

Public Transportation

SYSTEM REPORT 2024



2024 SYSTEM REPORT

A YEAR OF REFINEMENT AND RIGHT-SIZING

In 2024, the Public Transportation Department (PTD) made very challenging decisions - with valuable feedback from a robust public comment process - to reduce service for the first time in almost a decade. Staffing challenges continue to affect the department, but improvements have been made to right-size operations, so the system is more reliable. The department thanks each and every person who submitted their feedback and voted on the reduction scenarios through that campaign, as that strongly influenced the decisions that had to be made, in order to right-size operations and make the system more useful and reliable for the community as a whole.

After finalizing all technological upgrades from 2022-23, People Mover implemented 3 schedule changes in 2024. Some route alignments changed based off of Transit on the Move project priorities, and others from feedback from the community from the triannual rider survey. Moving forward, the department will have 2 schedule changes a year, a summer schedule (May implementation) and a winter schedule (October implementation), to better adapt to road and travel conditions throughout the seasons.

In September 2024, an on-board origin destination (OD) study was conducted to better understand ridership patterns on the People Mover system. The primary goal of this study is to provide Anchorage Metropolitan Area Solutions (AMATS) and PTD with insights into



Service changes implemented
(January, May, October)



Responses collected from
Triannual Rider Survey



The Downtown Transit Center reopens
its doors to riders in December.

how riders use the transit system. Highlights include:

- 94% have access to a smart phone with internet access
- 64% have zero vehicle households
- 42% do not have drivers licenses

The data collected will aid in developing transportation plans that address the diverse needs and preferences of the community.

In addition, the department welcomed 26 new buses into the People Mover fleet to further our commitment and dedication to our riders with a quieter, more comfortable and reliable transportation experience. This now means more than half of our fleet has been upgraded to newer technology and improved amenities with plans to continue this into the latter half of this decade.

Moving further and further beyond the effects of the Covid-19 pandemic, PTD continues to see ridership approach 2019 levels of service (the benchmark of most transit agencies across the country). While ridership has increased 11% compared to 2023 (which was 14% higher than 2022), it still lags behind pre-pandemic levels by about -8%.

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.

2024 SERVICE CHANGES

People Mover implemented 3 schedule changes in 2024.




- The January Service Change featured the implementation of Route 51 with direct service between Muldoon and Centennial Village, service to the VA clinic added on Route 92, extended service and coverage on Route 85, frequency increase on Routes 41 & 65, and expanded the Core service area of Anchor-RIDES.
- The May Service Change consisted of schedule changes to improve on-time performance and transfer opportunities system-wide.
- The October Service Change saw a reduction in frequency on Route 25 from 15 minutes to 30 minutes. Service was cut by an hour in the late evenings on Routes 11, 31, 41, 51, and 85. Route 65 was also realigned to offer a one-seat ride between the Dimond Transit Center and Downtown Transit Center.






DIVISION HIGHLIGHTS

2024 Public Transportation Department Achievements





OPERATIONS

-  Hired 31 new bus operators and maintained a 76% retention rate.
-  Reduced total Workers' Compensation claims from 16 (2023) down to nine in 2024.
-  Transit Security resolved 124 calls for assistance without the need for APD, AFD, or ASP to respond. This effort saves resources on taxpayer dollars.




ADMINISTRATION & FINANCE

-  Created and filled three new positions: Grants Accountant, Project Analyst, and Finance Supervisor.
 -  At close of 2024 the team is 62.5% staffed with three positions remaining to be filled: Admin & Finance Associate, Finance Coordinator, and Procurement Specialist.
 -  The Administration & Finance team saw an increase in workload to include: 47% increase in use of grant funds, 86% increase in capital expenses (e.g. vehicles, facilities, equipment, bus stop improvements), 45% increase of project activities, 10% reduction in labor expenses.
- *Calculations are approximate until 2024 financials are final.





CUSTOMER SERVICE

-  Fielded 10,512 phone calls resulting in a total of \$1,456,611.70 in bus pass sales and approved 1,025 half-fare rider applications.
-  Successfully implemented new procedures to ensure accurate sales and inventory tracking within upgraded point of sale system.
-  Welcomed new team members to fully staff the division.
-  Safely and efficiently navigated challenges related to the office relocation to the Downtown Transit Center.




RIDESHARE

-  Renewed for another seven years with vanpool contractor, Commute with Enterprise.
-  Increased to peak of 103 vanpools.
-  94.7% of van/carpool participants maintained their participation in the program for the duration of 2024




MAINTENANCE

-  Received 26 new buses to further enhance the overall experience for Anchorage's public transit users.
-  Launched a rigorous cleaning program routine for the indoor bus parking facility, significantly reducing airborne and surface dust.
-  Grew the Site Enhancement team by adding two positions to improve maintenance and cleanliness of bus stops.
-  Donated four decommissioned Cummins diesel engines to UAA's Diesel Power Technology Program. Instead of being scrapped, these engines can serve an educational purpose contributing to a program that has provided our community with skilled and knowledgeable technicians.


PLANNING/MARKETING

-  Restructured UPass fares to promote inclusion of non-profits and smaller businesses.
-  Concluded the Transit Center Study and received final recommendations to relocate the Downtown Transit Center to the Chinook Parking Lot on 3rd Avenue. The Department awaits further direction from the Administration in order to proceed.
-  Introduced branded holiday sweaters to the public with opportunities to win one. Winners were selected from among mStop/mTicket app users, social media audiences, e-newsletter subscribers, and in-person entries.

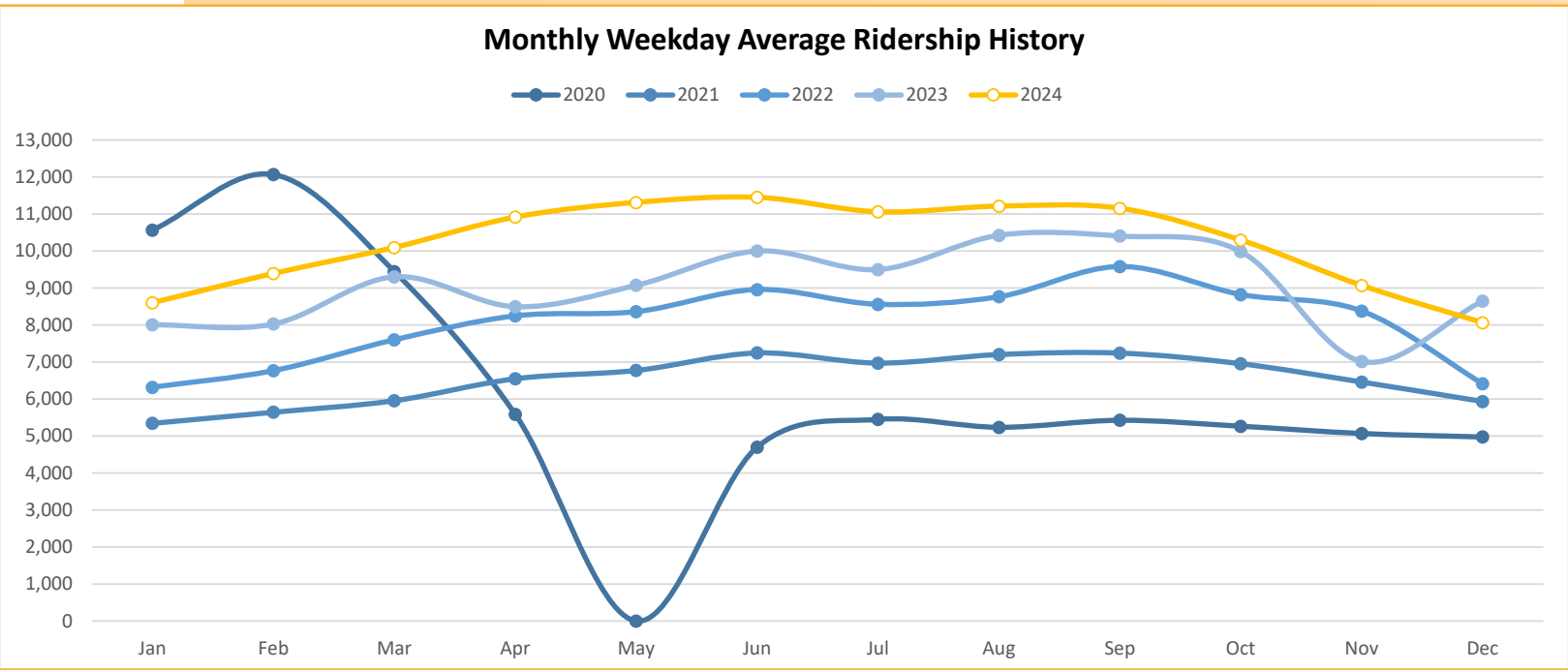
AnchorRIDES

-  Improved service efficiency by 83% through a reduction of missed trips from 54 (2023) to nine (2024).
-  Demonstrated strong commitment to the community with regular outreach at senior facilities, Job Center, and Adult Community Transition program.
-  Implemented training initiatives to ensure effective use of software, efficient eligibility determination processes, and maintain FTA standards.

