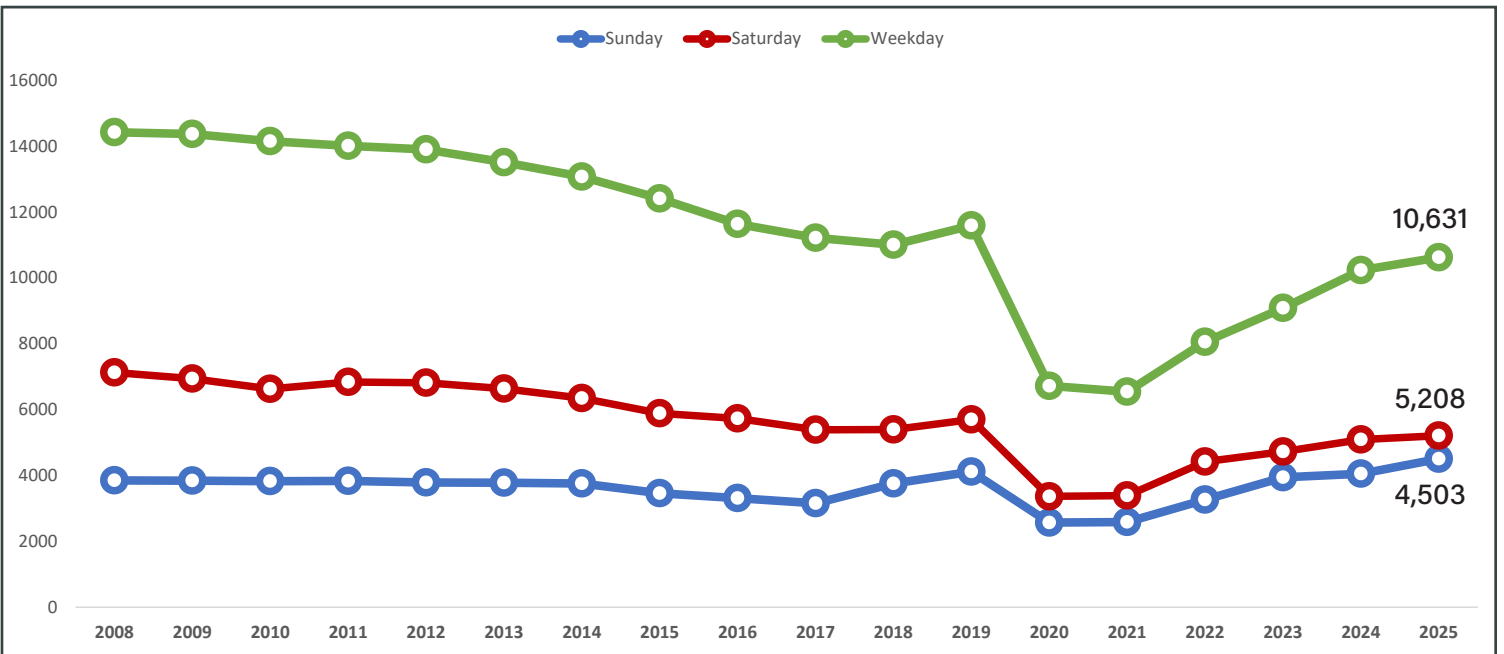
PRODUCTIVITY : Average ridership per hour



BUS ROUTE SPAN AND FREQUENCY



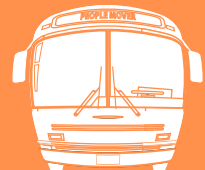
AVERAGE RIDERSHIP 2008 - 2025



3,166,614
Total Passengers



84%
of buses were on time



<1%
of all trips were missed

10 NORTHERN LIGHTS

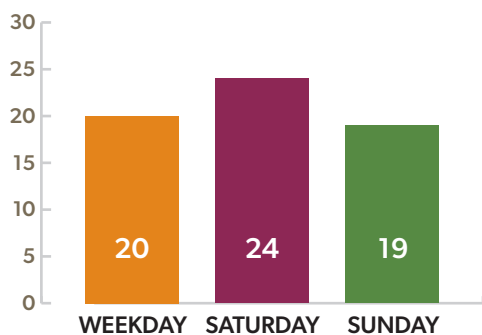
ROUTE DETAILS

Frequent Route: **15 min. peak frequency**

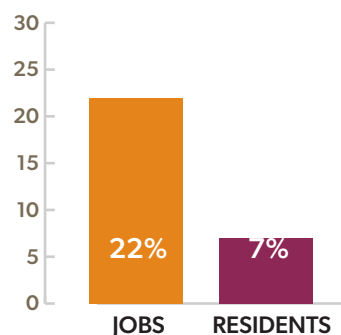
Route Length $\approx$ **24 miles**

This route travels between the Downtown Transit Center and the Muldoon Transit Hub via Midtown, UMed, and Northern Lights Boulevard.

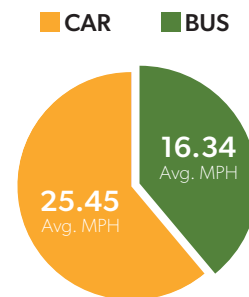
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

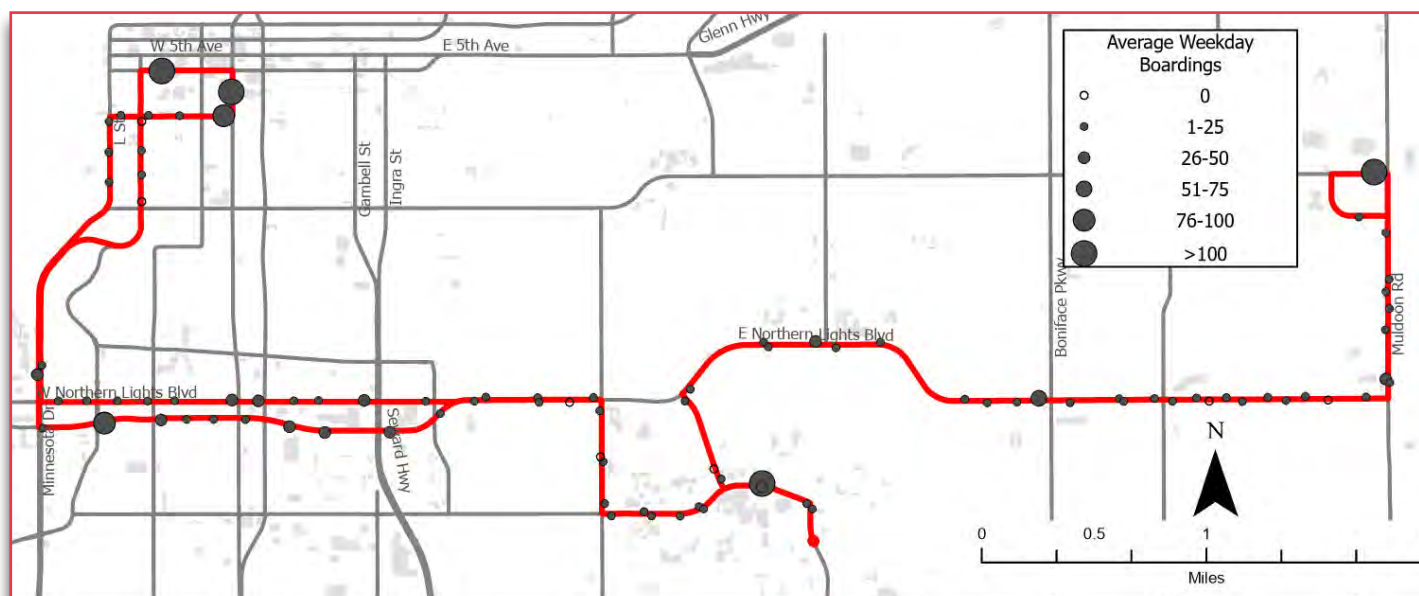


WITHIN 1/4 MILE of Route



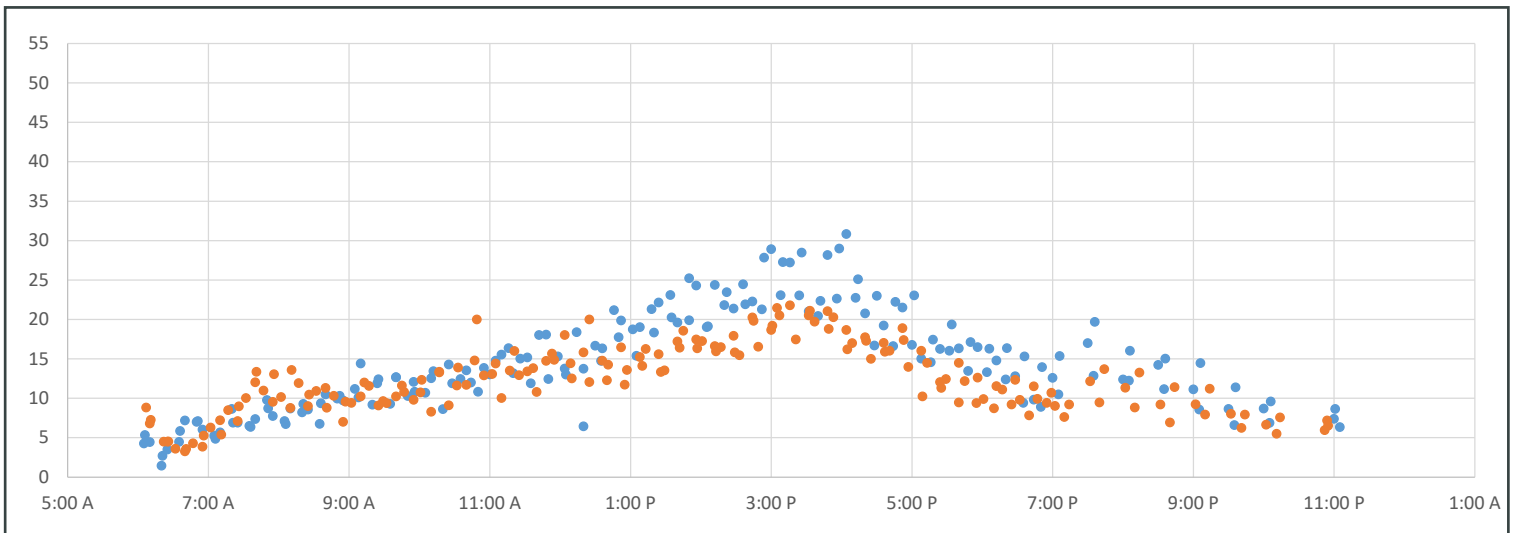
TRAVEL TIME RATIO = 1.56

AVERAGE WEEKDAY BOARDINGS

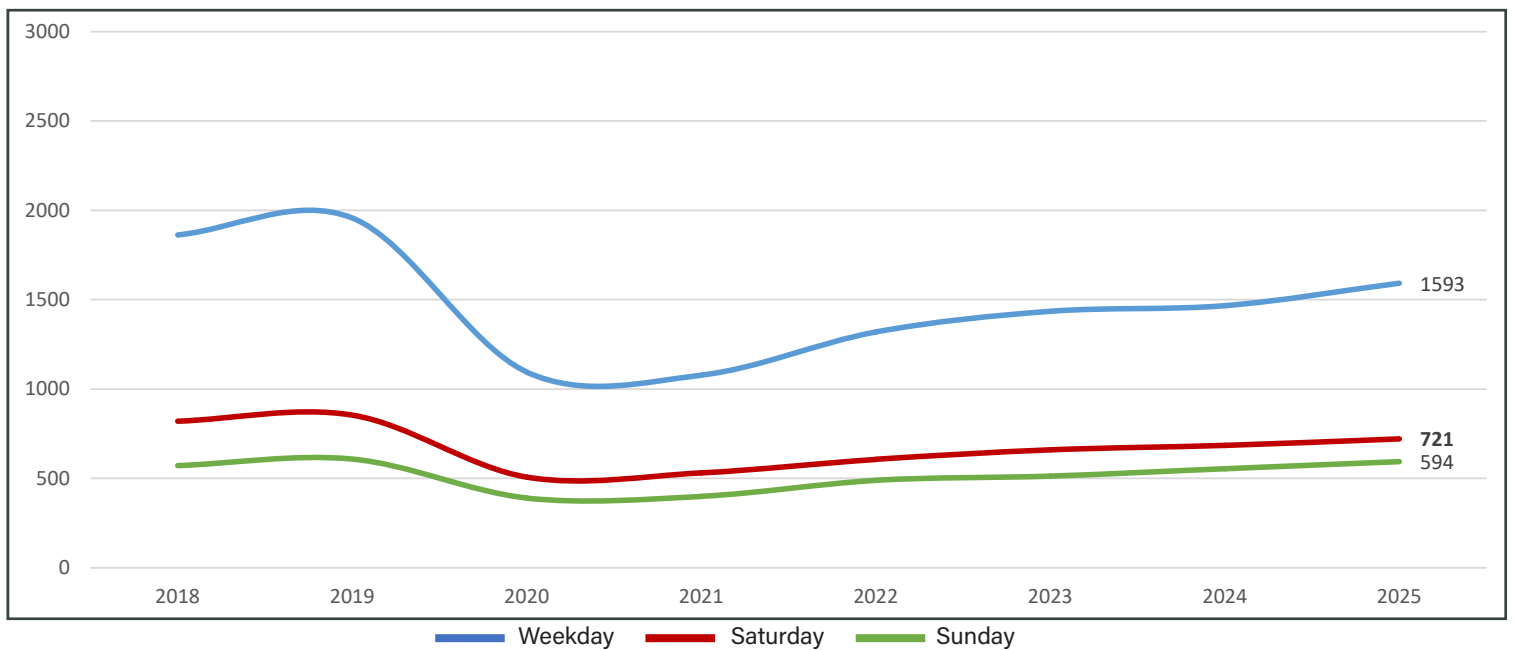


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



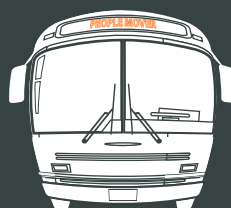
\$8.20

Estimated Cost per Passenger



\$3,800,000

Estimated Annual Operating Cost



7 buses

needed to operate the route at peak



84%

of buses were on time

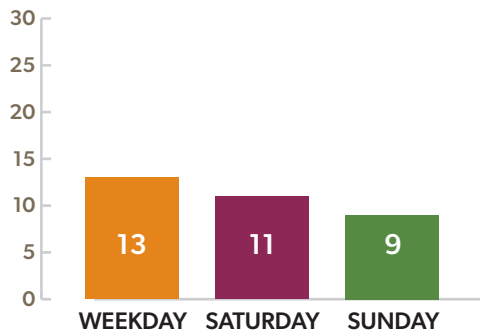
11 FAIRVIEW | SENIOR CENTER

ROUTE DETAILS

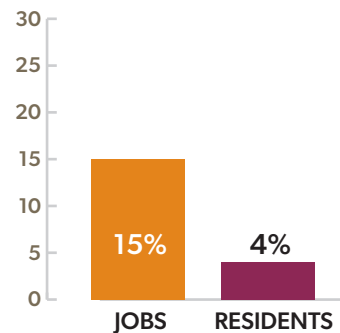
Neighborhood Route: 60 min. peak frequency **Route Length** ≈ 11 miles

This route travels between City Hall, Anchorage Senior Activity Center, and the Midtown Mall via Cordova Street, 13th Avenue, Hyder Street, 9th Avenue, Medfra Street, 15th Avenue, Gambell Street, Northern Lights Boulevard, Denali Street, Benson Boulevard, Latouch Street, and Ingra Street.

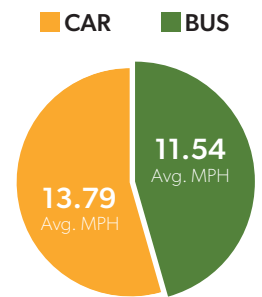
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