PUBLIC TRANSIT ADVISORY BOARD

-  Passed two resolutions supporting:
 - Application for SFY2026 Alaska Mental Health Trust Grant (for AnchorRIDES services)
 - Public Transportation Department Proposed Budget for Fiscal Year 2025

RIDERSHIP



The chart above illustrates average monthly weekday ridership on People Mover from January 1, 2020 to December 31, 2024.

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.

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.



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.

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.

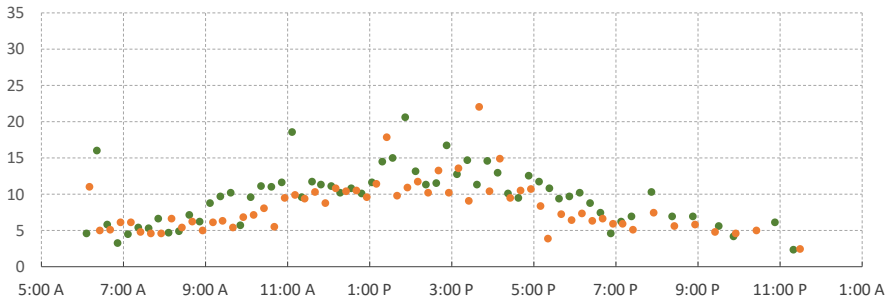
Ridership per Route

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.

PEOPLE MOVER

Legend

0 0.5 1 Mile

Map Orientation

1/4 mile access buffer to each bus stop

Route Frequency

15 min.

15 - 30 min.

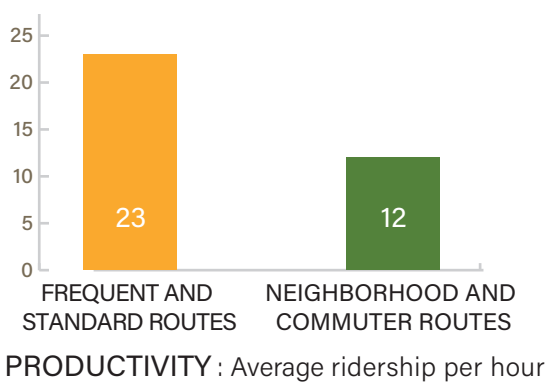
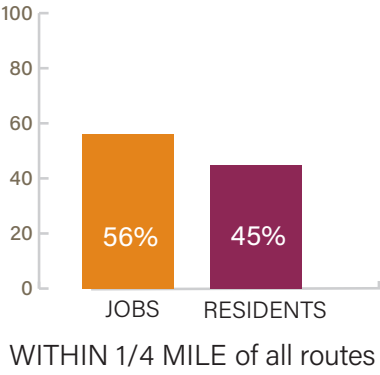
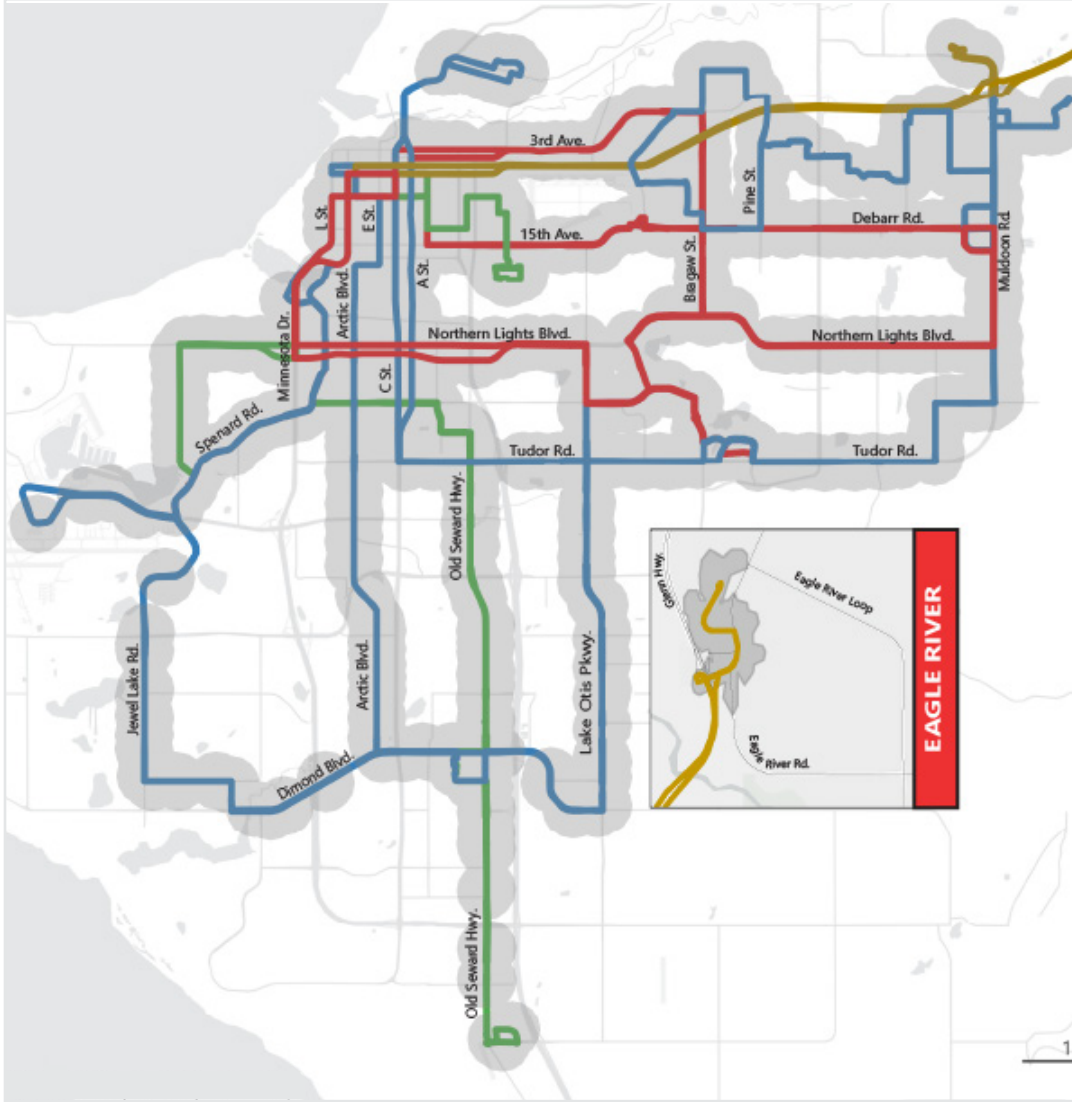
30 min.

60 min.

Peak



3,044,346
Total Passengers

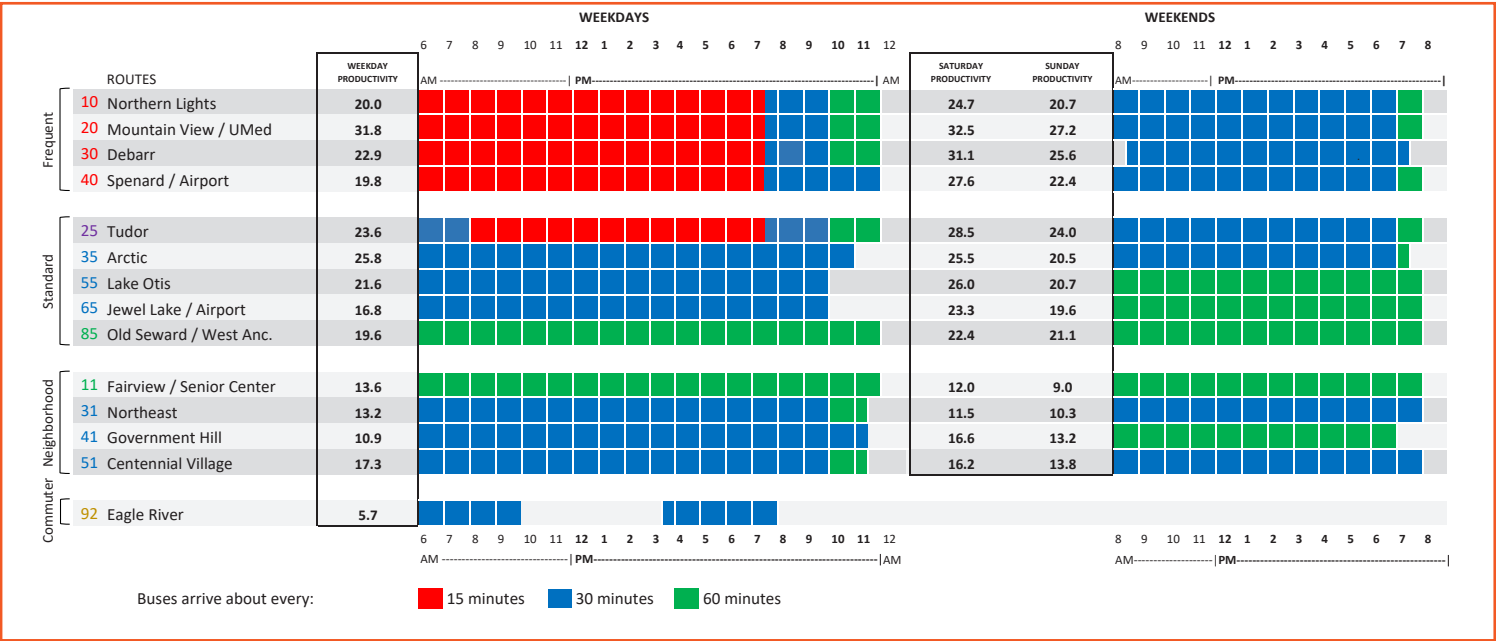


71%
of buses were on time

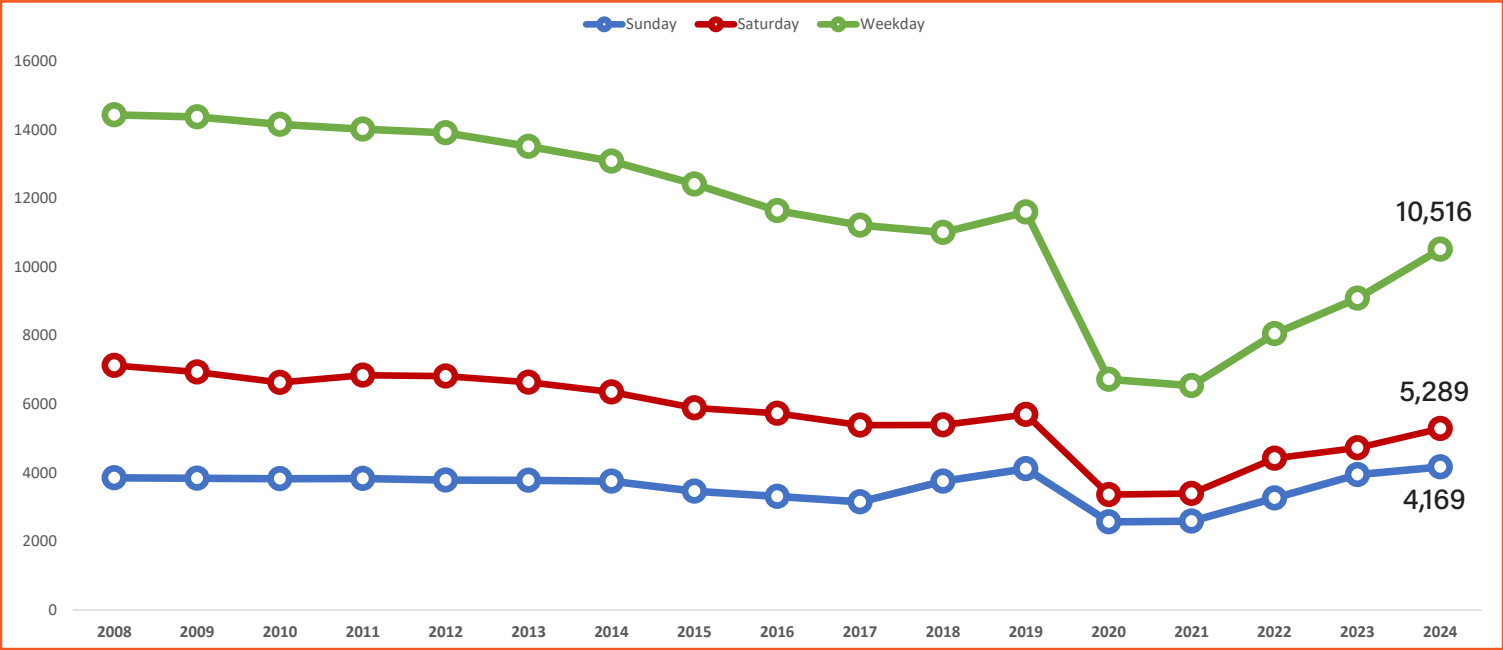


<1%
of all trips were missed

BUS ROUTE SPAN AND FREQUENCY



AVERAGE RIDERSHIP 2008 - 2024



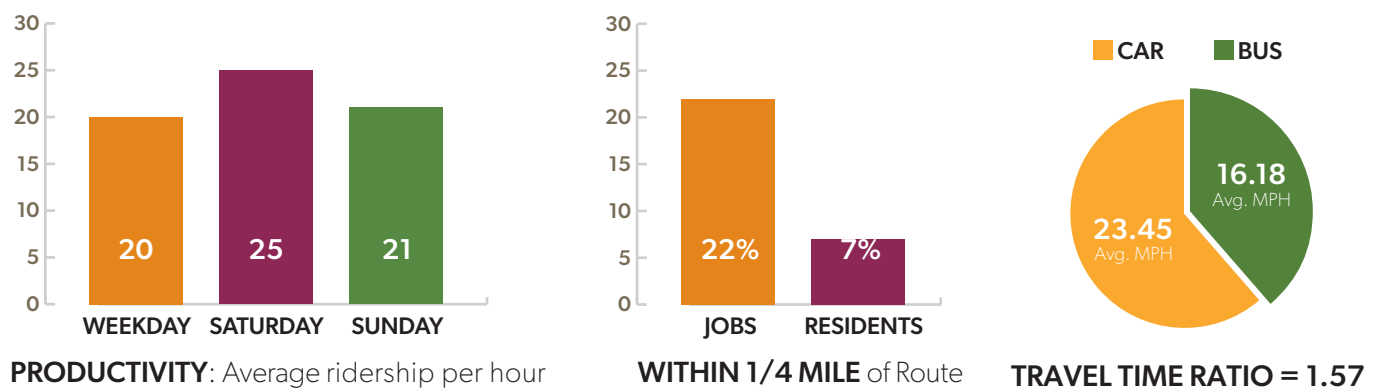
10 NORTHERN LIGHTS

ROUTE DETAILS

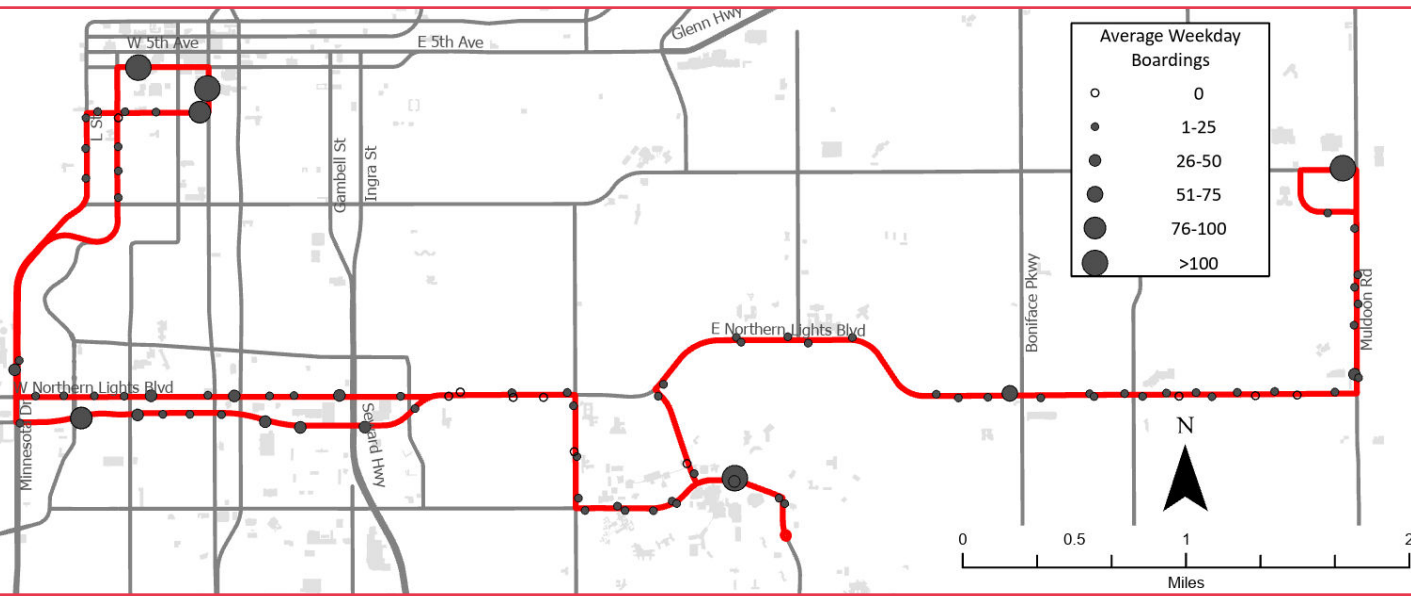
Frequent Route: **15 min. peak frequency** Route Length **≈ 24 miles**