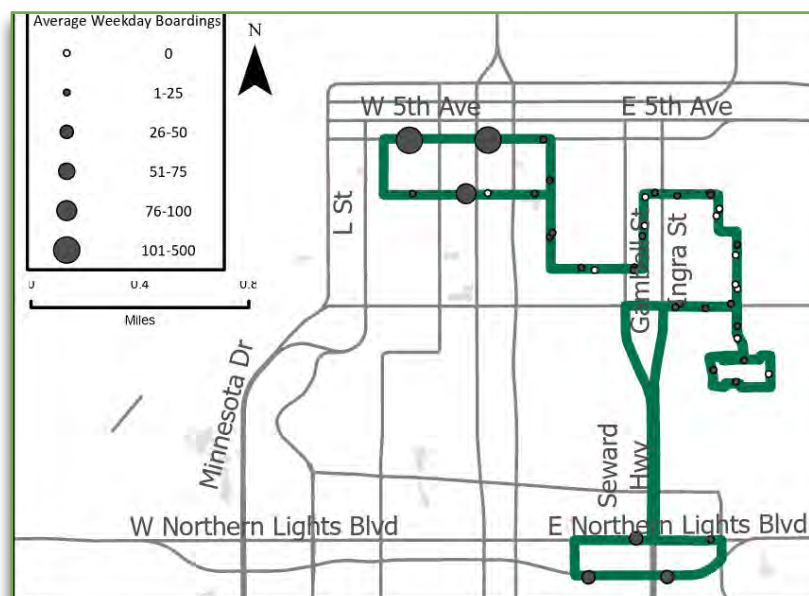


WITHIN 1/4 MILE of Route

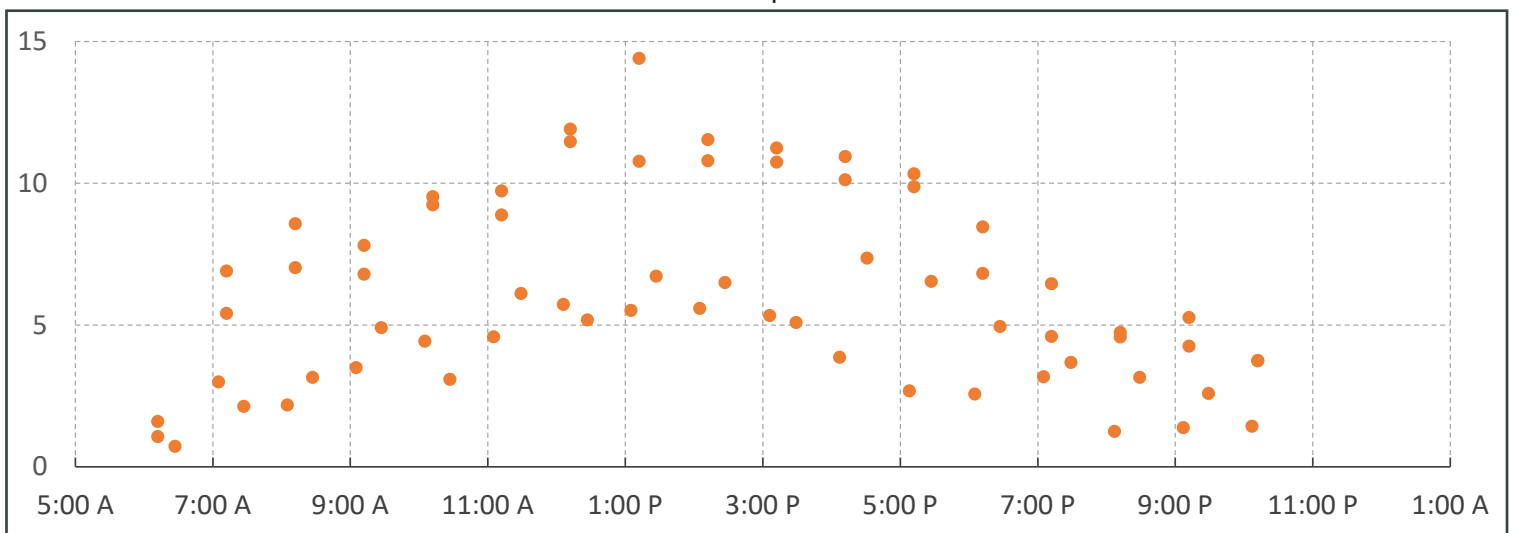


TRAVEL TIME RATIO = 1.19

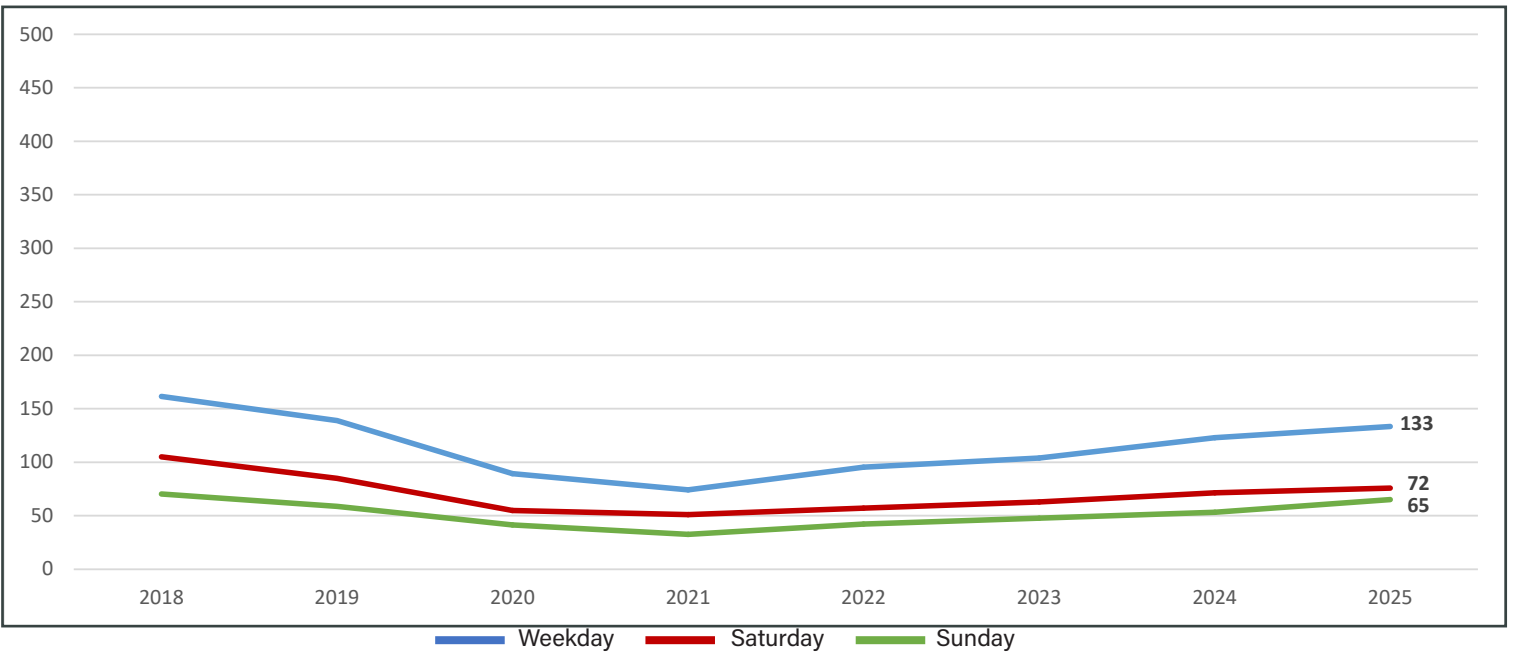
AVERAGE WEEKDAY BOARDINGS



RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



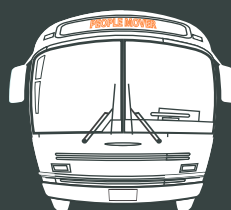
\$13.12

Estimated Cost per Passenger



\$530,000

Estimated Annual Operating Cost



2 buses

needed to operate the route at peak



93%

of buses were on time

20 MOUNTAIN VIEW | UMED

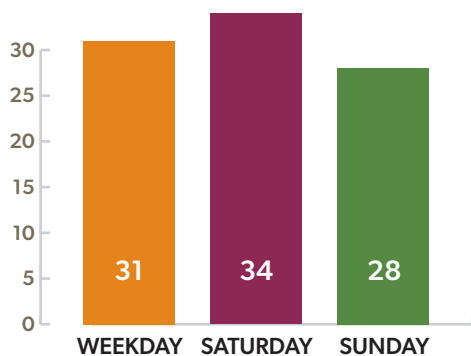
ROUTE DETAILS

Frequent Route: **15 min. peak frequency**

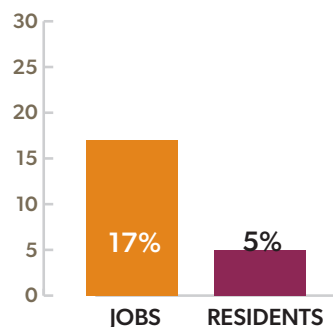
Route Length $\approx$ **7.9 miles**

This route travels between the Downtown Transit Center and the Alaska Native Medical Center via 3rd & 4th Avenues, Mountain View Drive, East High School, and UMed.

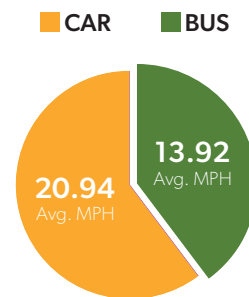
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

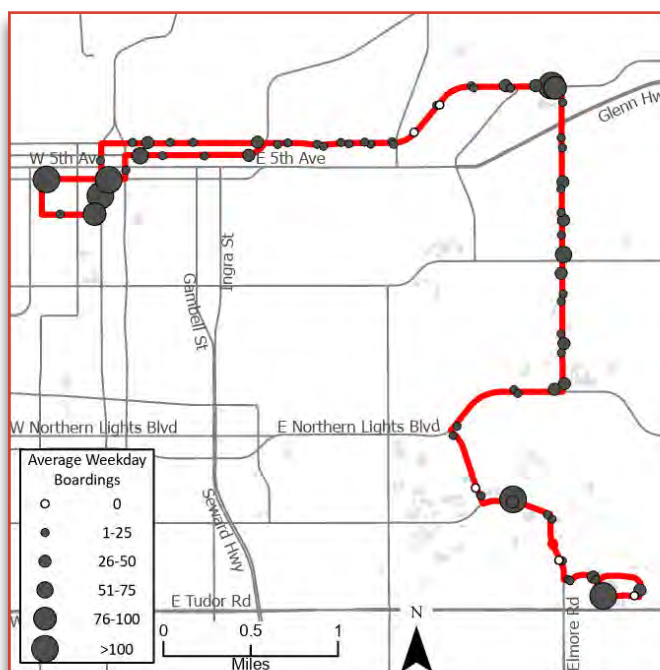


WITHIN 1/4 MILE of Route



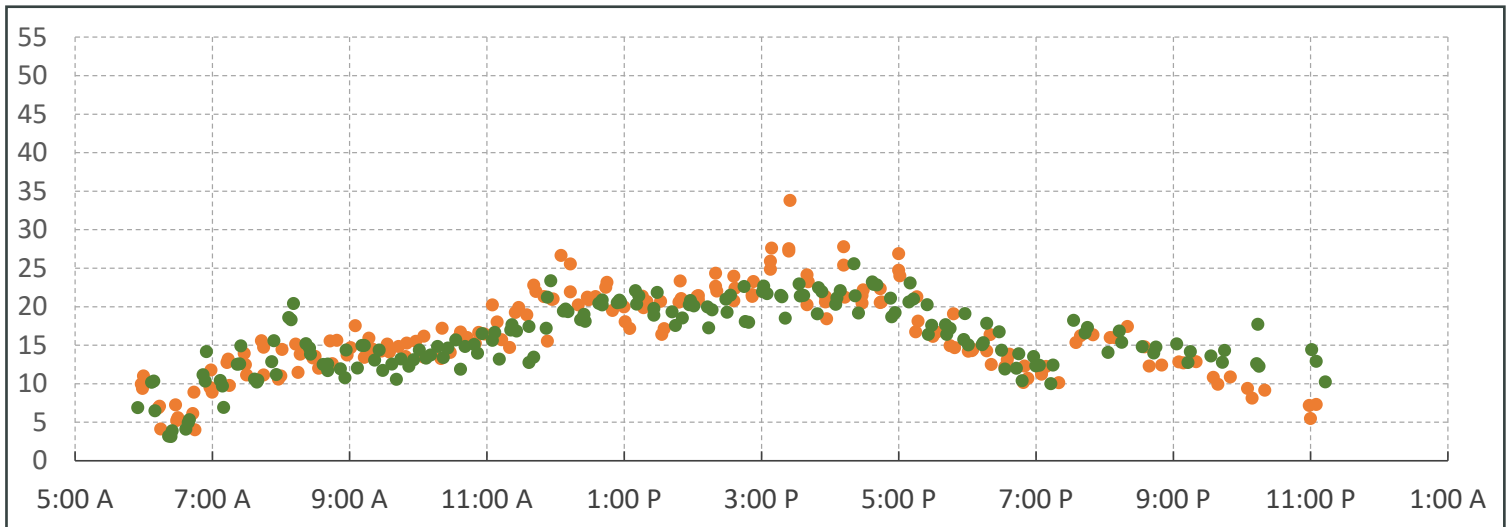
TRAVEL TIME RATIO = 1.50

AVERAGE WEEKDAY BOARDINGS

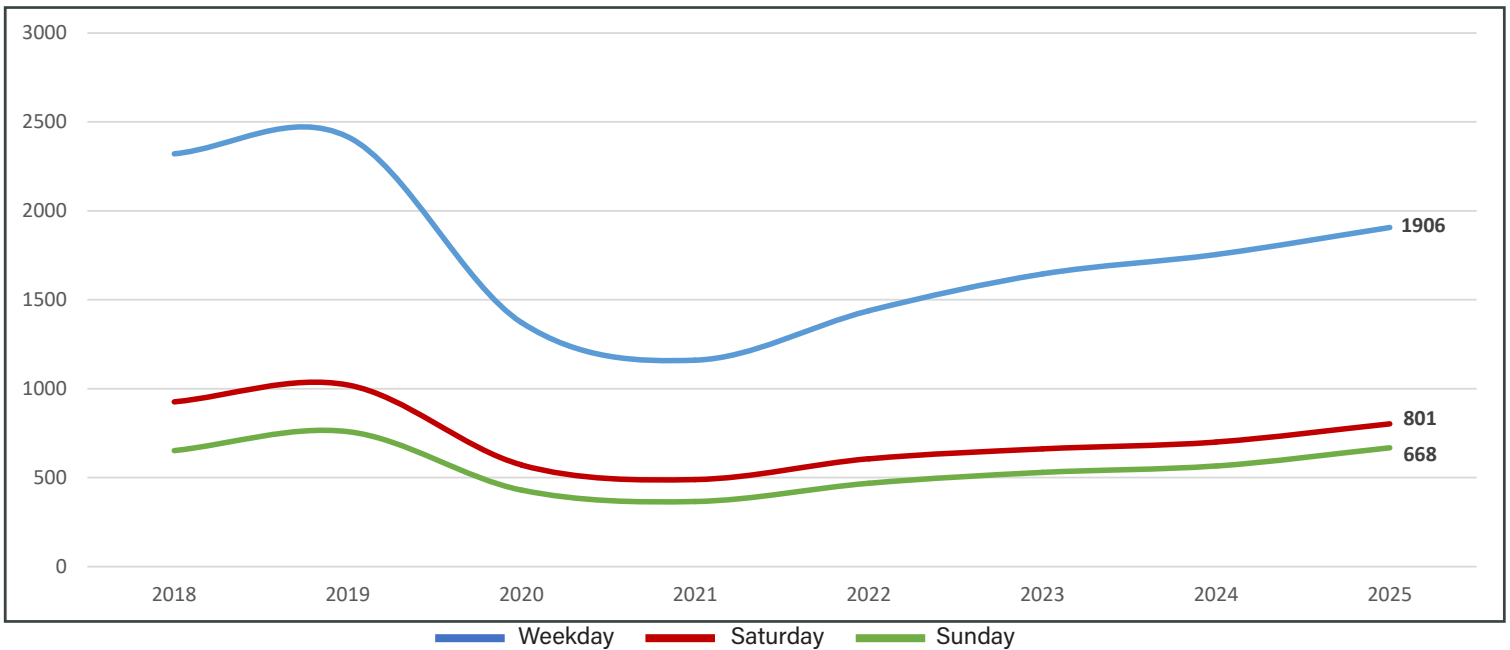


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



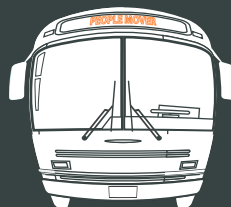
\$5.15

Estimated Cost per Passenger



\$2,830,000

Estimated Annual Operating Cost



5 buses

needed to operate the route at peak



81%

of buses were on time

25 TUDOR

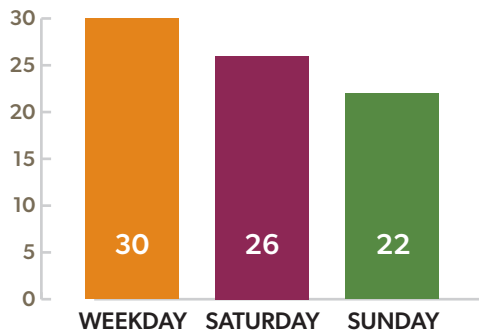
ROUTE DETAILS

Standard Route: **30 min. peak frequency**

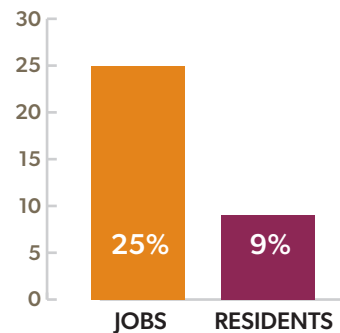
Route Length $\approx$ **25 miles**

This route travels between the Downtown Transit Center and the V.A. Clinic via A & C Streets, Tudor Road, the Alaska Native Medical Center, and Muldoon Road.

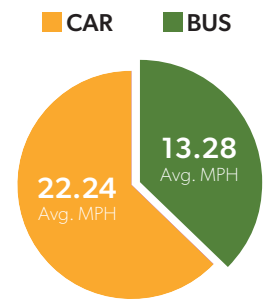
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