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

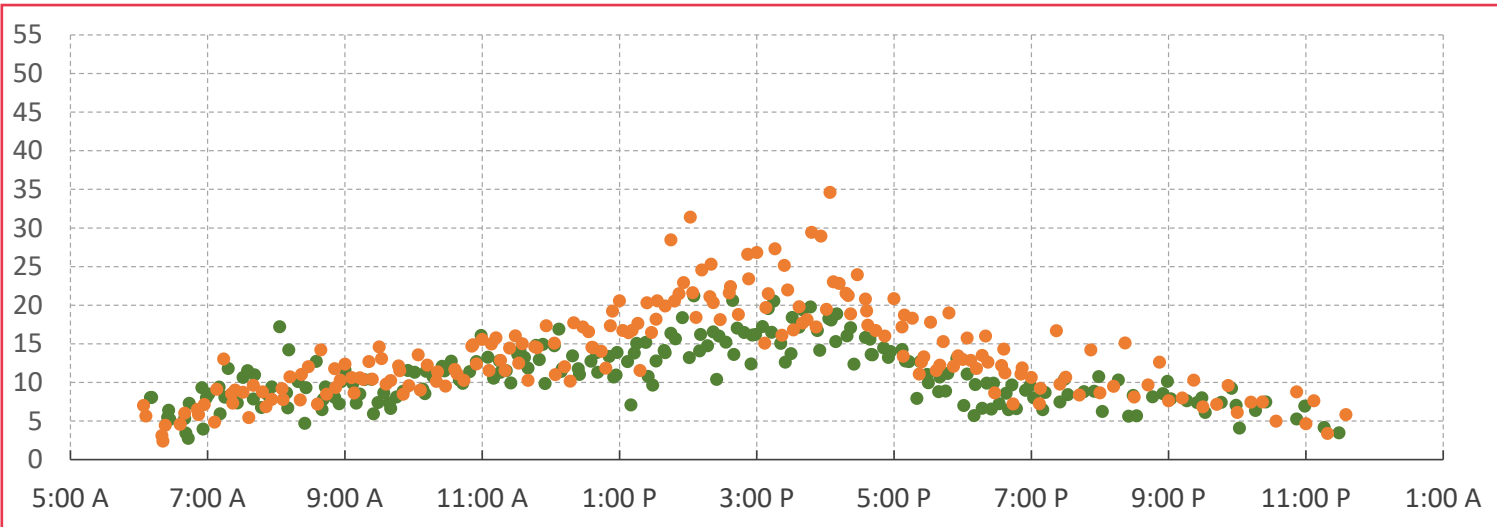
BY THE NUMBERS



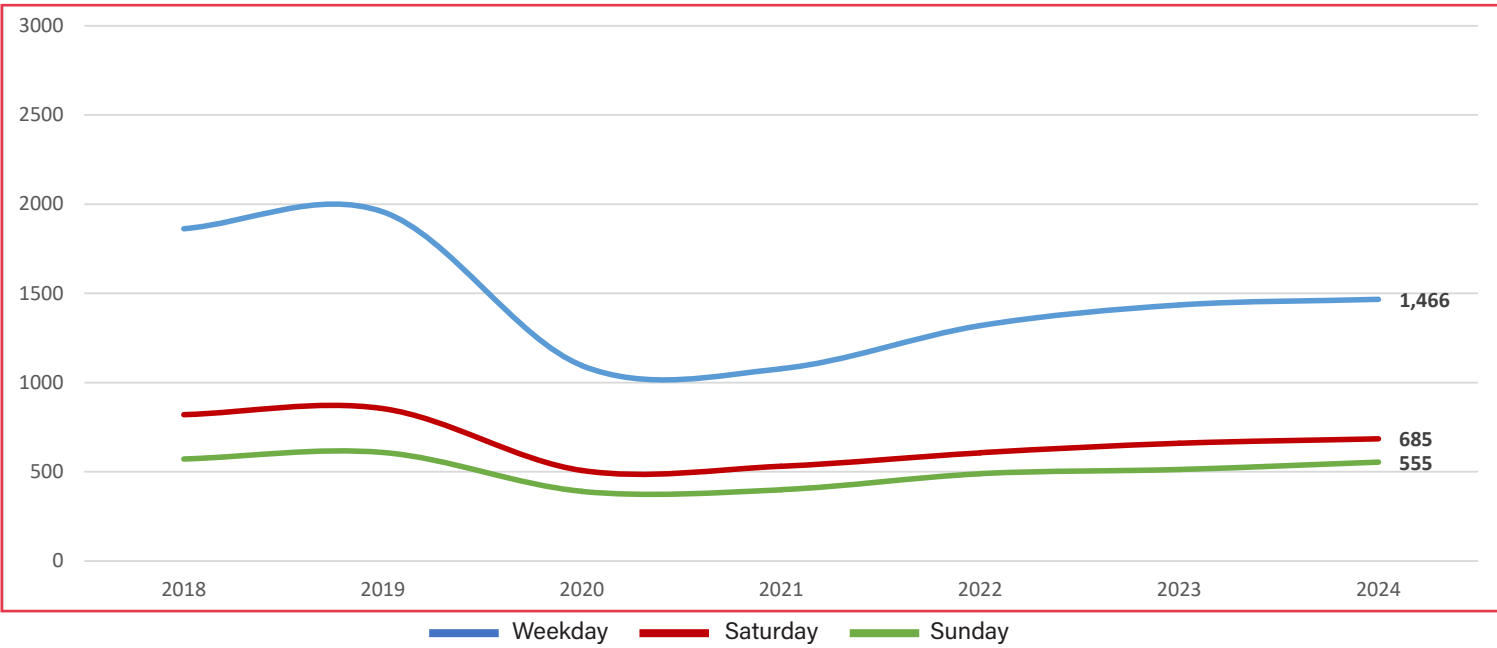
AVERAGE WEEKDAY BOARDINGS



RIDERSHIP BY TRIP: WEEKDAY ● Outbound ● Inbound



AVERAGE RIDERSHIP



\$10.65
Estimated Cost per Passenger

7 buses
needed to operate the route at peak

\$3,400,000
Estimated Annual Operating Cost

71%
of buses were on time

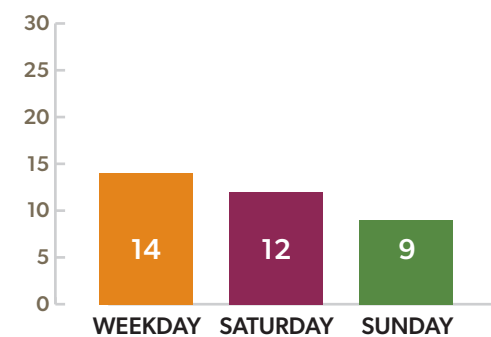
11 FAIRVIEW | SR. CENTER

ROUTE DETAILS

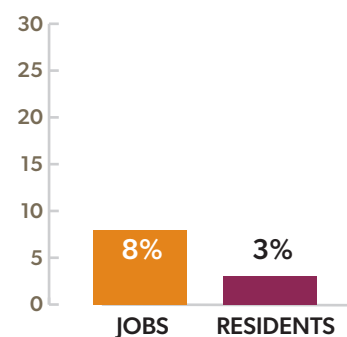
Neighborhood Route: **60 min. peak frequency** Route Length \approx **6 miles**

This route travels between City Hall and the Anchorage Senior Center via Medfra Street, 9th Avenue, Hyder Street, 13th Avenue, and Cordova Street.

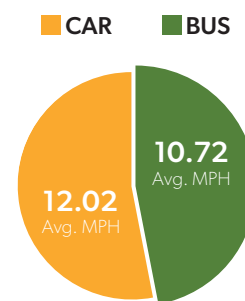
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