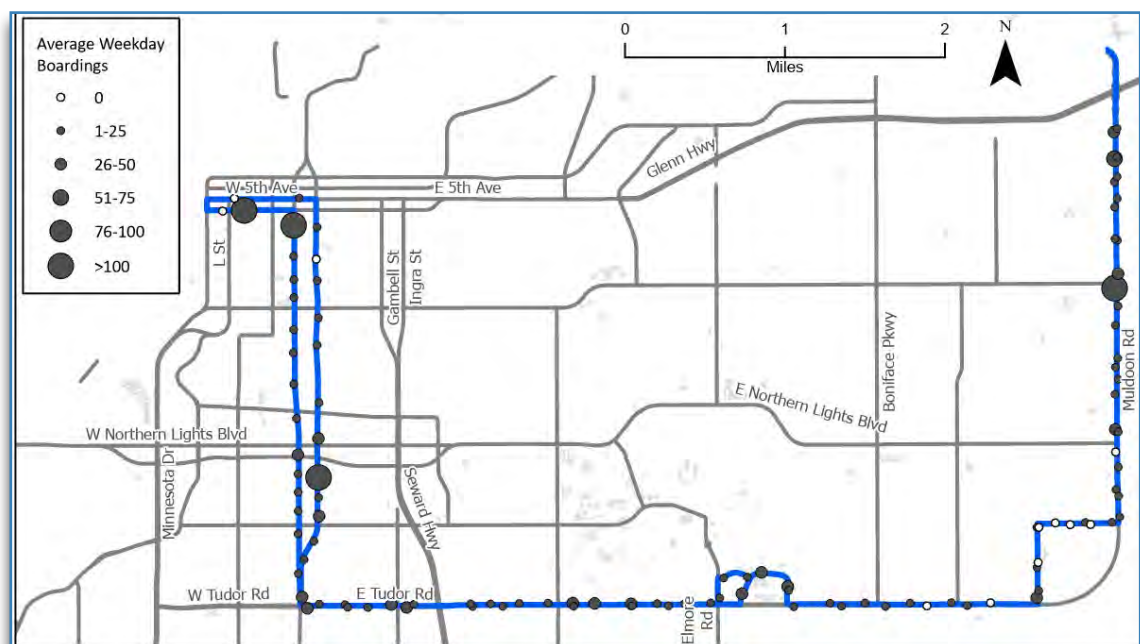


WITHIN 1/4 MILE of Route



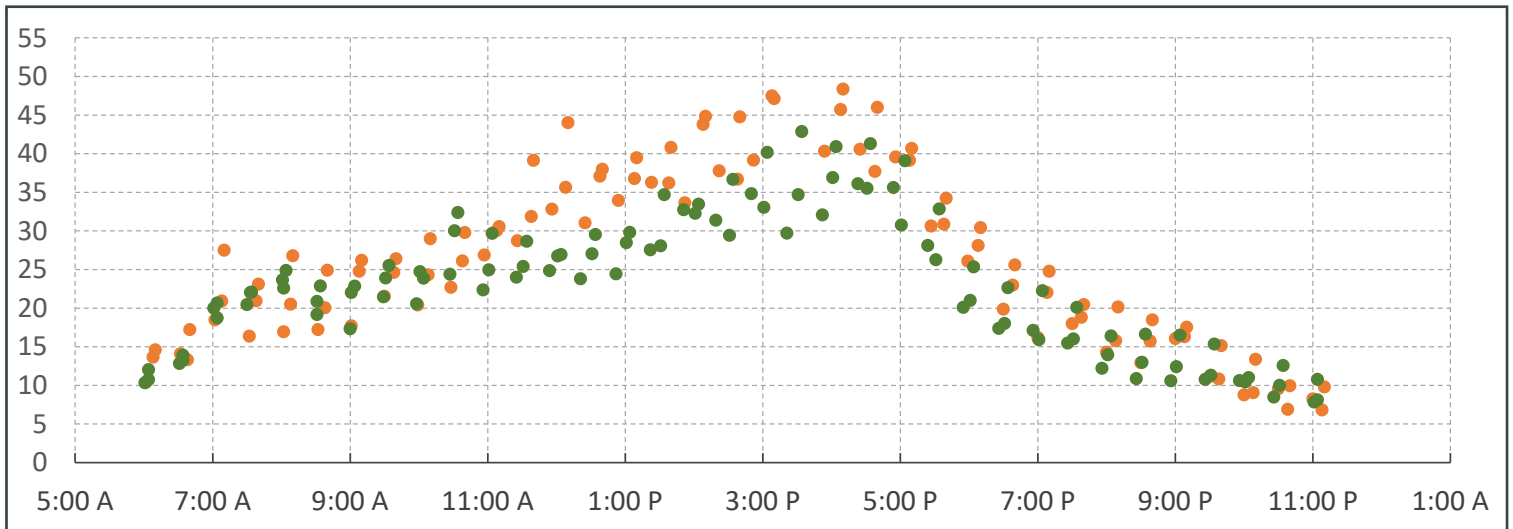
TRAVEL TIME RATIO = 1.67

AVERAGE WEEKDAY BOARDINGS

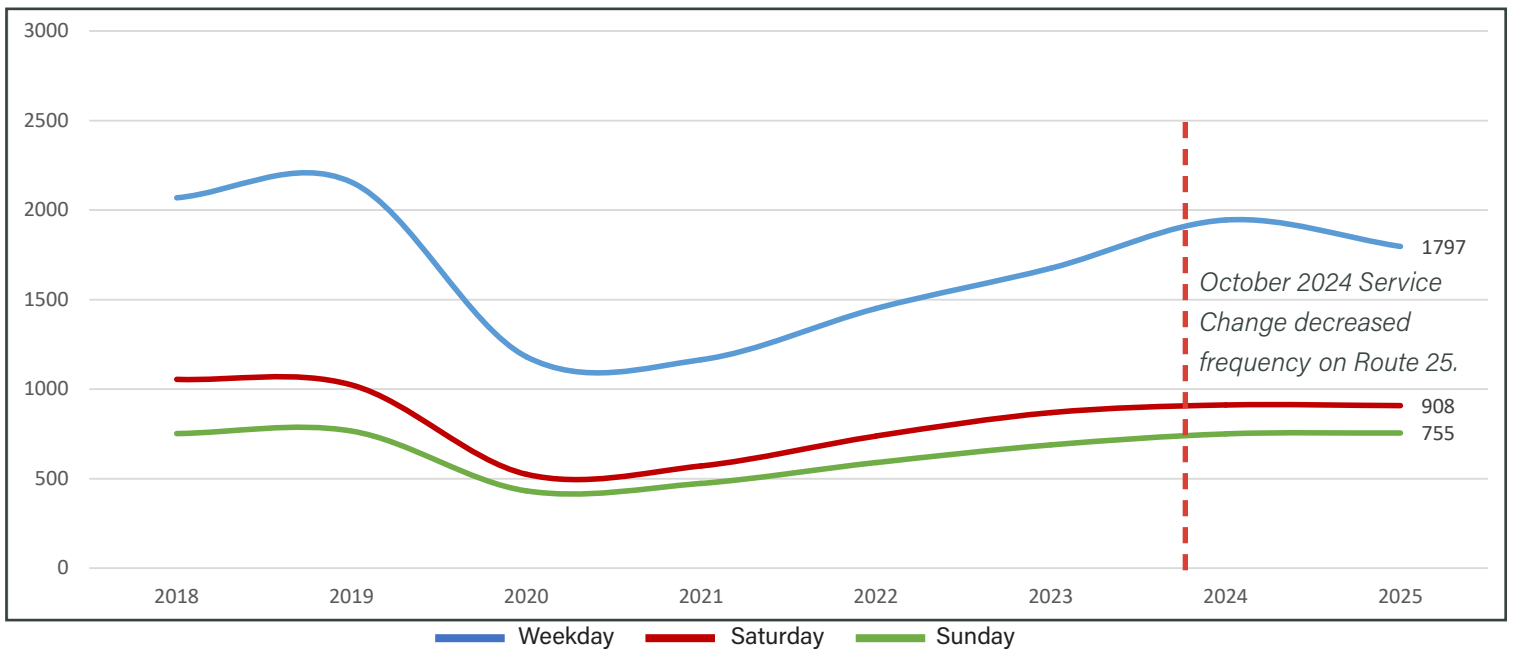


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



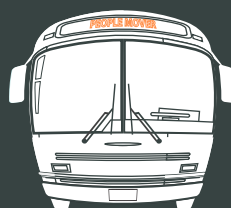
\$5.66

Estimated Cost per Passenger



\$3,010,000

Estimated Annual Operating Cost



5 buses

needed to operate the route at peak



81%

of buses were on time

30 DEBARR

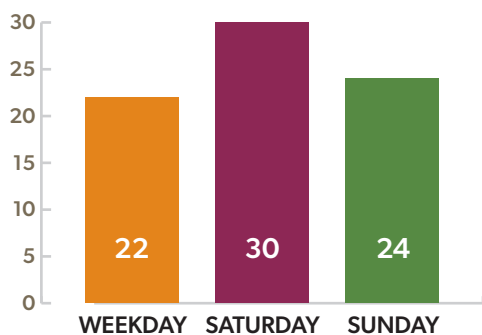
ROUTE DETAILS

Frequent Route: **15 min. peak frequency**

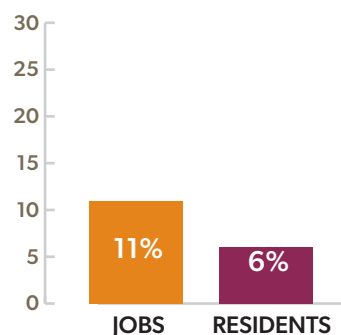
Route Length $\approx$ **13 miles**

This route travels between the Downtown Transit Center and the Muldoon Transit Hub via Cordova Street, 15th Avenue, Alaska Regional Hospital, and Debarr Road.

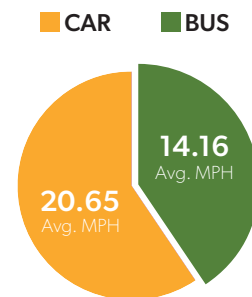
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

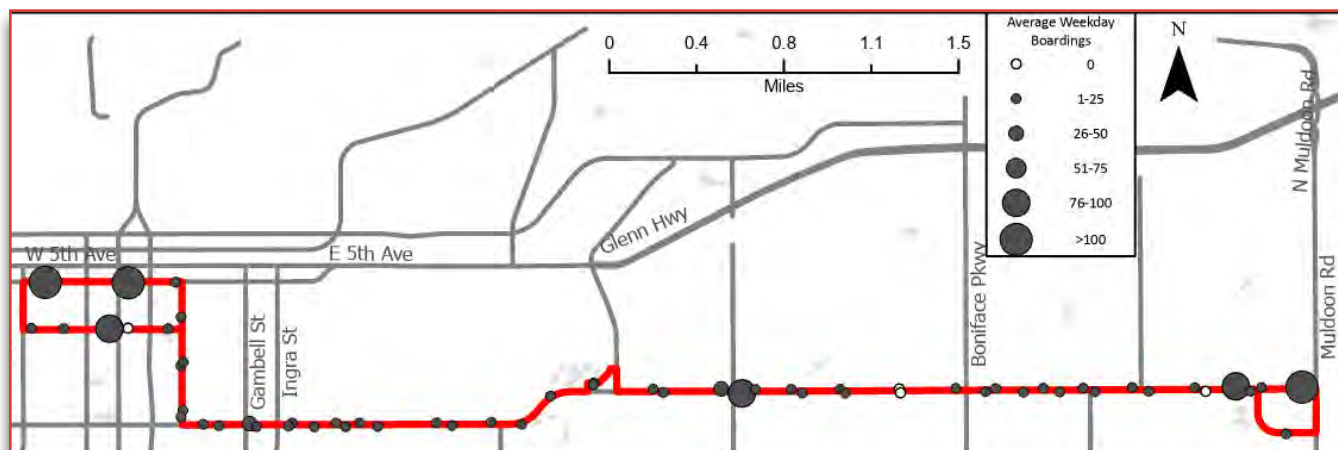


WITHIN 1/4 MILE of Route



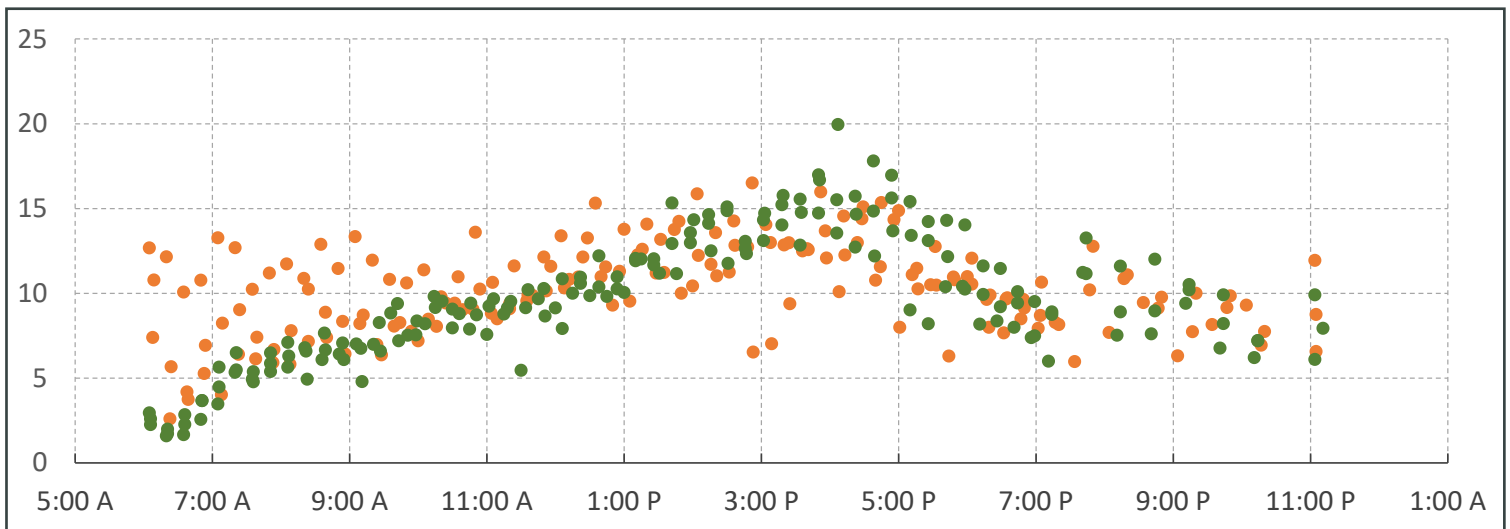
TRAVEL TIME RATIO = 1.46

AVERAGE WEEKDAY BOARDINGS

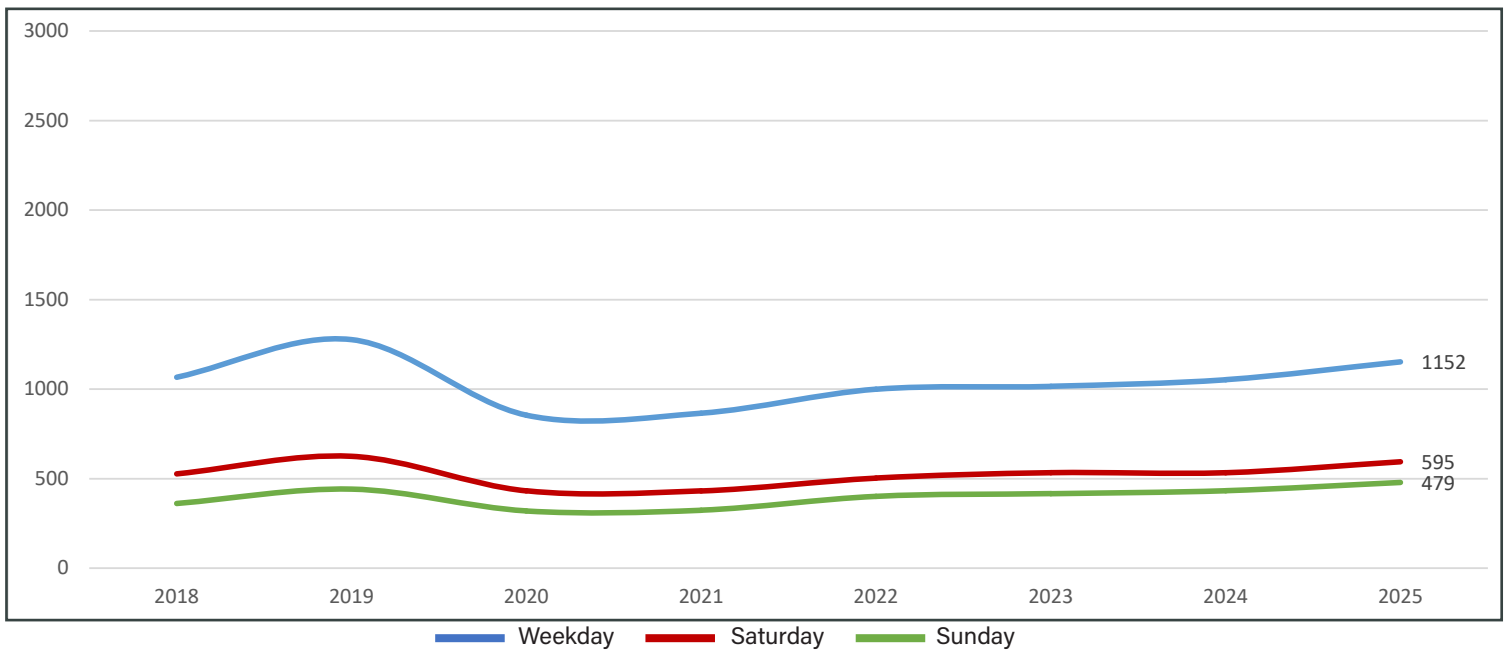


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



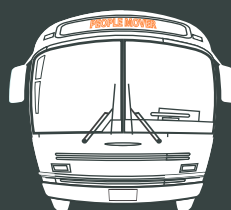
\$7.32

Estimated Cost per Passenger



\$2,500,000

Estimated Annual Operating Cost



5 buses

needed to operate the route at peak



86%

of buses were on time

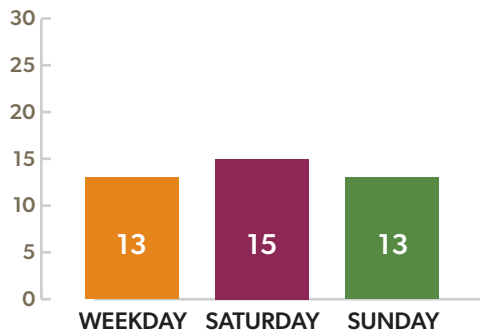
31 NORTHEAST

ROUTE DETAILS

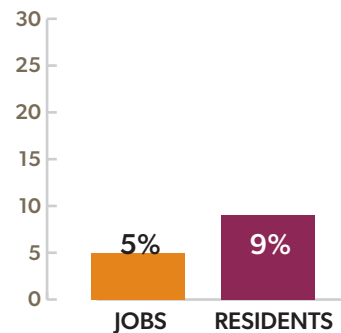
Neighborhood Route: **30 min. peak frequency** Route Length $\approx$ **14 miles**

This route travels in a loop from the Muldoon Transit Hub through Northeast Anchorage, via Turpin Street, Oklahoma Street, 6th Avenue, Muldoon Road, Creekside Center Drive and North Mountain View, Penland Parkway and Northway Drive.

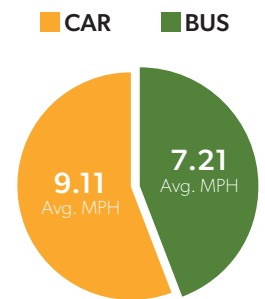
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

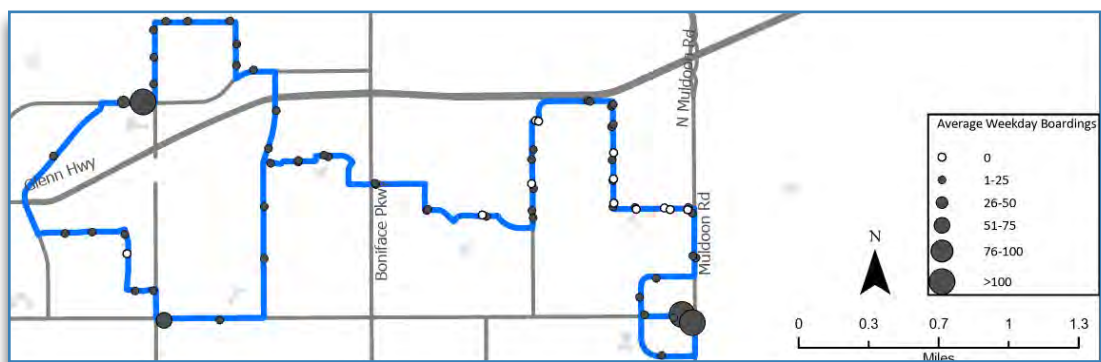


WITHIN 1/4 MILE of Route

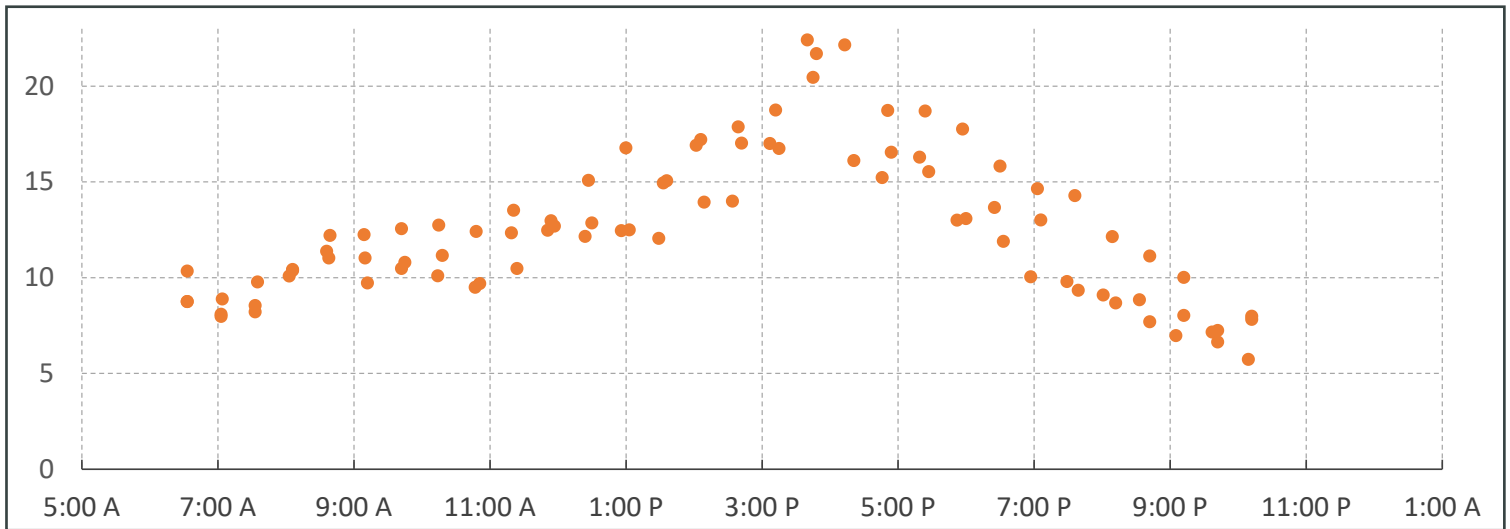


TRAVEL TIME RATIO = 1.26

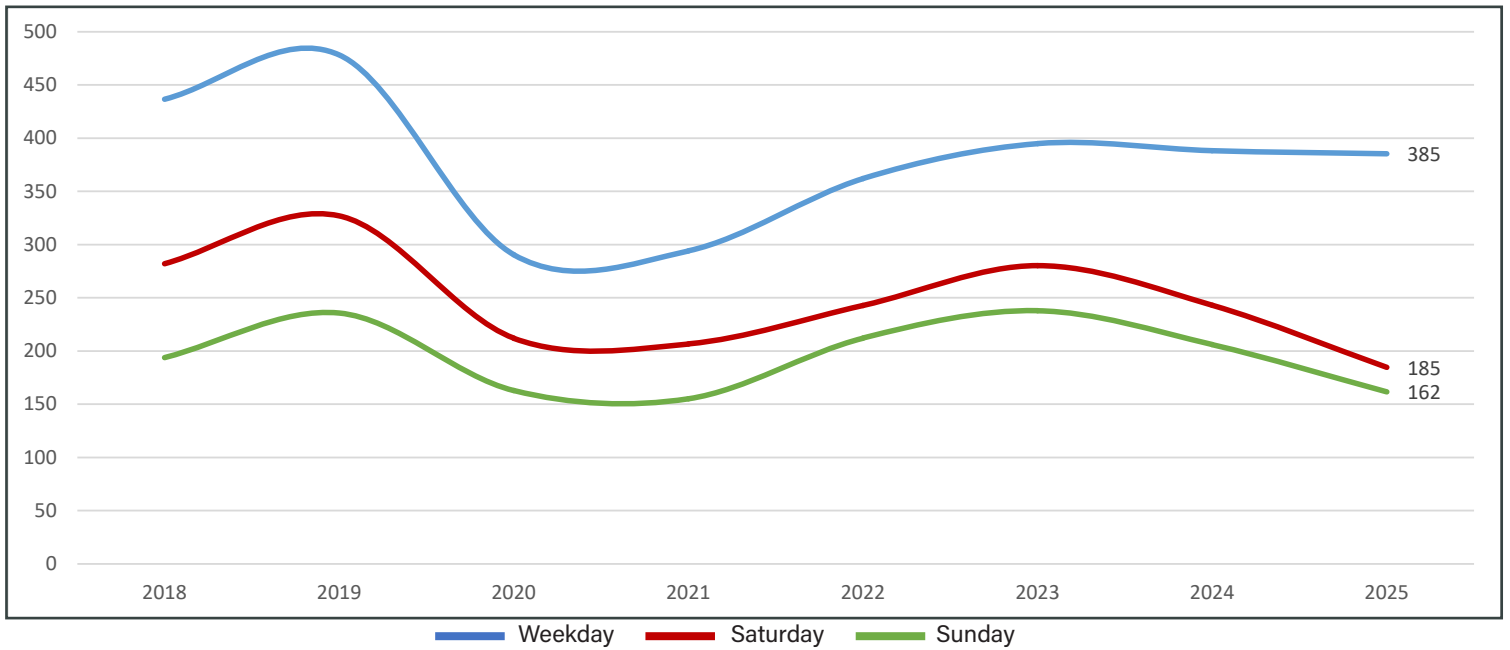
AVERAGE WEEKDAY BOARDINGS



RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



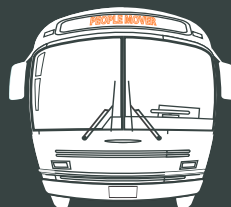
\$11.45

Estimated Cost per Passenger



\$1,300,000

Estimated Annual Operating Cost



3 buses

needed to operate the route at peak



86%

of buses were on time

35 ARCTIC

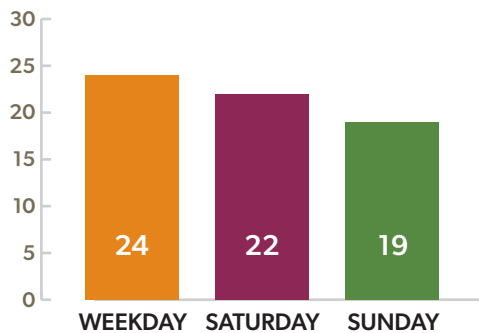
ROUTE DETAILS

Standard Route: **30 min. peak frequency**

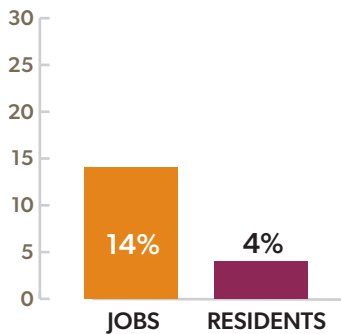
Route Length $\approx$ **13 miles**

This route travels between the Downtown Transit Center and the Dimond Transit Center via Valley of the Moon Park and Arctic Boulevard.

BY THE NUMBERS

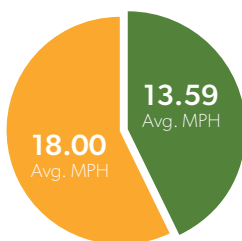


PRODUCTIVITY: Average ridership per hour



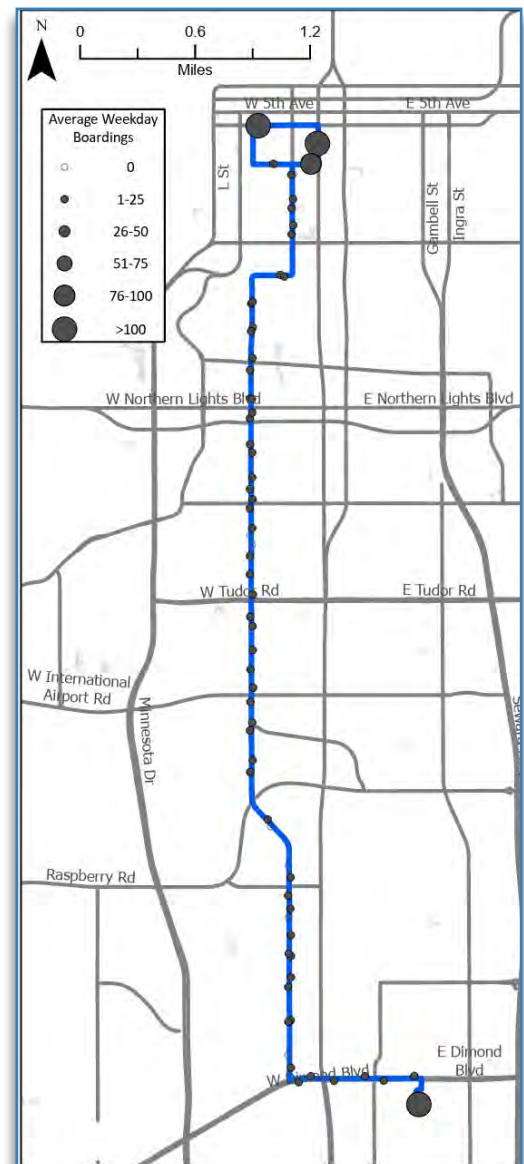
WITHIN 1/4 MILE of Route

■ CAR ■ BUS



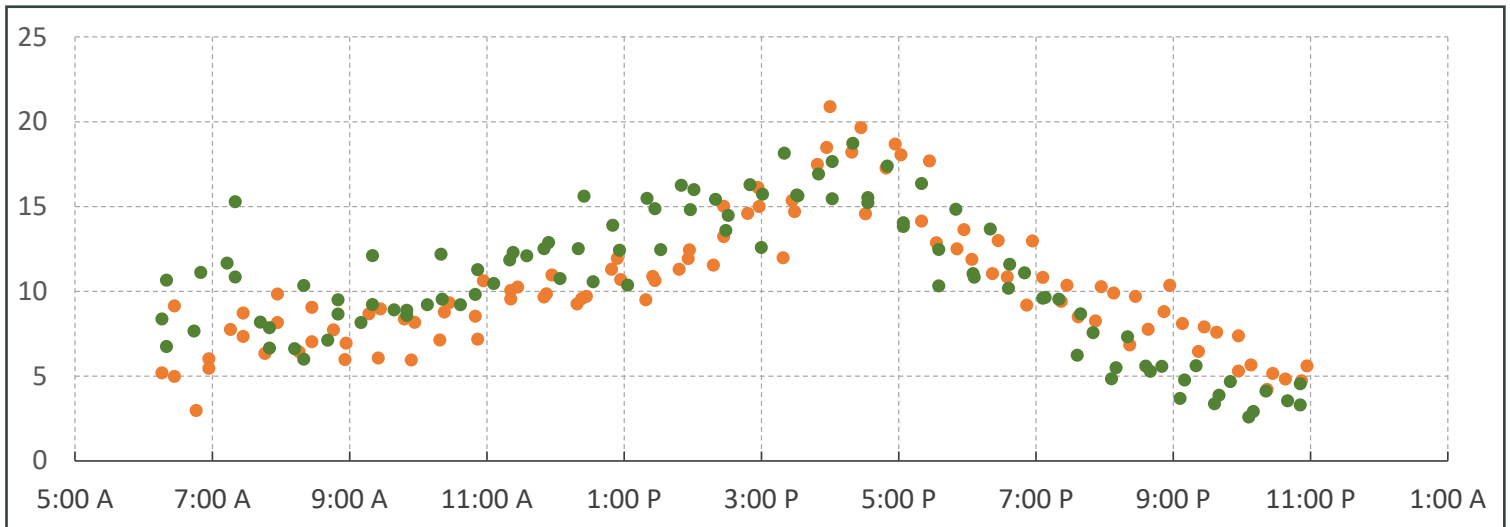
TRAVEL TIME RATIO = 1.32

AVERAGE WEEKDAY BOARDINGS

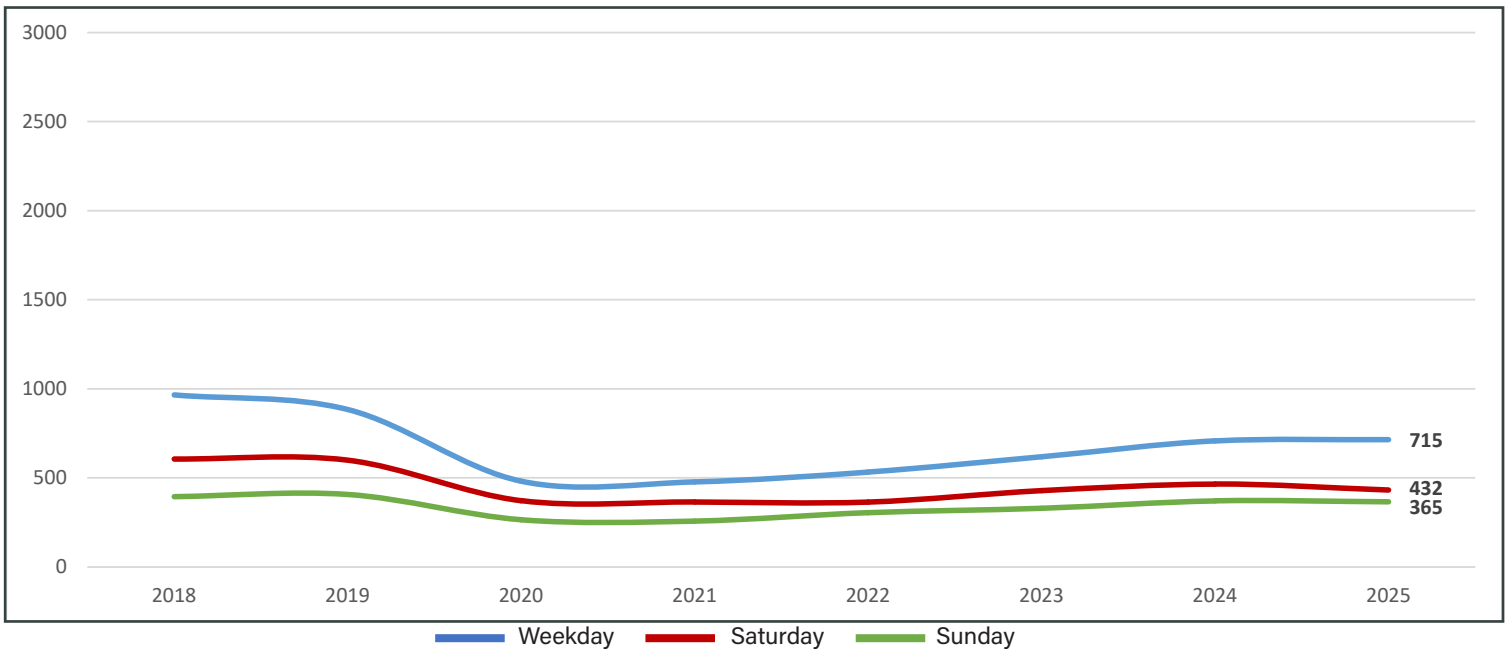


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



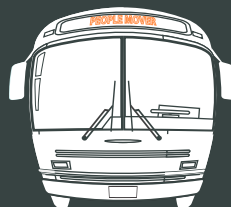
\$7.09

Estimated Cost per Passenger



\$1,550,000

Estimated Annual Operating Cost



3 buses

needed to operate the route at peak



85%

of buses were on time

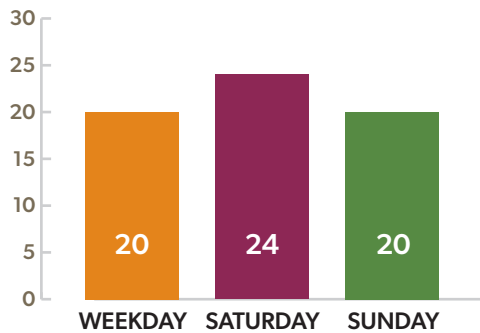
40 SPENARD | AIRPORT

ROUTE DETAILS

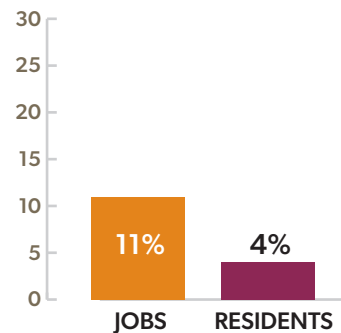
Frequent Route: **15 min. peak frequency** Route Length $\approx$ **16 miles**

Route 40 travels in a loop between the Downtown Transit Center and the Ted Stevens Anchorage International Airport via Spenard Road. The route begins and ends at the Downtown Transit Center.

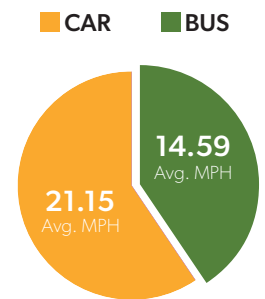
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