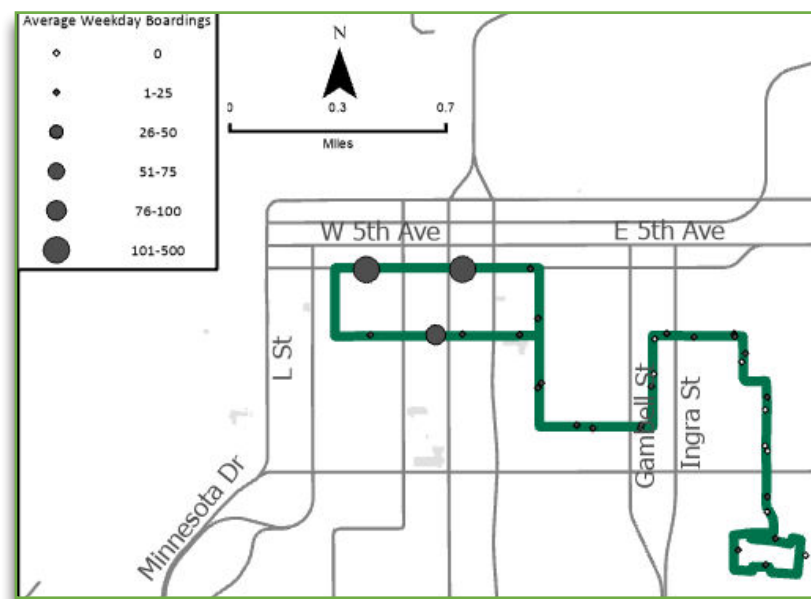


WITHIN 1/4 MILE of Route

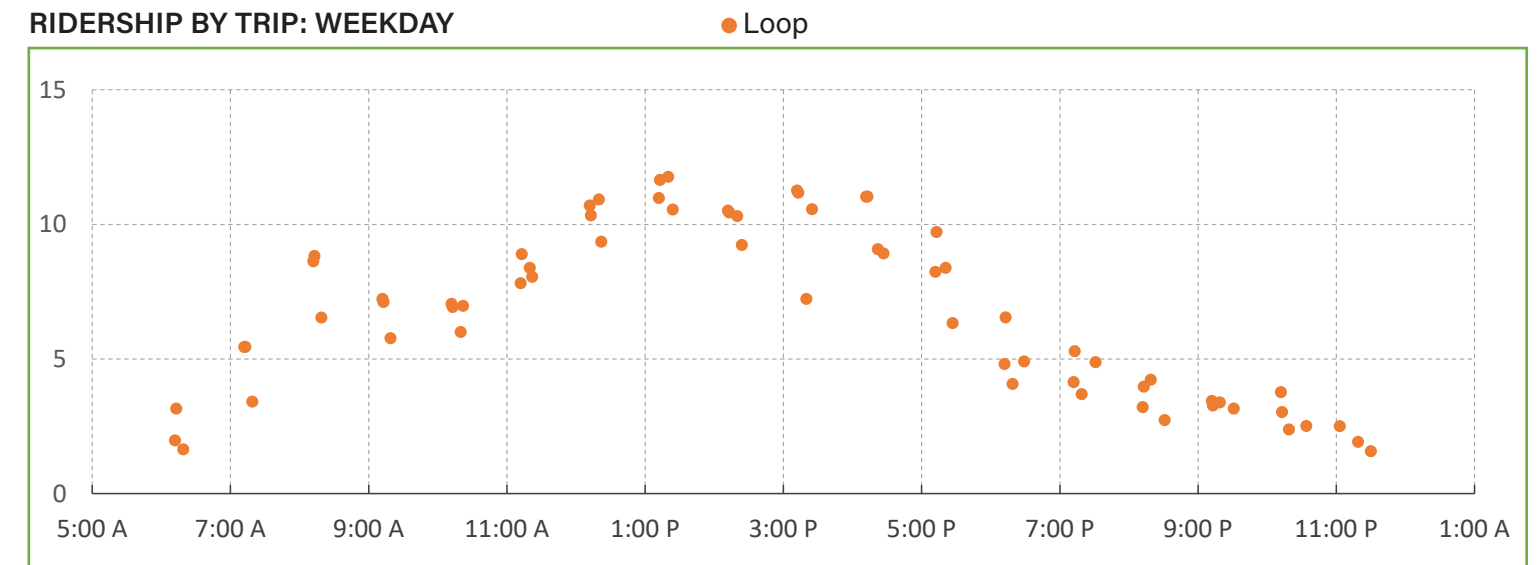


TRAVEL TIME RATIO = 1.12

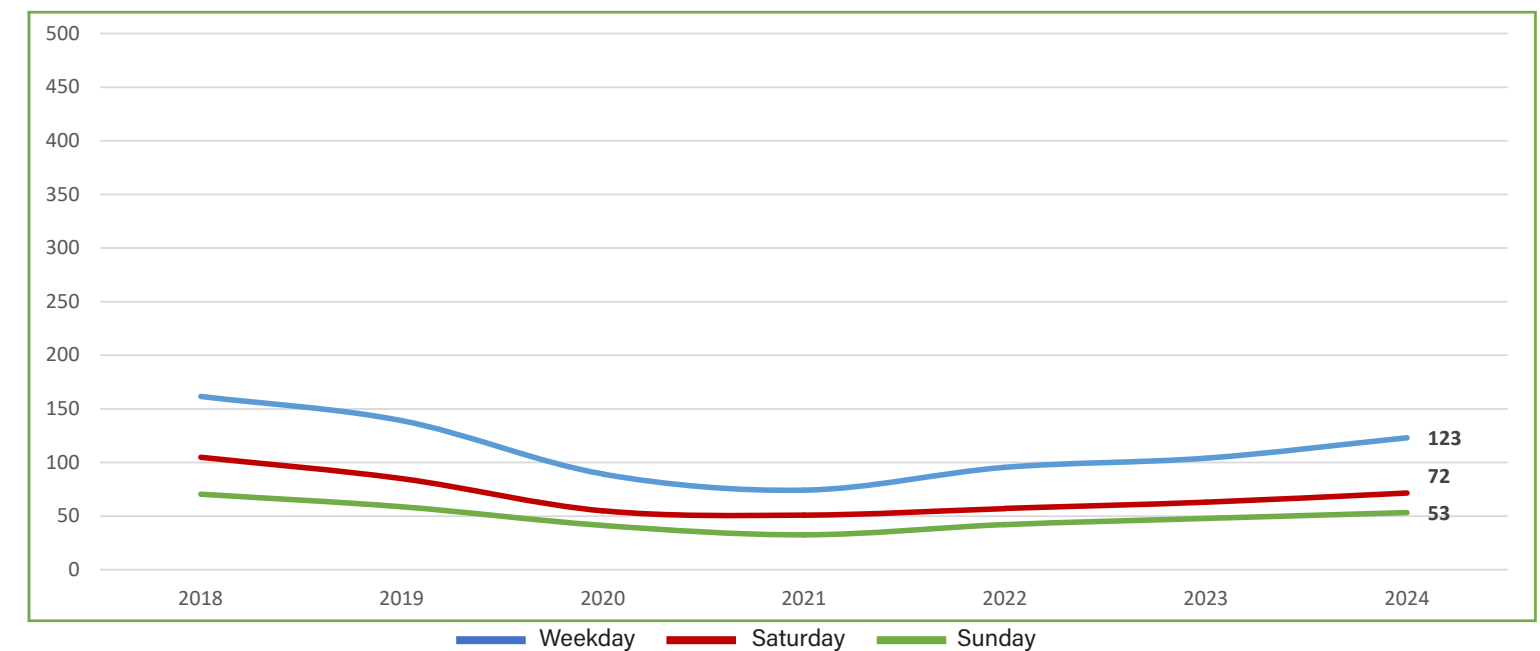
AVERAGE WEEKDAY BOARDINGS



RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$16.13
Estimated Cost per Passenger



1 bus
needed to operate the route at peak



\$370,000
Estimated Annual Operating Cost



88%
of buses were on time

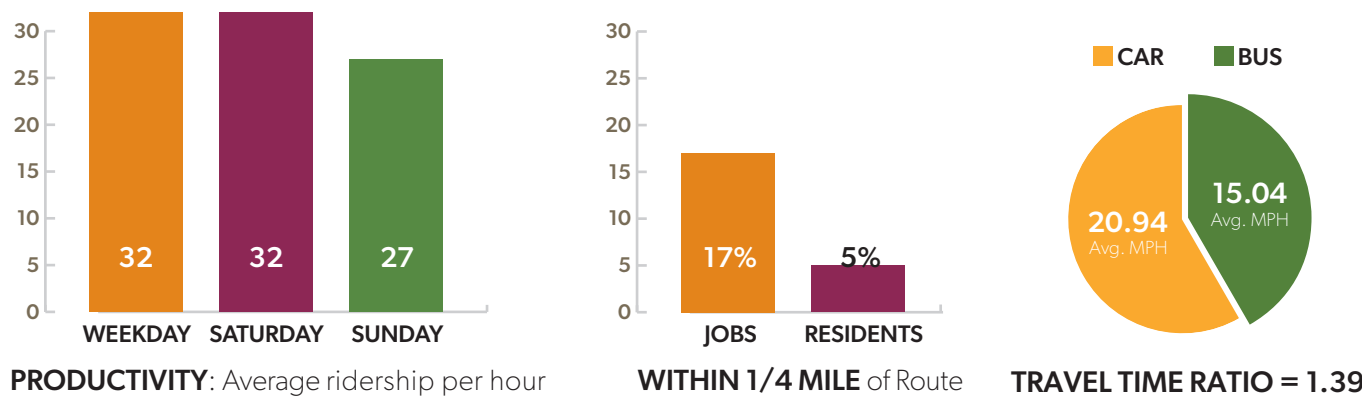
20 MOUNTAIN VIEW | UMED

ROUTE DETAILS

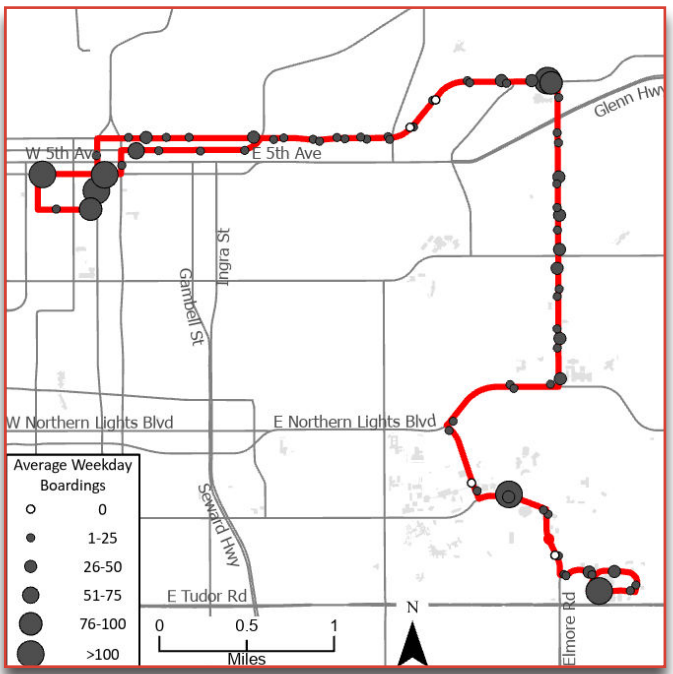
Frequent Route: **15 min. peak frequency** Route Length **≈ 7.9 miles**

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.