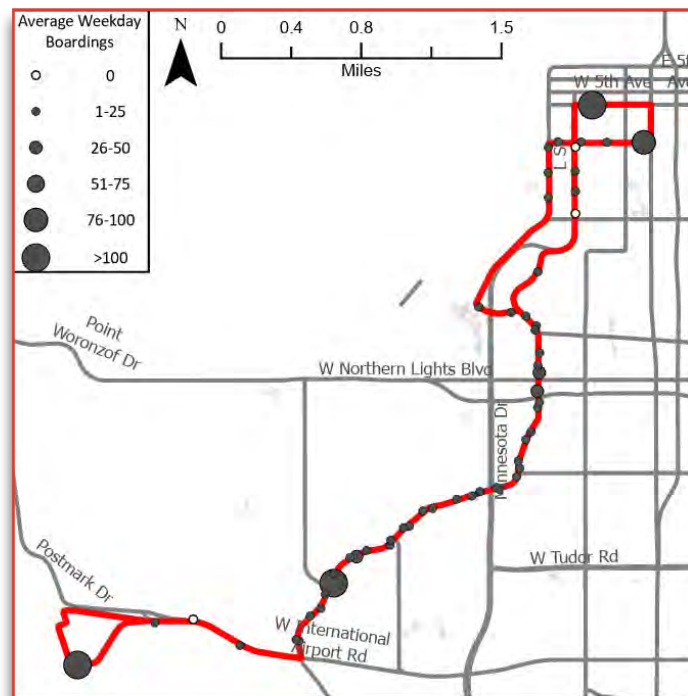


WITHIN 1/4 MILE of Route



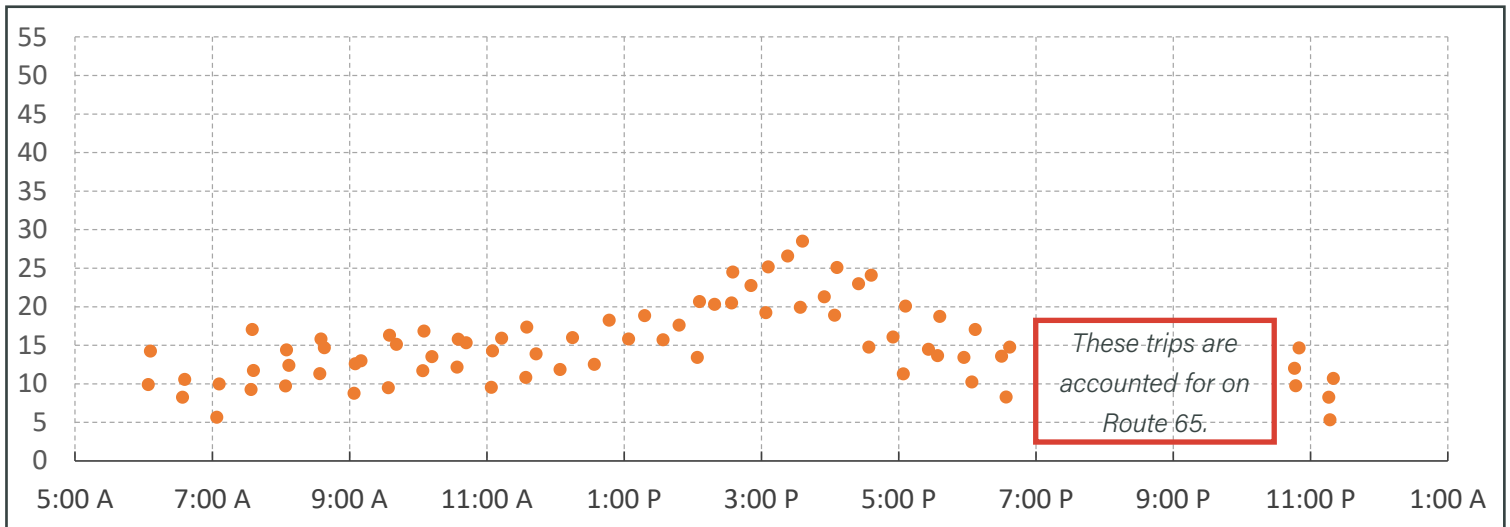
TRAVEL TIME RATIO = 1.45

AVERAGE WEEKDAY BOARDINGS



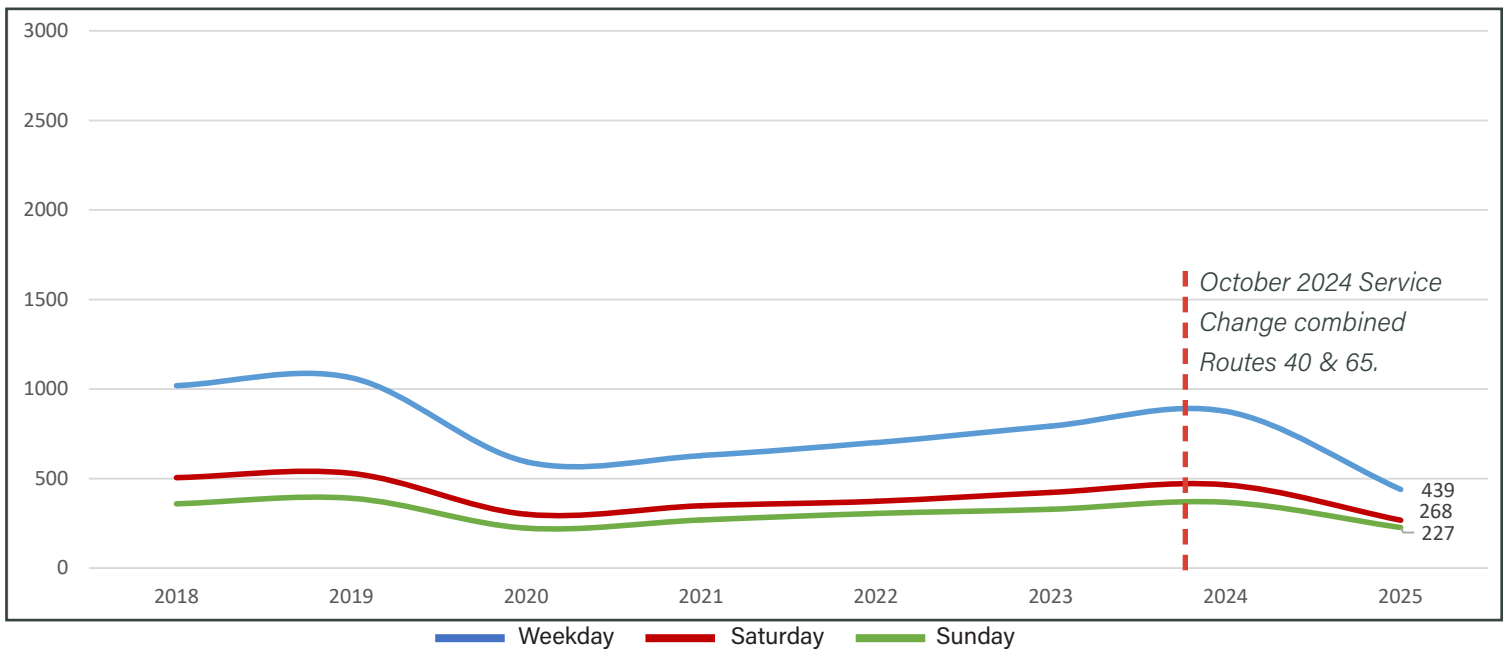
RIDERSHIP BY TRIP: WEEKDAY

● Loop



*Effective 10/28/24, Route 65 began operating 2 out of every 4 trips originally operated by Route 40 between 6am and 7pm. All trips between 7pm and 10pm are associated with Route 65, resulting in decreased ridership on Route 40.

AVERAGE RIDERSHIP



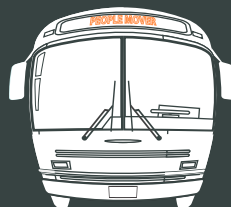
\$7.73

Estimated Cost per Passenger



\$1,040,000

Estimated Annual Operating Cost



2 buses

needed to operate the route at peak



83%

of buses were on time

25

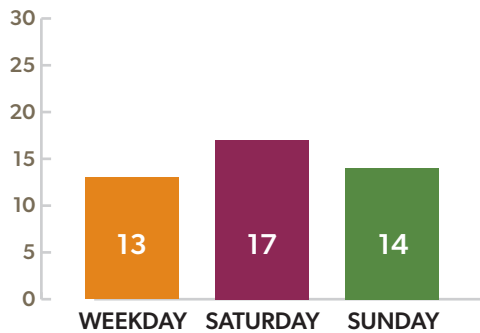
41 GOVERNMENT HILL

ROUTE DETAILS

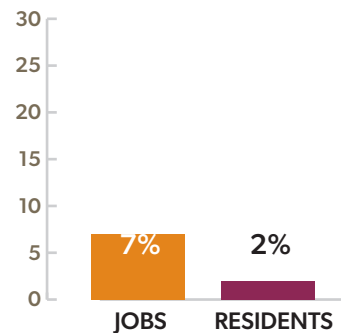
Neighborhood Route: 30 min. peak frequency **Route Length** ≈ 4.5 miles

This route travels from City Hall to the Anchorage Museum, Bluff Drive, Richardson Vista Road, Ivy Street, Hollywood Driver and returns to City Hall.

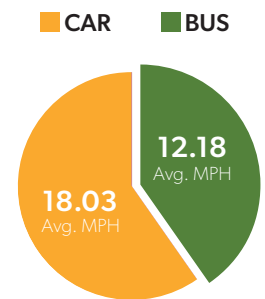
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

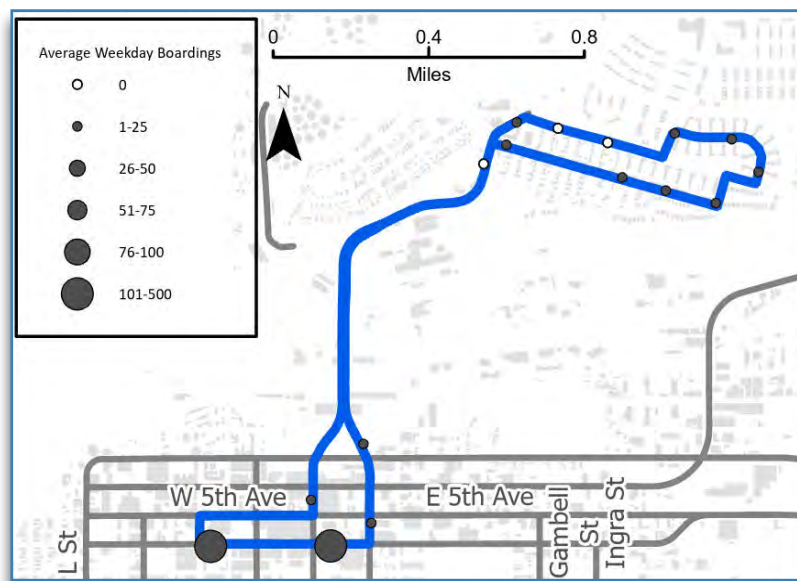


WITHIN 1/4 MILE of Route



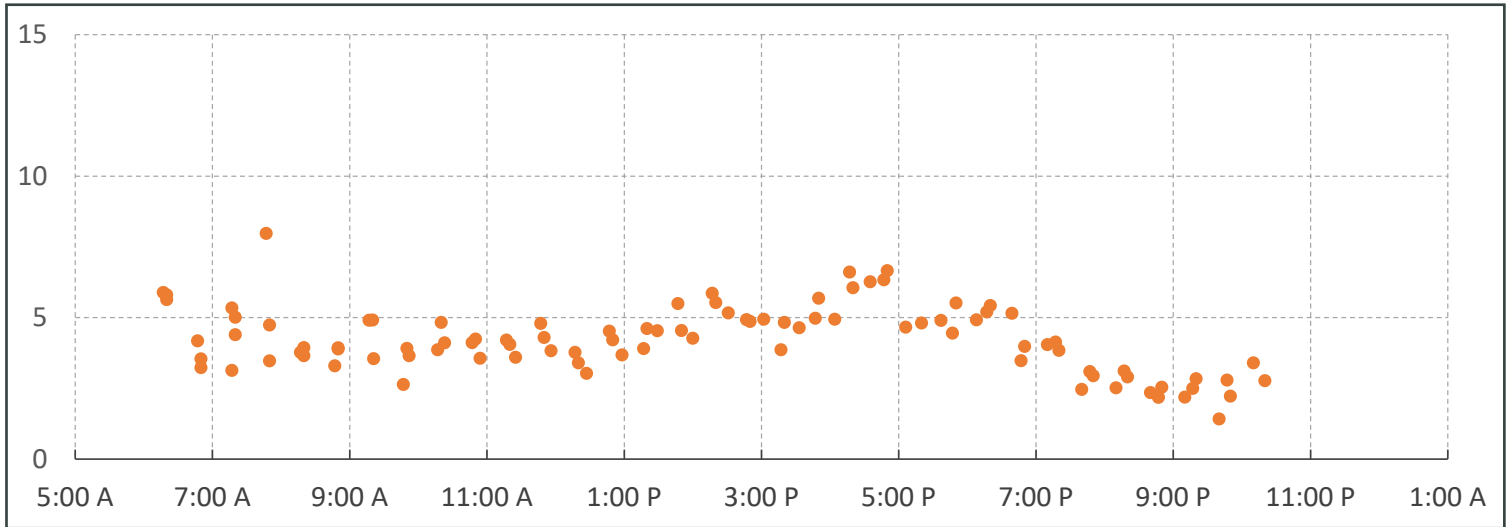
TRAVEL TIME RATIO = 1.48

AVERAGE WEEKDAY BOARDINGS

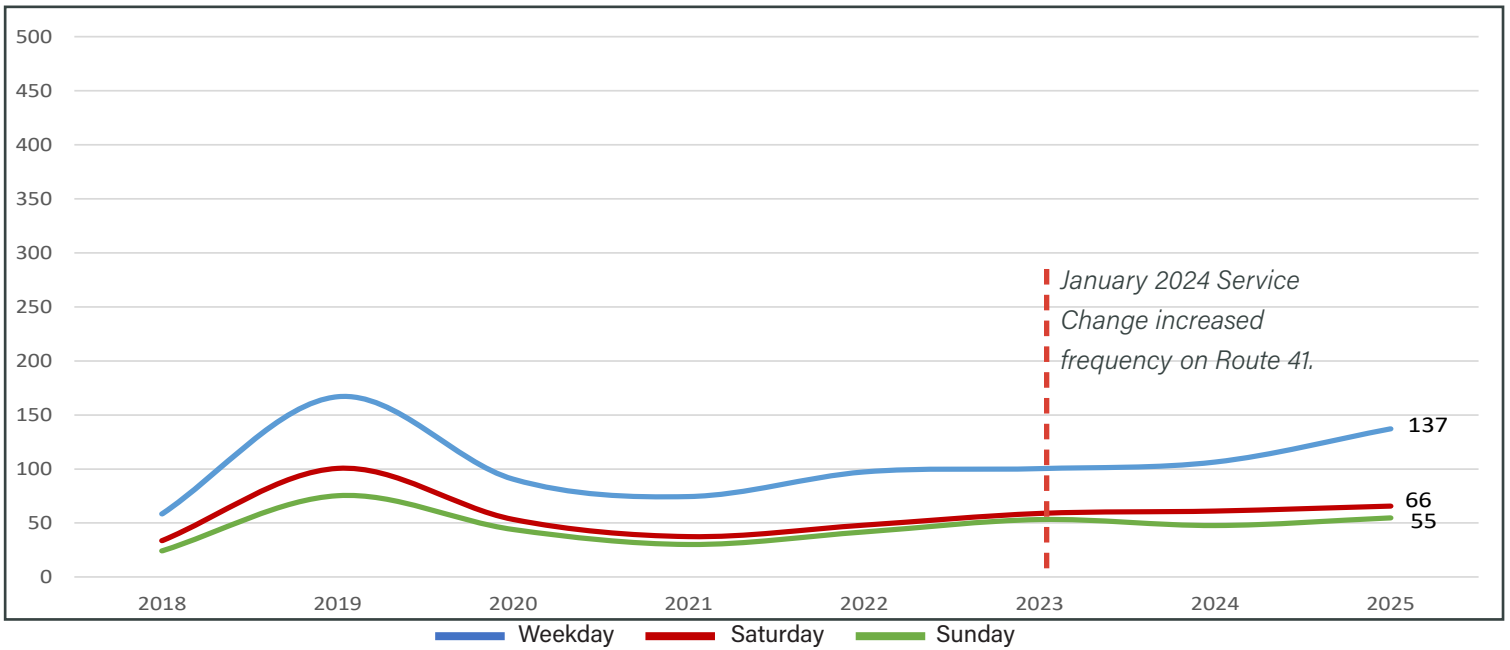


RIDERSHIP BY TRIP: WEEKDAY

● Loop



AVERAGE RIDERSHIP



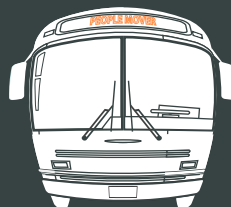
\$10.93

Estimated Cost per Passenger



\$440,000

Estimated Annual Operating Cost



1 bus

needed to operate the route at peak



91%

of buses were on time

51 MULDOON | CENTENNIAL

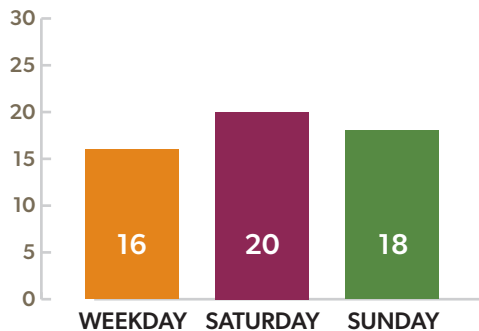
ROUTE DETAILS

Neighborhood Route: **30 min. peak frequency**

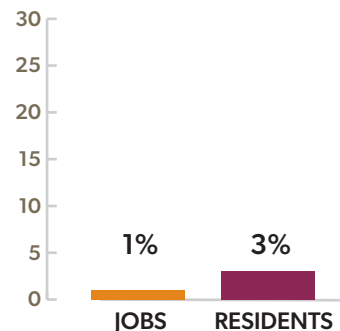
Route Length $\approx$ **5 miles**

This route travels between the Muldoon Transit Hub and Centennial Village via Muldoon Road, Peck Avenue, Boundary Avenue, and Creekside Center Drive.

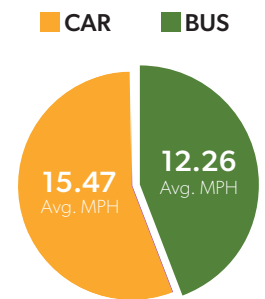
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

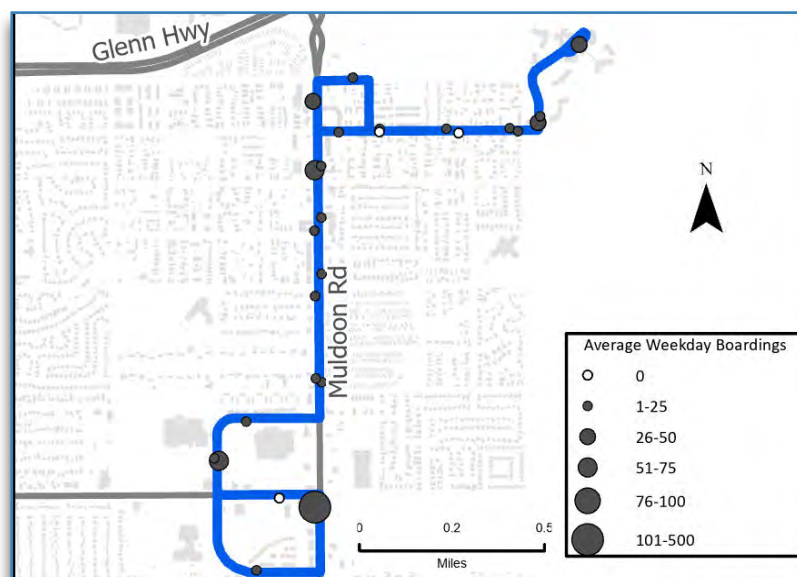


WITHIN 1/4 MILE of Route



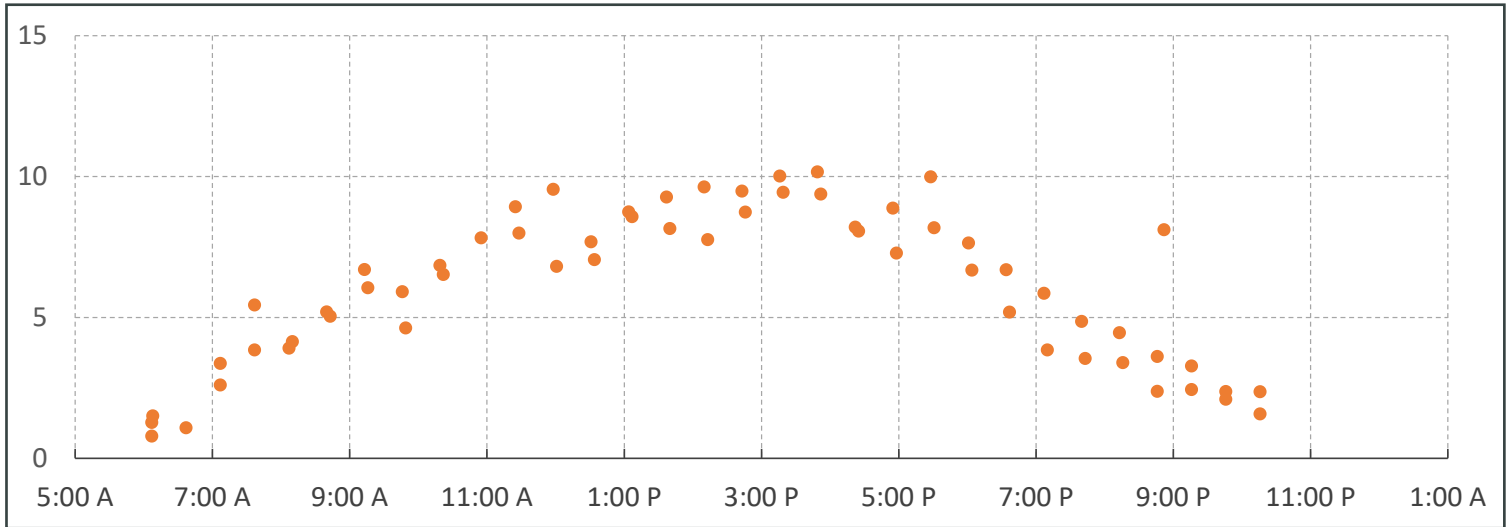
TRAVEL TIME RATIO = 1.26

AVERAGE WEEKDAY BOARDINGS

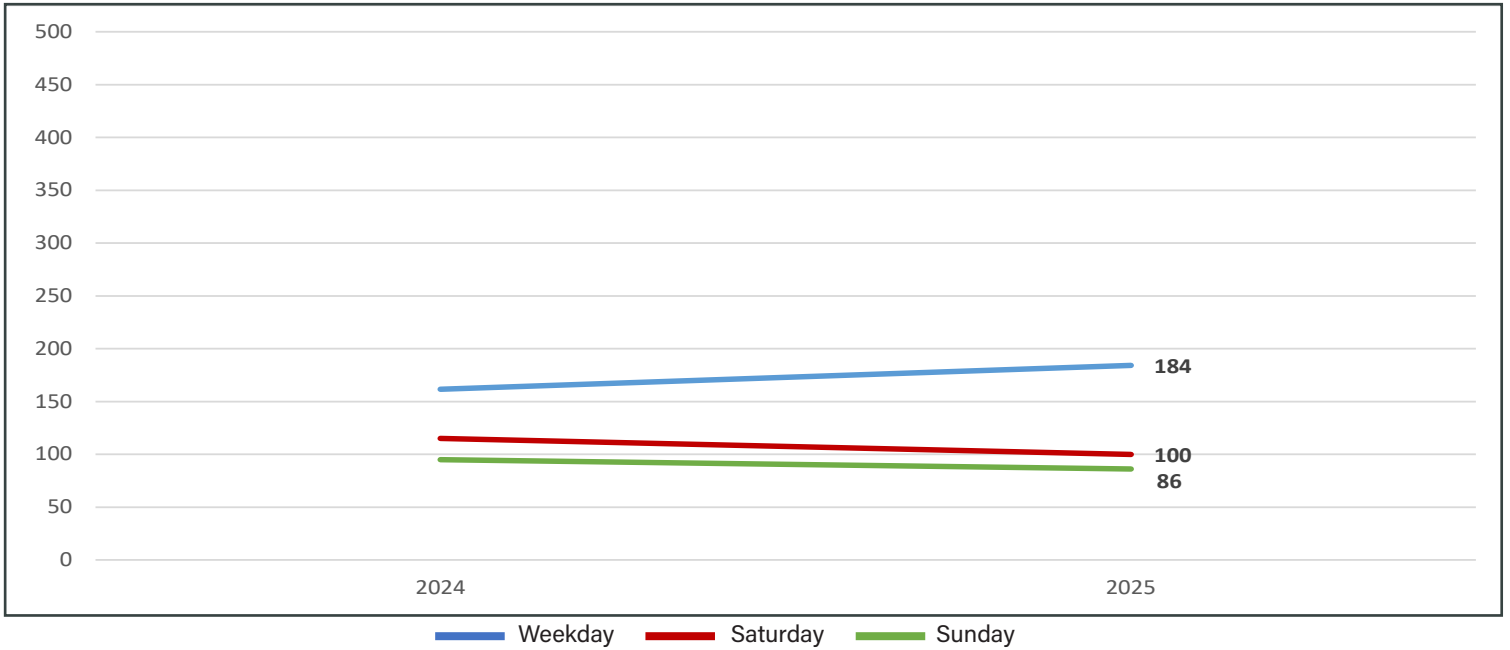


RIDERSHIP BY TRIP: WEEKDAY

● Loop



AVERAGE RIDERSHIP



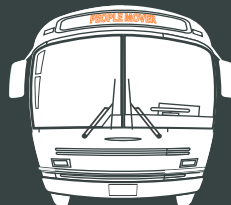
\$10.11

Estimated Cost per Passenger



\$560,000

Estimated Annual Operating Cost



1 bus

needed to operate the route at peak



92%

of buses were on time

55 LAKE OTIS

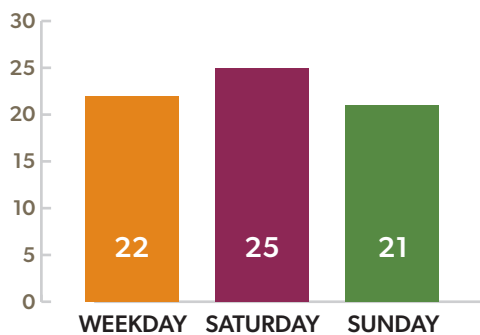
ROUTE DETAILS

Standard Route: **30 min. peak frequency**

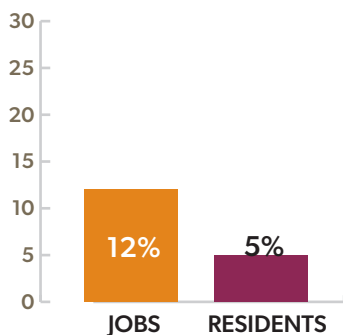
Route Length $\approx$ **14 miles**

This route travels between the Dimond Transit Center and Alaska Native Medical Center via Abbott Road, Lake Otis Parkway, Providence Drive, and Tudor Centre Drive.

BY THE NUMBERS

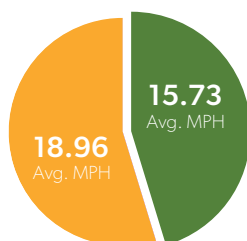


PRODUCTIVITY: Average ridership per hour



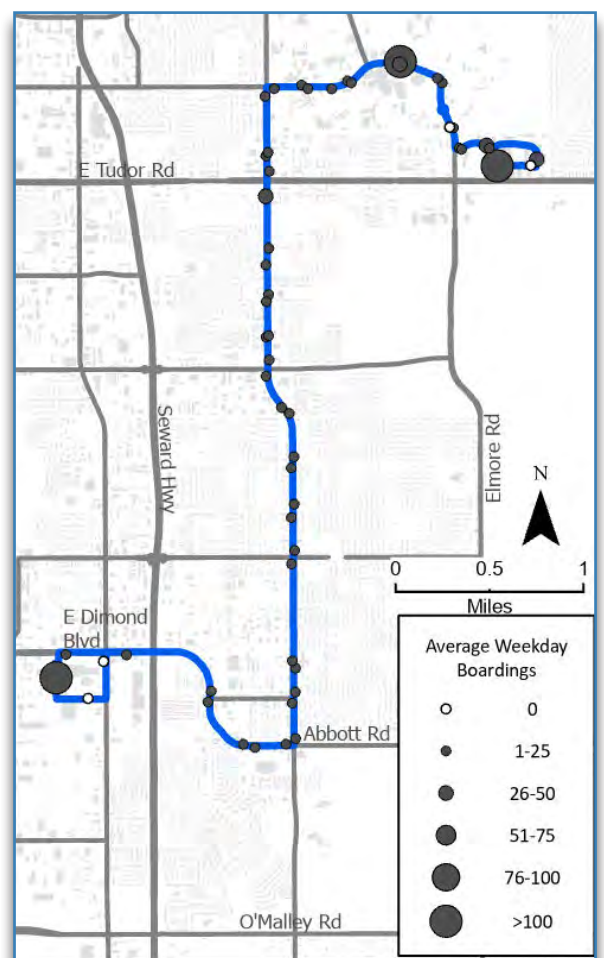
WITHIN 1/4 MILE of Route

CAR **BUS**



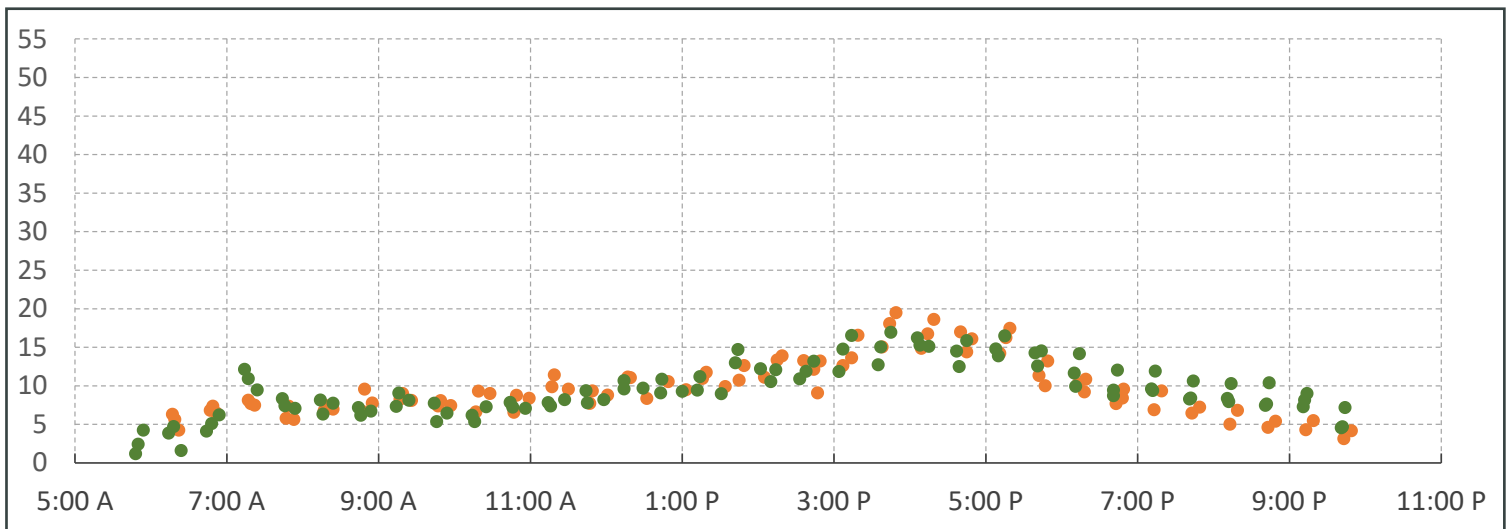
TRAVEL TIME RATIO = 1.21

AVERAGE WEEKDAY BOARDINGS

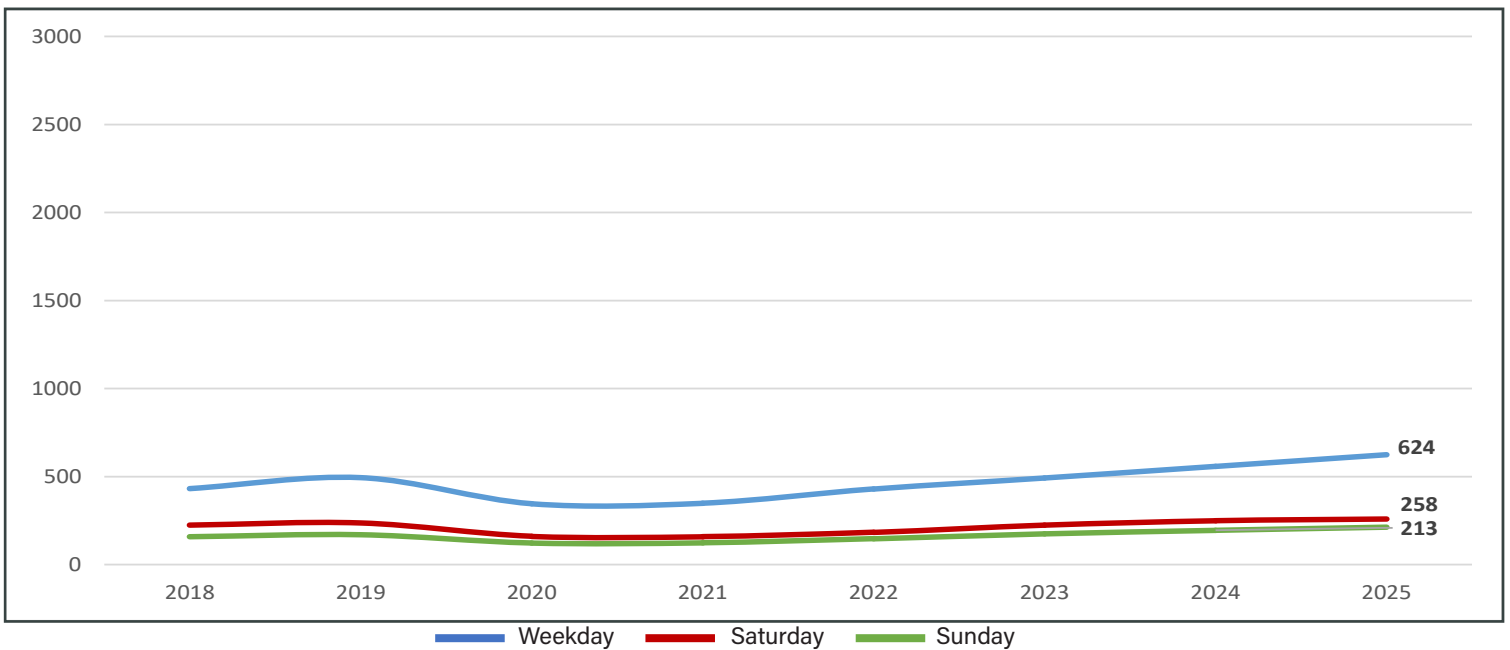


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



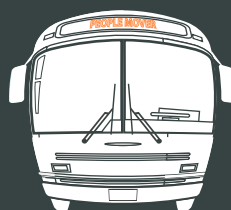
\$7.59

Estimated Cost per Passenger



\$1,360,000

Estimated Annual Operating Cost



3 buses

needed to operate the route at peak



84%

of buses were on time

65 JEWEL LAKE

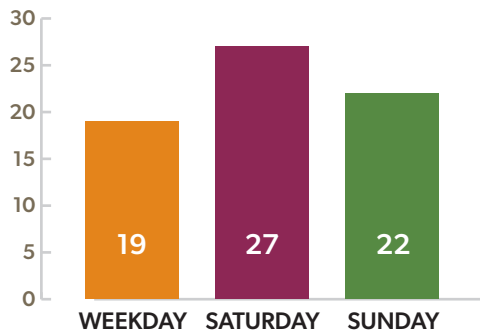
ROUTE DETAILS

Standard Route: **30 min. peak frequency**

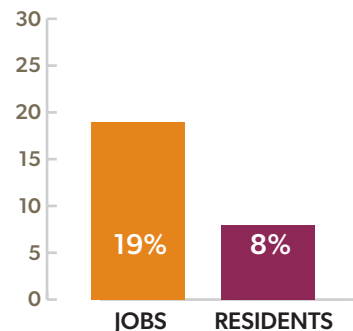
Route Length $\approx$ **14 miles**

This route travels between the Downtown Transit Center and the Dimond Centervia Spenard Road, the Ted Stevens Anchorage International Airport, Jewel Lake Road, 88th Avenue, and Dimond Boulevard.

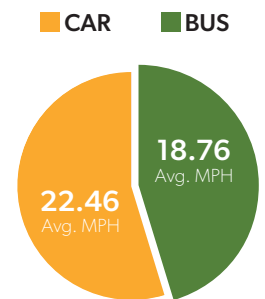
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