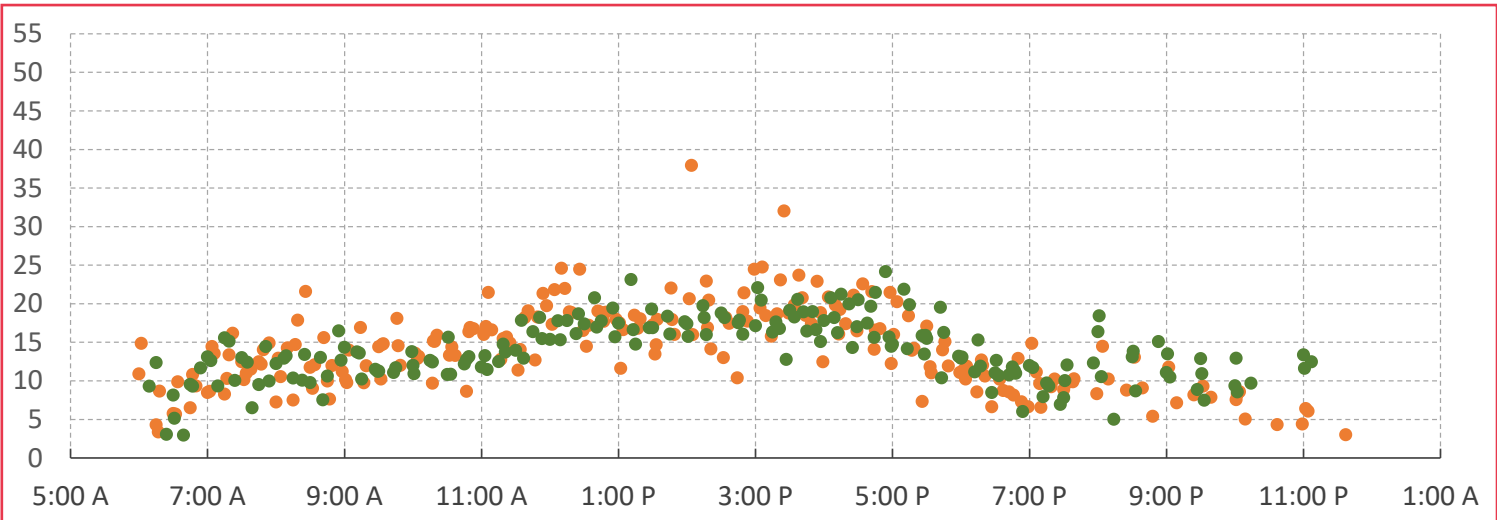
BY THE NUMBERS



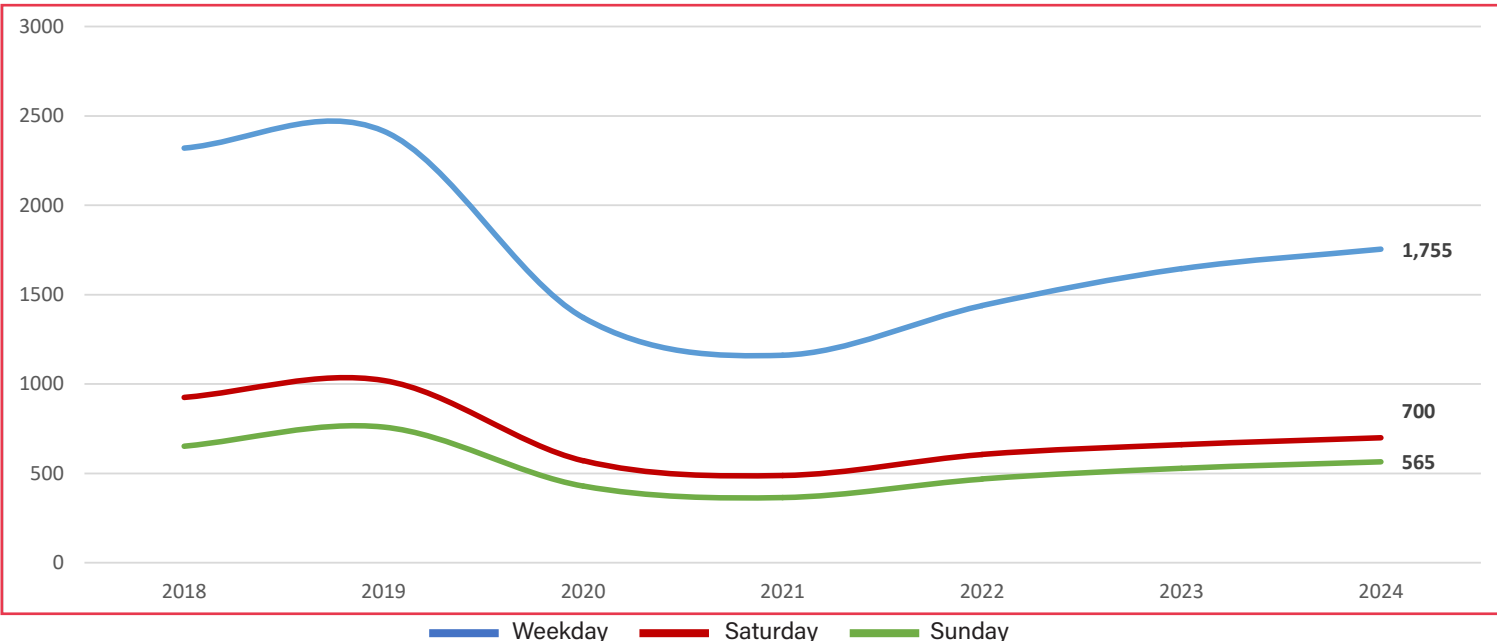
AVERAGE WEEKDAY BOARDINGS



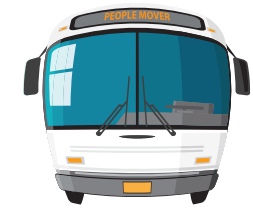
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$7.65
Estimated Cost per Passenger



5 buses
needed to operate the route at peak



\$2,570,000
Estimated Annual Operating Cost



74%
of buses were on time

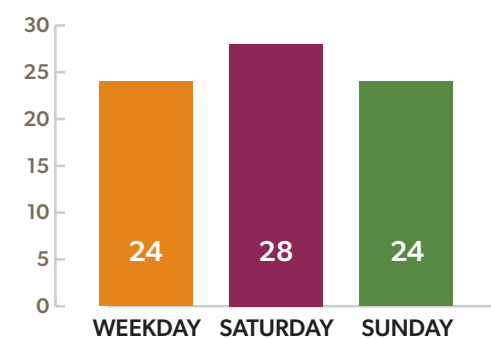
25 TUDOR

ROUTE DETAILS

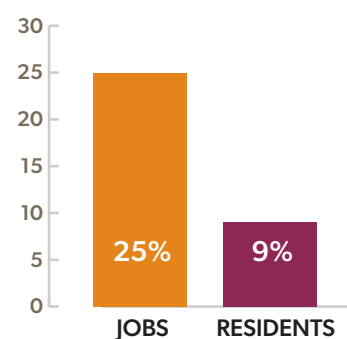
Standard Route: **15-30 min. peak frequency*** Route Length **≈ 25 miles**

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.