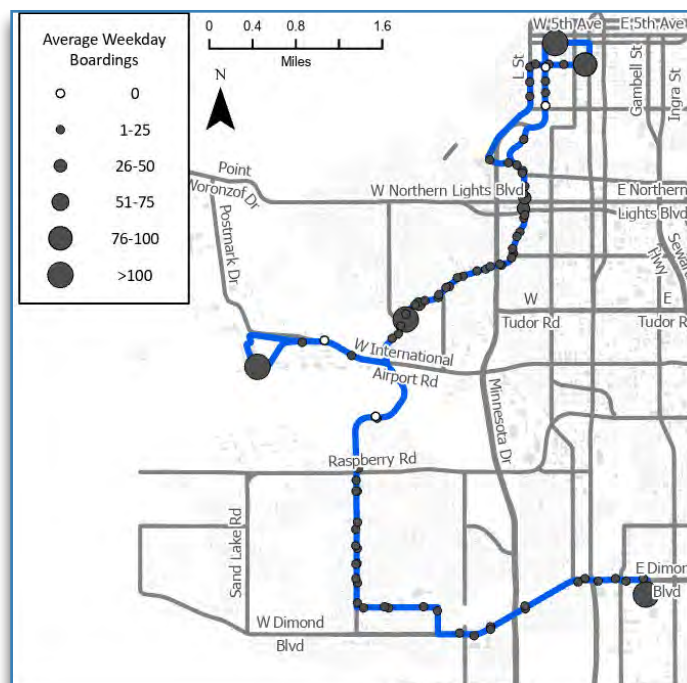


WITHIN 1/4 MILE of Route



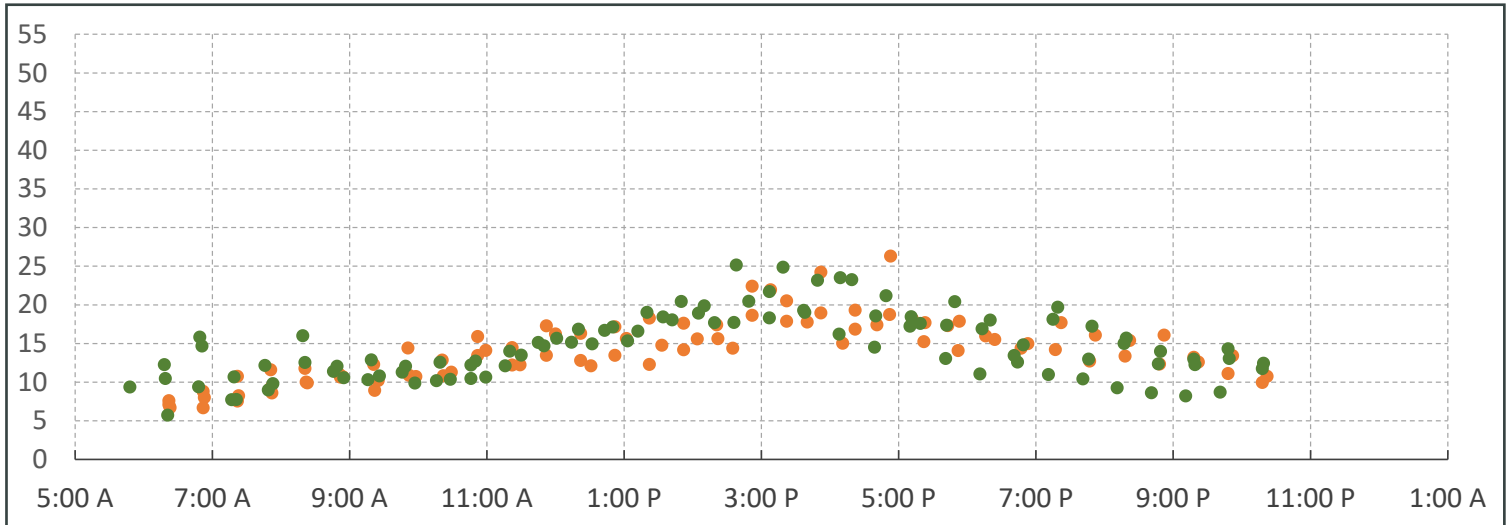
TRAVEL TIME RATIO = 1.20

AVERAGE WEEKDAY BOARDINGS



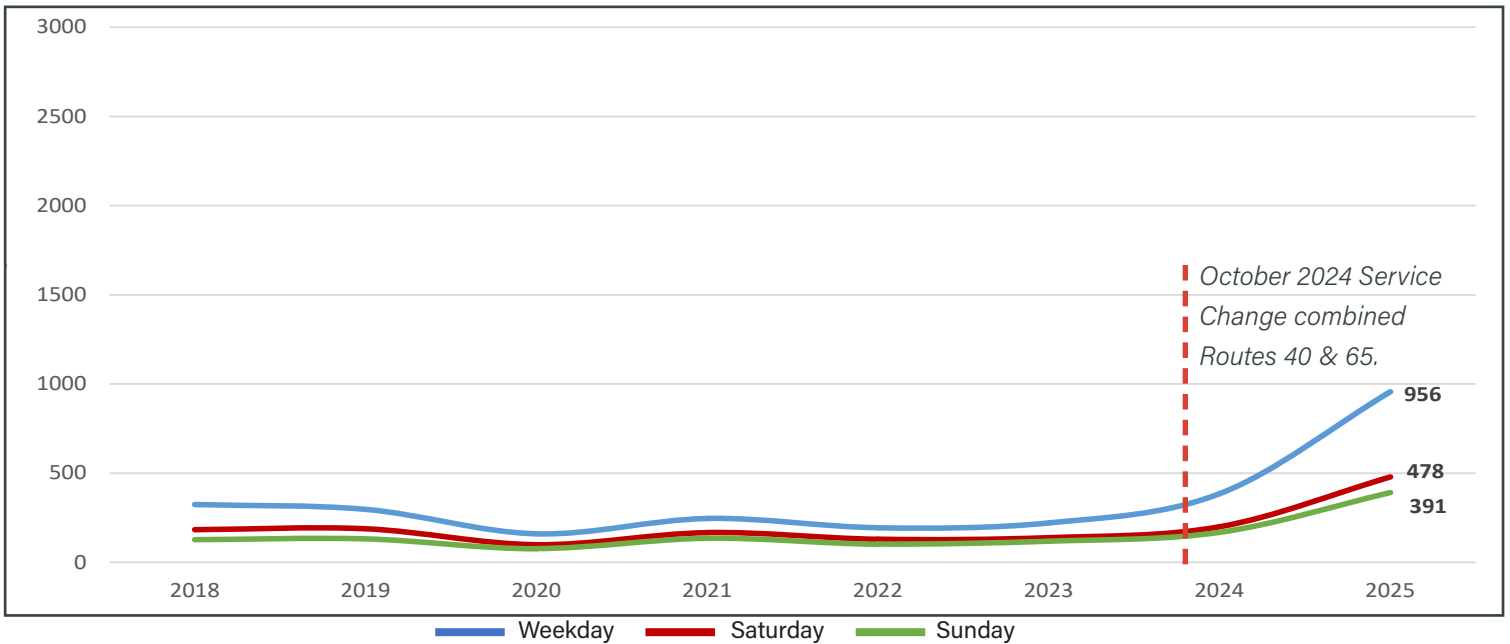
RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



**Effective 10/28/24, Route 65 began operating 2 out of every 4 trips originally operated by Route 40 between 6am and 7pm. All trips between 7pm and 10pm are associated with Route 65, resulting in increased ridership on Route 65.*

AVERAGE RIDERSHIP



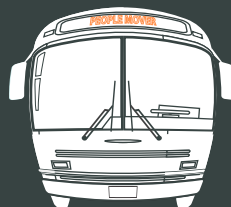
\$8.22

Estimated Cost per Passenger



\$2,320,000

Estimated Annual Operating Cost



4 buses

needed to operate the route at peak



84%

of buses were on time

33

85 OLD SEWARD

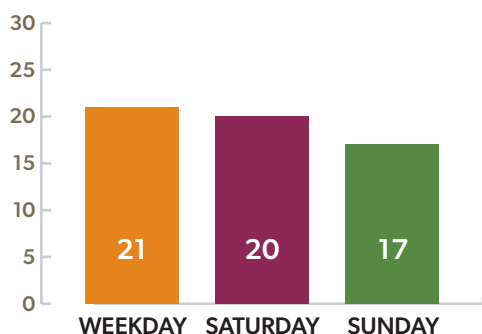
ROUTE DETAILS

Standard Route: **60 min. peak frequency**

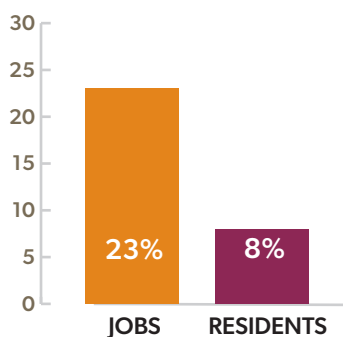
Route Length $\approx$ **13.8 miles**

This route travels between City Hall, the Anchorage Museum, and the Huffman Business Park via Wisconsin Street, 36th Avenue, the Loussac Library, and the Old Seward Highway.

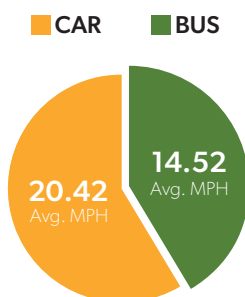
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour



WITHIN 1/4 MILE of Route



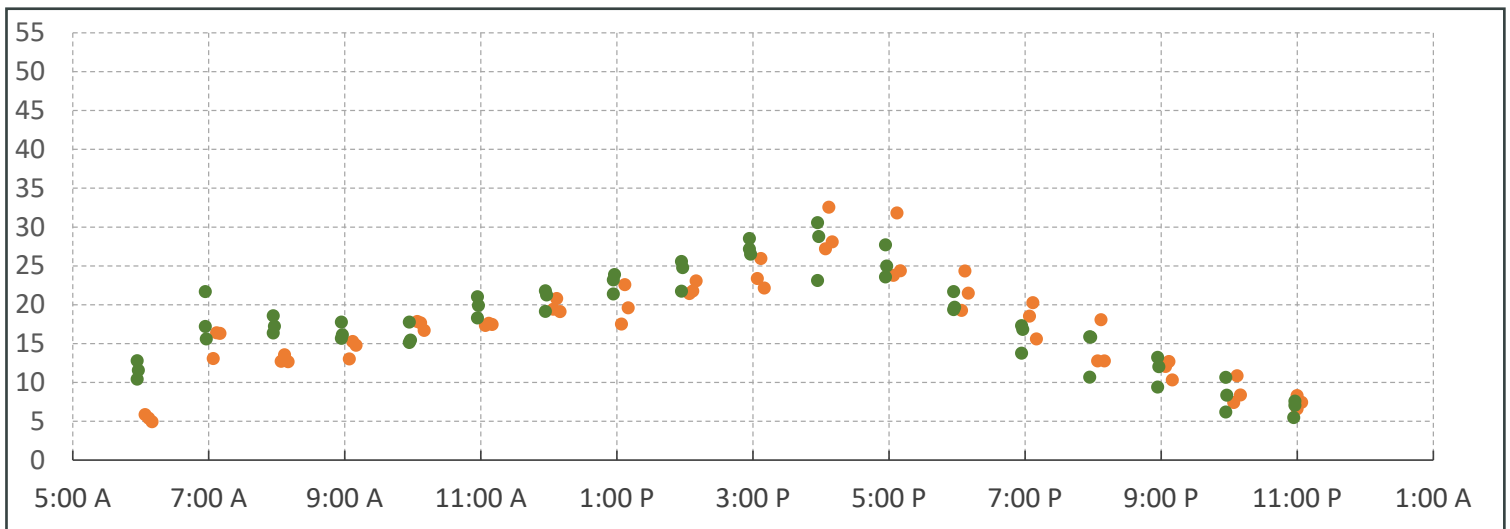
TRAVEL TIME RATIO = 1.41

AVERAGE WEEKDAY BOARDINGS

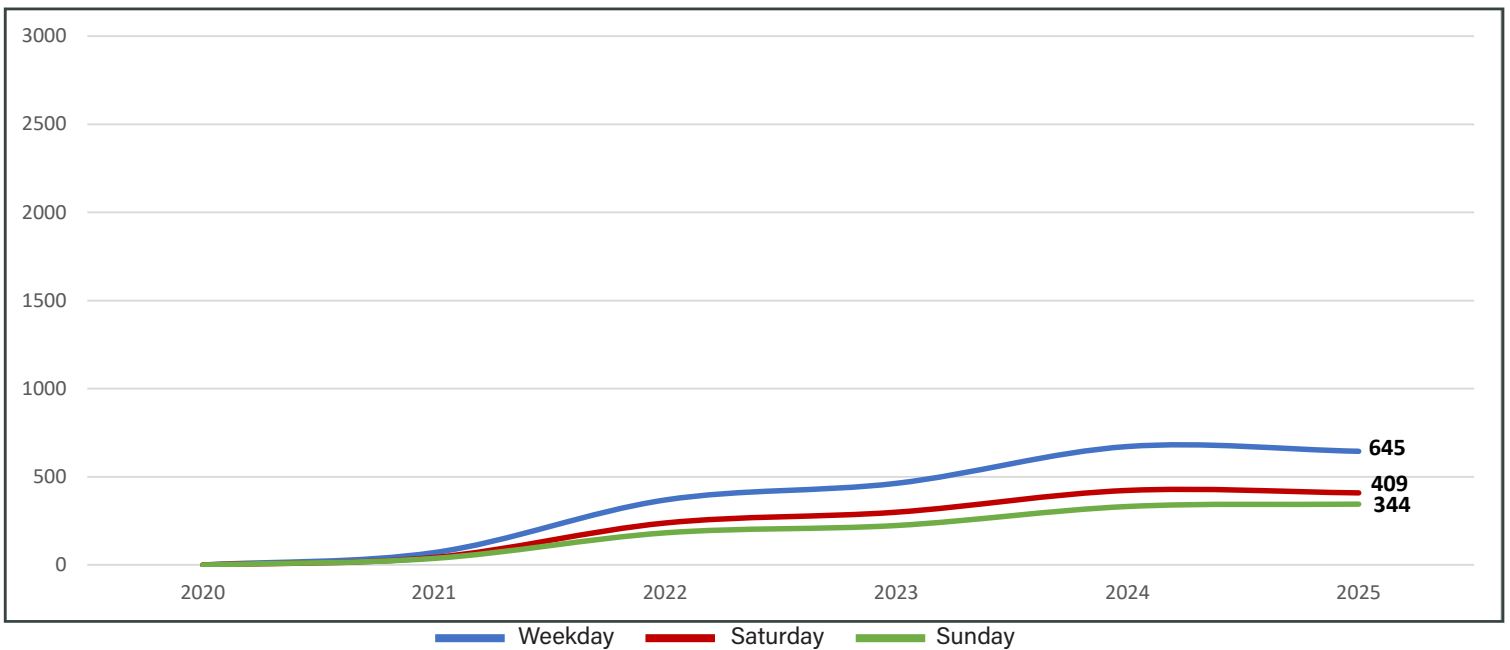


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



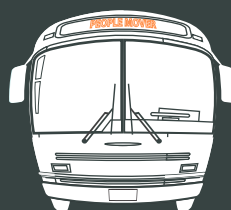
\$8.04

Estimated Cost per Passenger



\$1,600,000

Estimated Annual Operating Cost



3 buses

needed to operate the route at peak



84%

of buses were on time

35

92 EAGLE RIVER

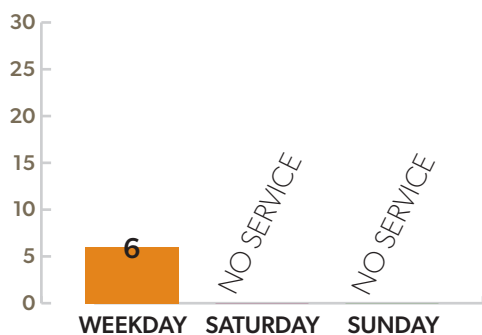
ROUTE DETAILS

Commuter Route: **Peak Service Only**

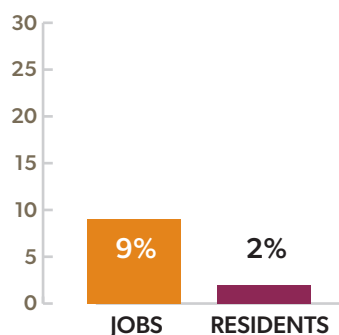
Route Length $\approx$ **17 miles**

This route is a commuter express route that stops at Downtown Transit Center and the Eagle River Transit Center via the Glenn Highway.

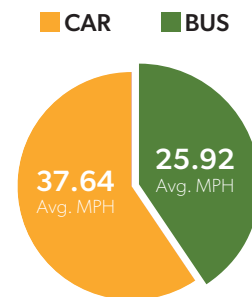
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour



WITHIN 1/4 MILE of Route



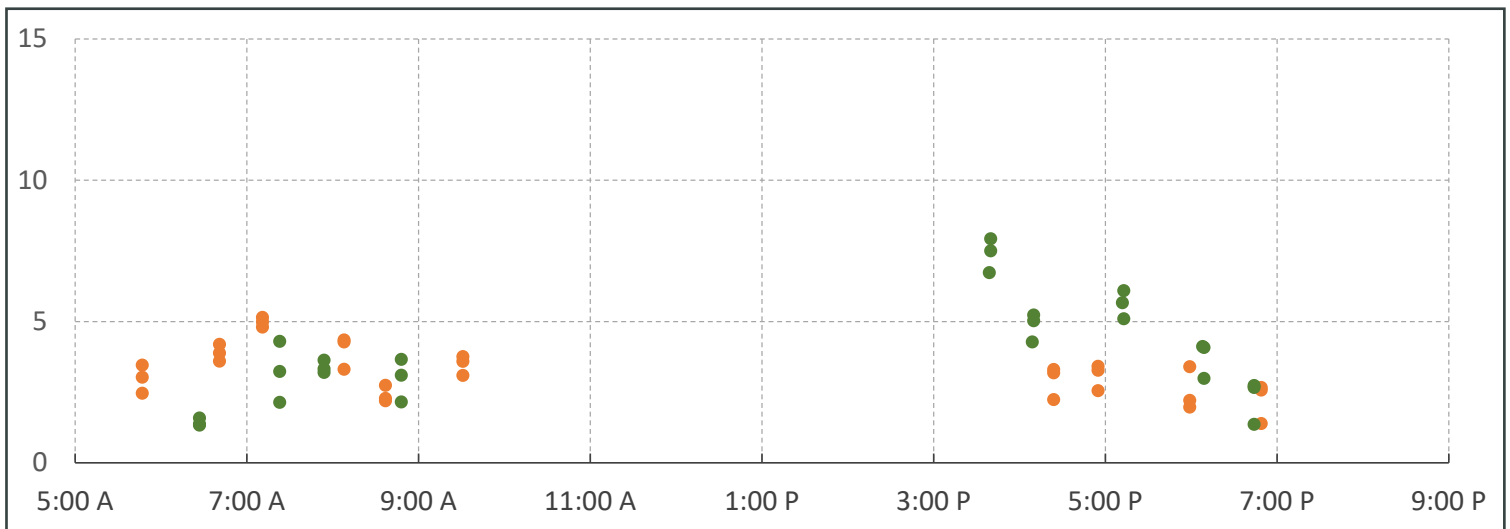
TRAVEL TIME RATIO = 1.45

AVERAGE WEEKDAY BOARDINGS

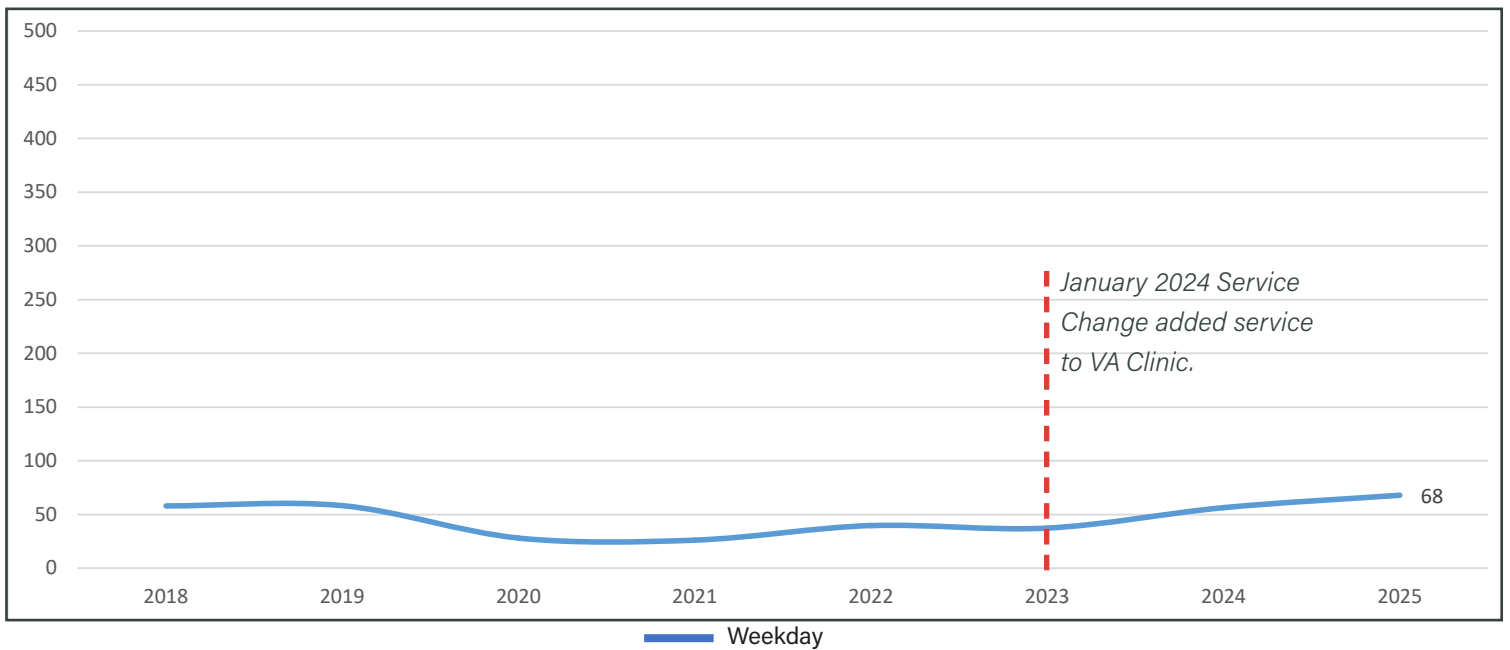


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



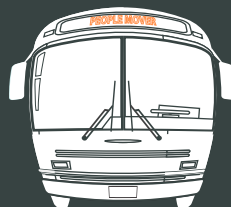
\$31.47

Estimated Cost per Passenger



\$530,000

Estimated Annual Operating Cost



2 buses

needed to operate the route at peak

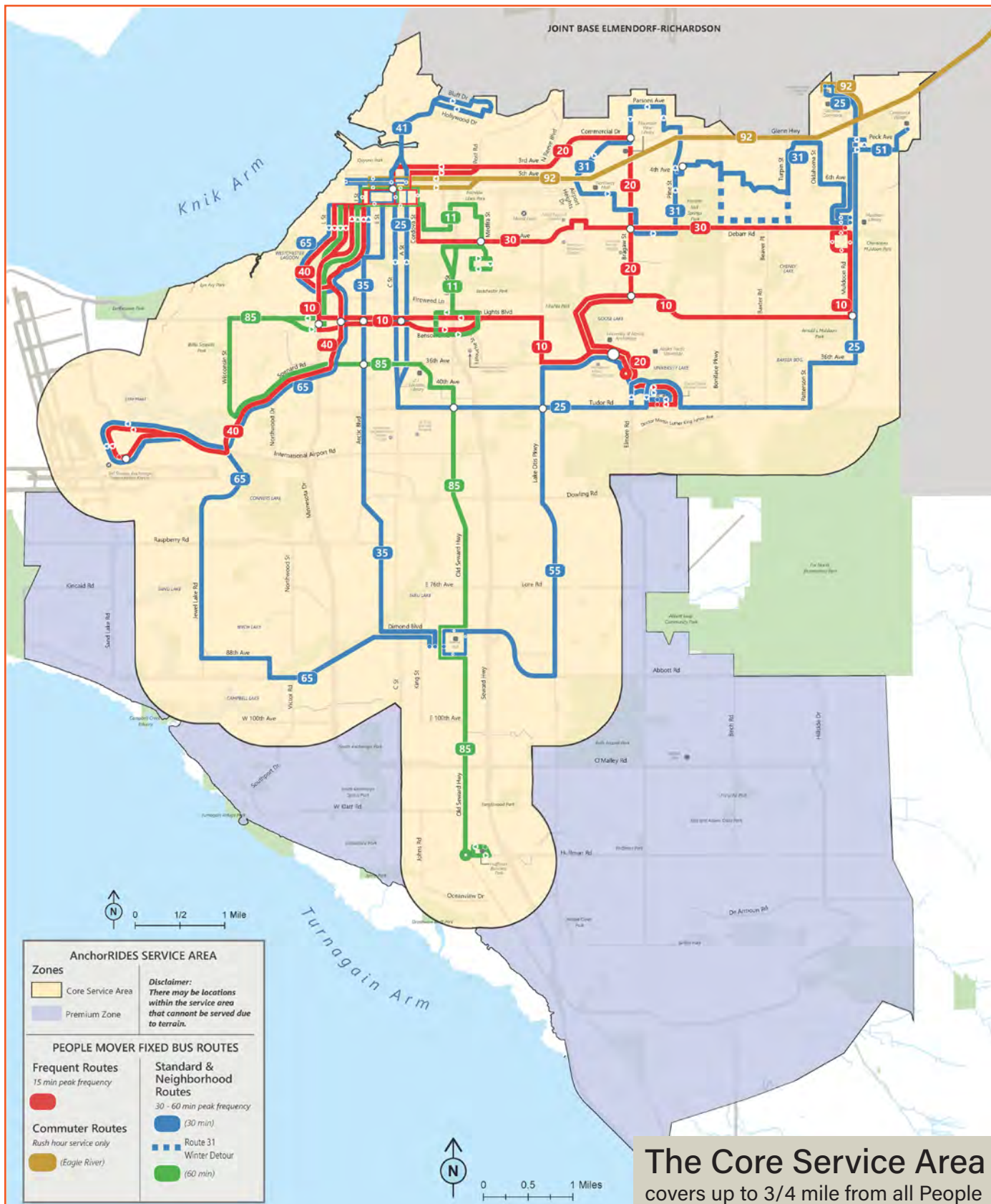


91%

of buses were on time

37

ANCHORRIDES



The Core Service Area covers up to 3/4 mile from all People Mover routes. The Premium Service Zone extends beyond this boundary to selected areas.

2025 SYSTEM REPORT

AnchorRIDES is a shared ride service that provides trips from origins to destinations by advanced reservations. Eligible riders include people with disabilities that prevent them from using People Mover bus service, senior citizens (60+), and Medicaid recipients authorized for NEMT or HCB Waiver trips. The core service area covers up to 3/4 mile from People Mover routes. The premium service area covers most outlying areas in Anchorage.

ANCHORRIDES BY THE NUMBERS



176,974
Total Trips



8,035
Eligible Riders

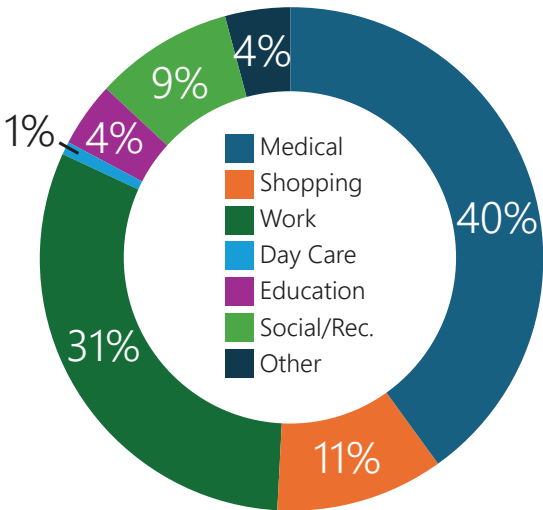


84%
of rides were on time

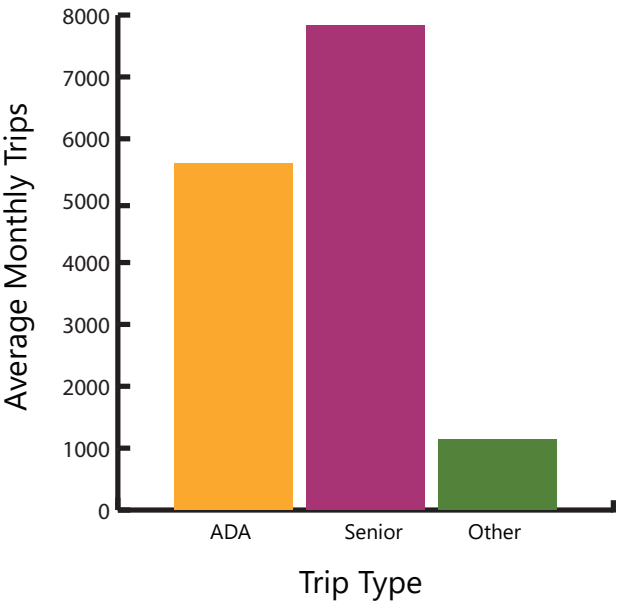


\$42.75
Operational Cost per Trip
as recorded in the
2024 National Transit Database

AVERAGE TRIP PURPOSE



AVERAGE TRIP TYPE



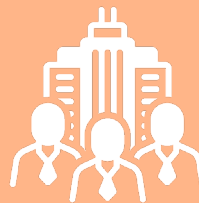
RIDESHARE

RideShare provides carpool group subsidies and oversight of a contract with Commute with Enterprise, hired to manage and operate carpooling services. A carpool is a group of five or more riders who work and travel at agreed upon times, days and locations. Carpool members receive a variety of benefits in one low, monthly rate plus fuel costs.

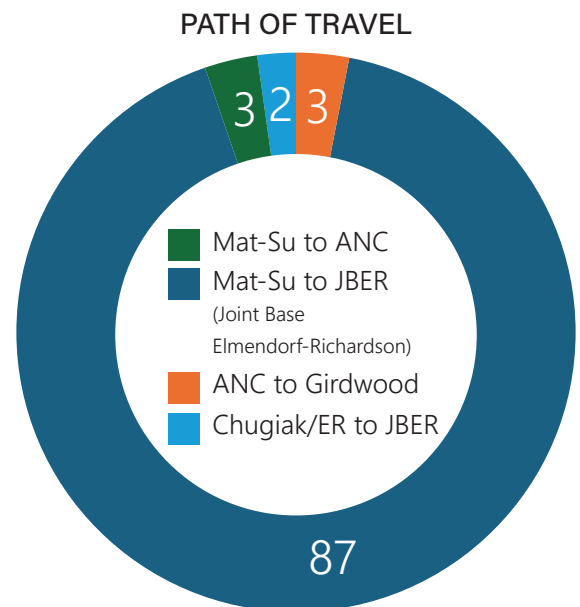
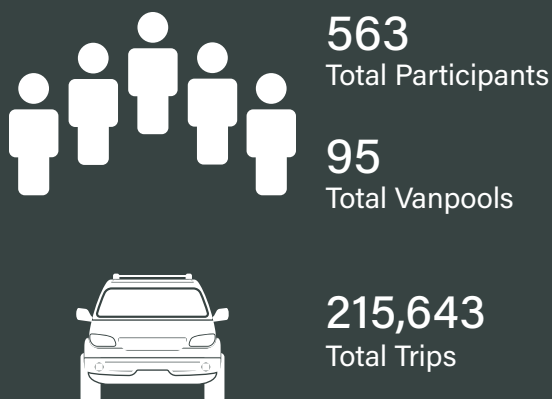
The purpose of this program is to improve air quality and reduce the number of single occupancy vehicles traveling to and/or through the Municipality of Anchorage.

Major Supporting Employers

- ▶ Joint Base Elmendorf Richardson
- ▶ Providence Alaska Medical Center
- ▶ TSA/Alaska Airlines
- ▶ The Hotel Alyeska



RIDESHARE BY THE NUMBERS



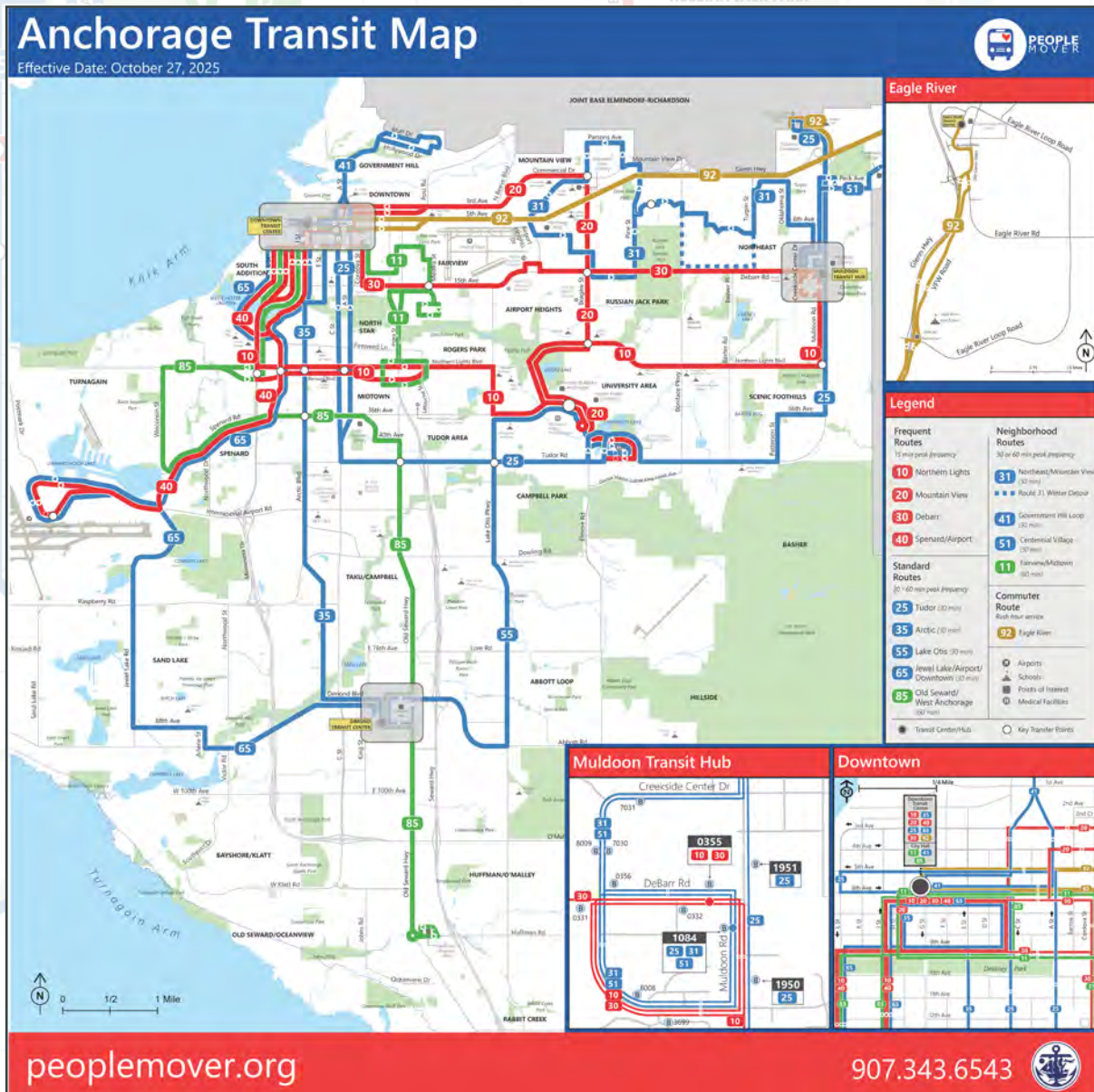
4,897,699 lbs.
Carbon Dioxide reduction



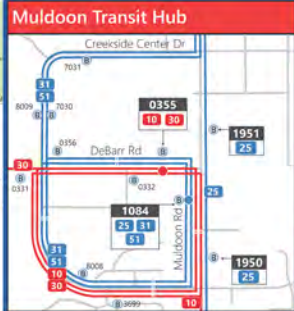
4,626,692
Vehicle Miles Saved

Anchorage Transit Map

Effective Date: October 27, 2025



Legend	
Frequent Routes 15 min peak frequency	Neighborhood Routes 30 or 60 min peak frequency
10 Northern Lights	31 Northway/Mountain View
20 Mountain View	41 Government Hill Loop
30 DeBar	51 Central Village
40 Seward/Airport	11 Fairview/Midtown
Standard Routes 30-40 min peak frequency	Commuter Routes Peak-hour service
25 Tudor (30 min)	92 Eagle River
35 Arctic (30 min)	
55 Lake Otis (30 min)	
65 Jewel Lake/Airport/Downtown (30 min)	
85 Old Seward/West Anchorage (30 min)	
	● Transit Center/Hub
	○ Key Transfer Points



peoplesmover.org

907.343.6543



[illegible]

TRANSLATIONS

If you would like to receive a translated copy of this report, please email transitplanning@muni.org or call 907-343-6543, option 1, then option 2. A translator can then be made available to help speak with the customer service agent.

Yog tias koj xav tau daim ntawv qhia no txais lub hmoob luam ntawm rau koj, thov email transitplanning@muni.org lossis hu rau 907-343-6543, xaiv 1, ces kev xaiv 2. Ib tug neeg txhais lus tuaj yeem pab tau koj tham nrog tus neeg sawv cev pabcuam.

만약 귀하께서 이 보고서의 번역본을 받아보기 원하신다면, transitplanning@muni.org 으로 이메일을 보내시거나 혹은 907-343-6543 로 전화해, 옵션 1, 그런다음 옵션 2를 선택합니다. 그런 다음 통역사가 소비자 서비스 에이전트와의 대화를 도와드릴 수 있습니다.

Si desea recibir una copia traducida de este reporte, por favor mande un correo electrónico a transitplanning@muni.org o llame al 907-343-6543, opción 1, después opción 2. Un traductor estará disponible para ayudarle a hablar con un agente de servicio al cliente.

Afai e te mana'o i se kopi o lenei ripoti ua uma ona fa'aliliu, fa'amolemole imeli mai se talosaga ia transitplanning@muni.org pe vala'au mai i le 907-343-6543, filifili ile numera 1, ona filifili lea ile numera 2. E maua se tagata fa'aliliu upu e mafai ona fesoasoani atu ia te oe pe a e talanoa ma se auaunaga i tagata.

Kung nais ninyo ng kopya ng ulat na ito na isinaling wika mag-email lamang sa transitplanning@muni.org o tumawag sa 907-343-6543, Opsyon 1, at saka sa opsyon 2. Ang isang taga-saling wika ay maaaring tumulong na makipag-usap sa ahente na tagapagbigay ng serbisyo sa kustomer/[customer service agent]





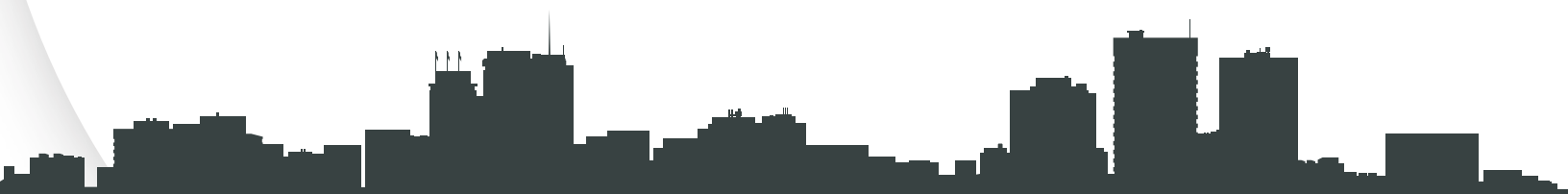
**Anchor
RIDES**



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MOVER**



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Municipality of Anchorage Public Transportation Department