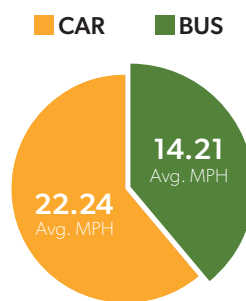
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

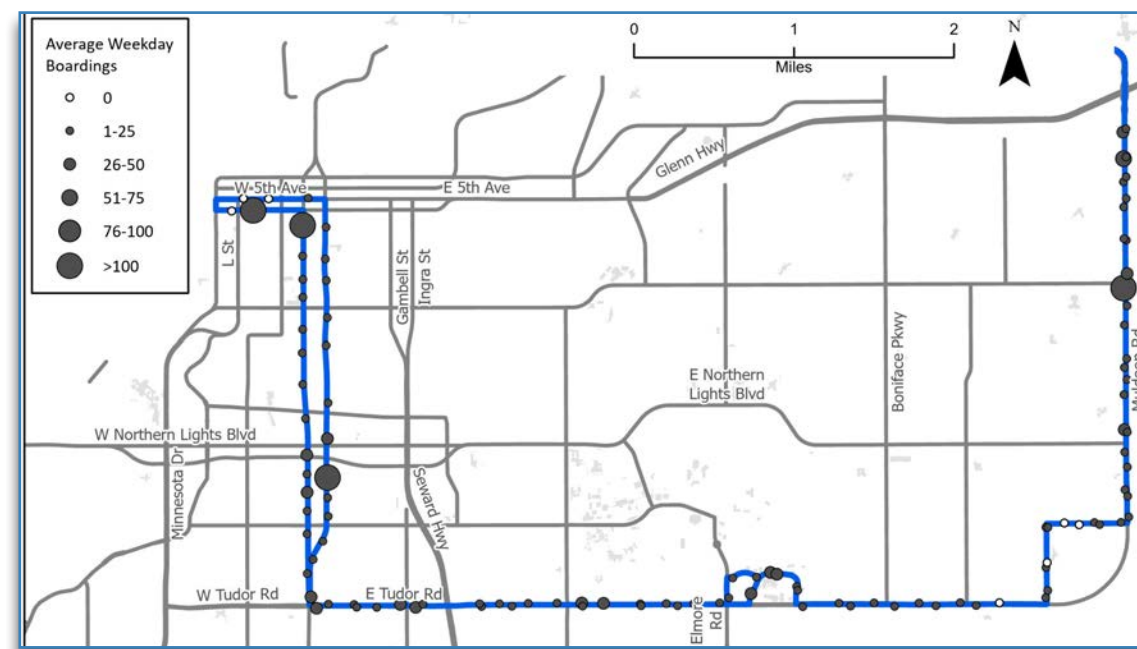


WITHIN 1/4 MILE of Route



TRAVEL TIME RATIO = 1.56

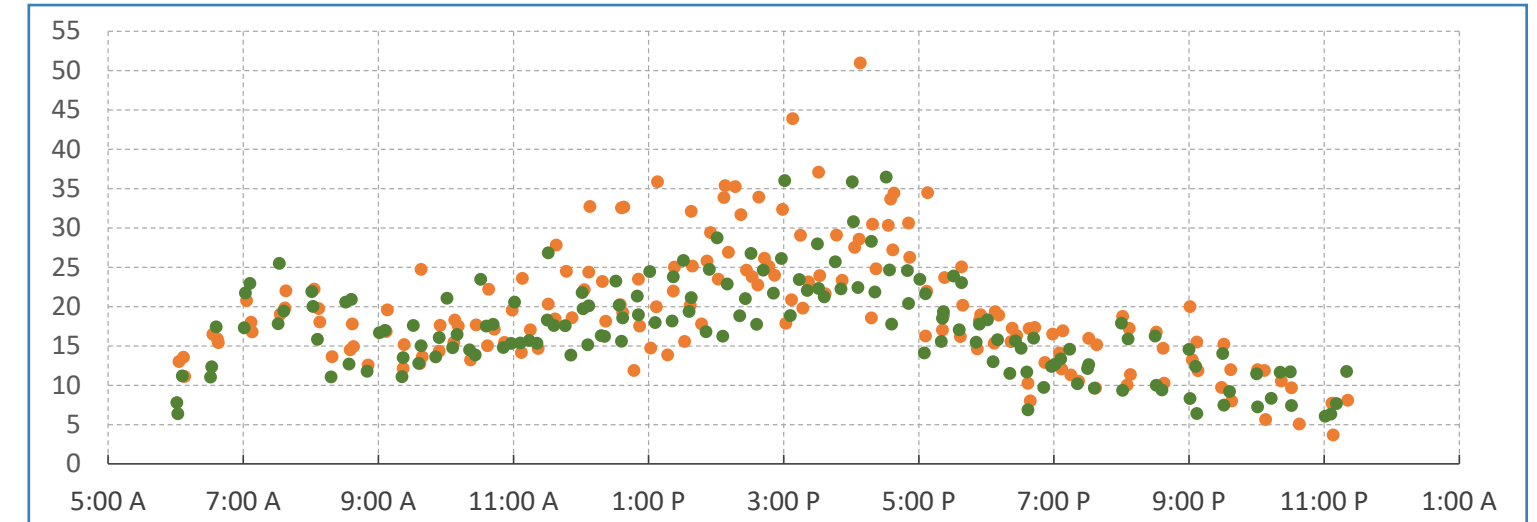
AVERAGE WEEKDAY BOARDINGS



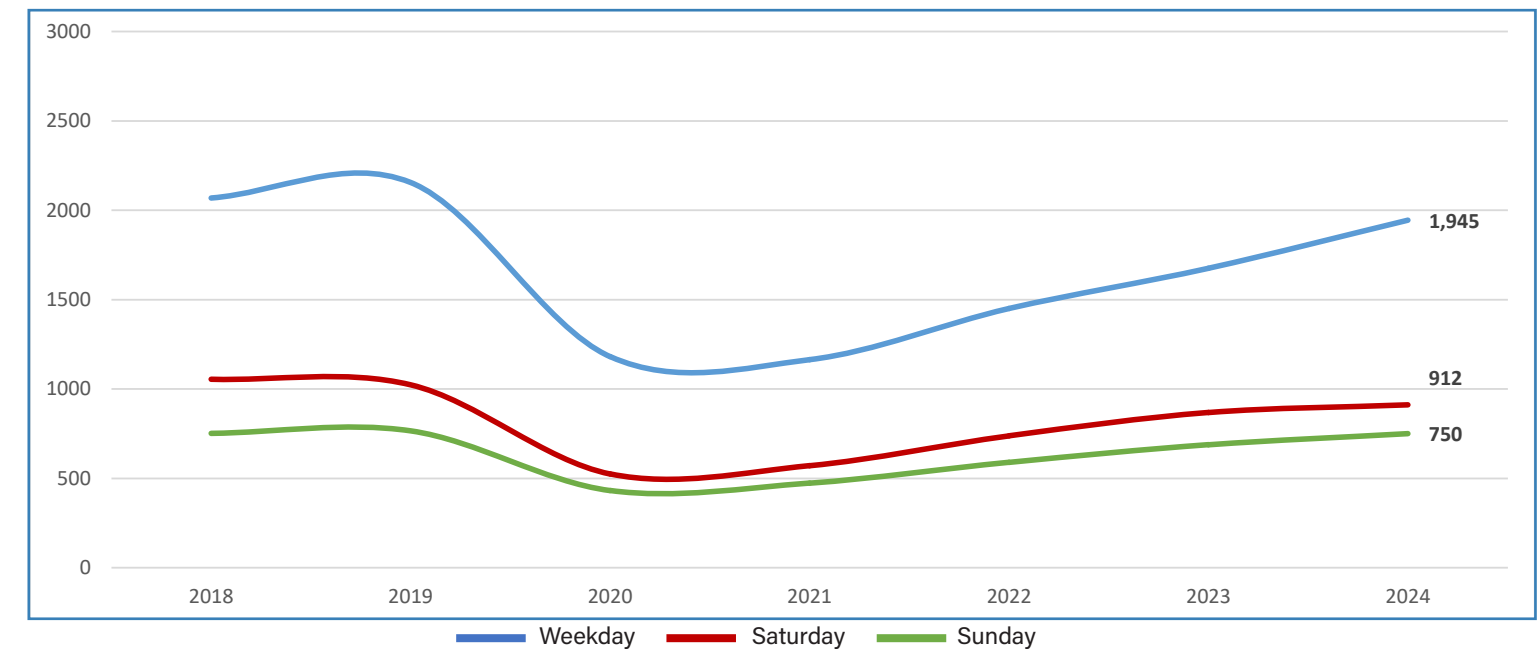
**Effective 10/28/24, due to service reduction Route 25 operated 30-minute peak frequency, reducing buses needed to operate from 9 to 5.*

RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



\$8.74
Estimated Cost per Passenger



5 buses
needed to operate the route at peak



\$3,030,000
Estimated Annual Operating Cost



71%
of buses were on time

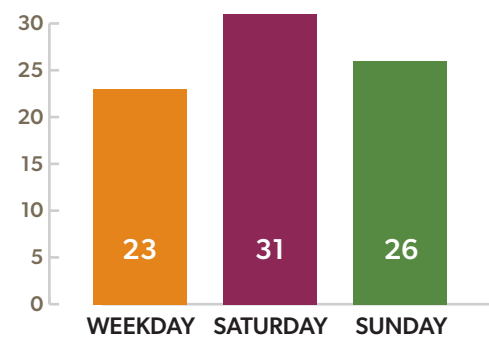
30 DEBARR

ROUTE DETAILS

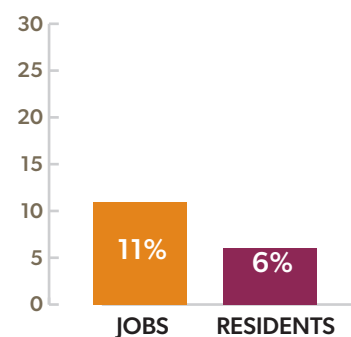
Frequent Route: **15 min. peak frequency** Route Length **≈ 13 miles**

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

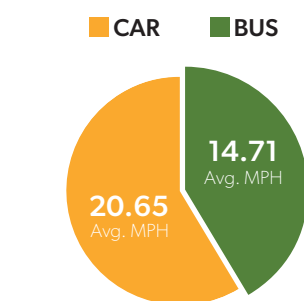
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

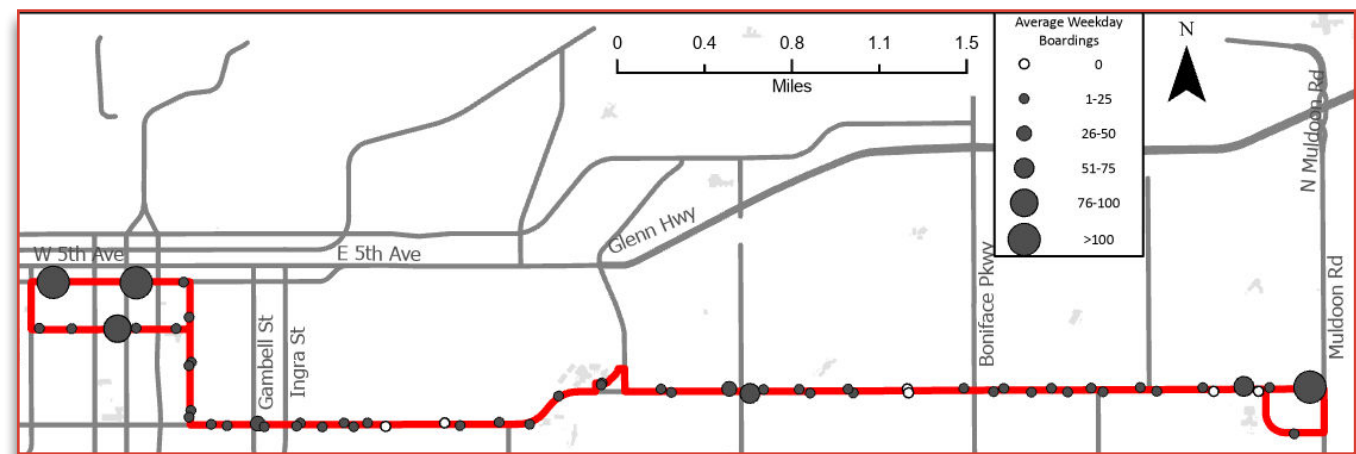


WITHIN 1/4 MILE of Route



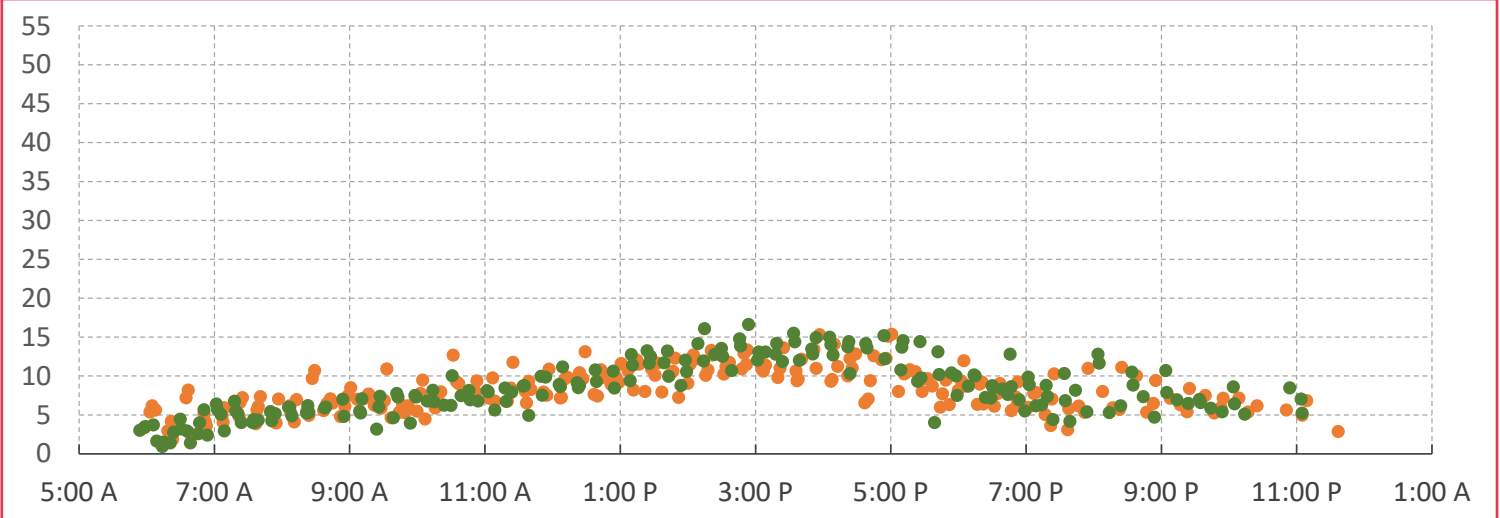
TRAVEL TIME RATIO = 1.40

AVERAGE WEEKDAY BOARDINGS

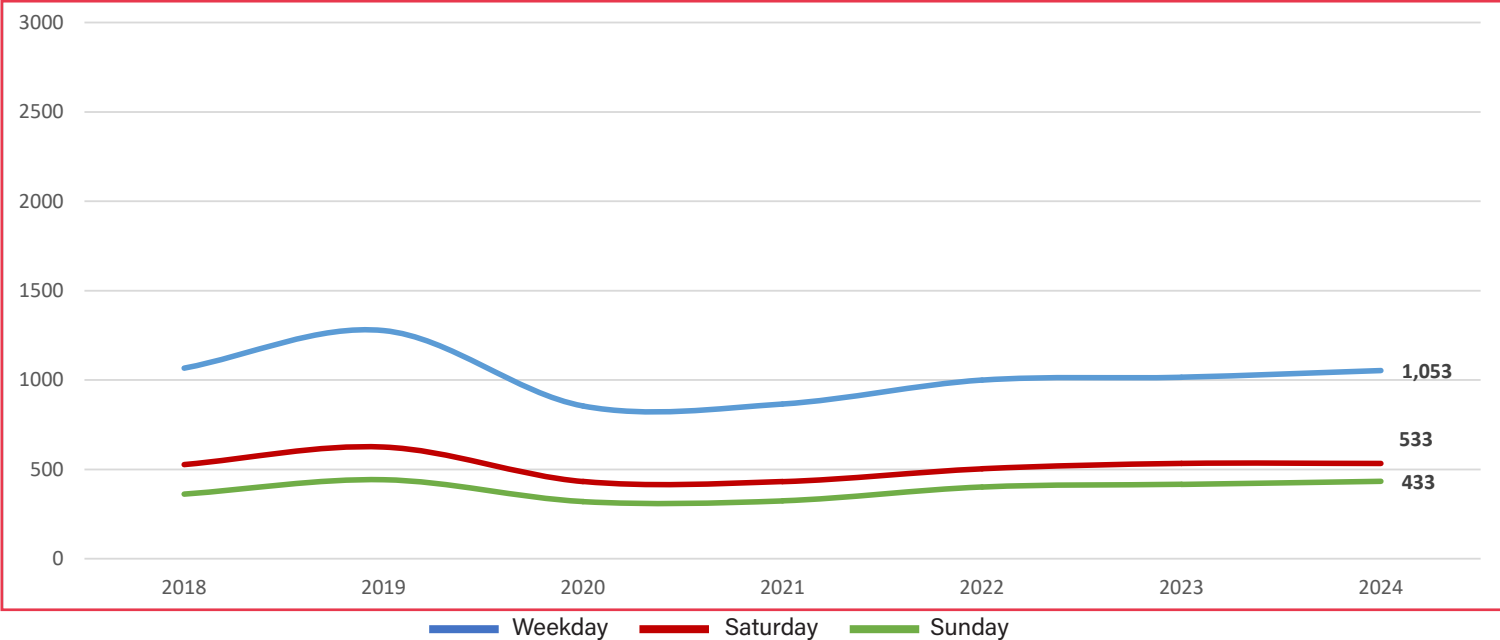


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



\$7.99

Estimated Cost per Passenger



5 buses

needed to operate the route at peak



\$2,050,000

Estimated Annual Operating Cost



77%

of buses were on time

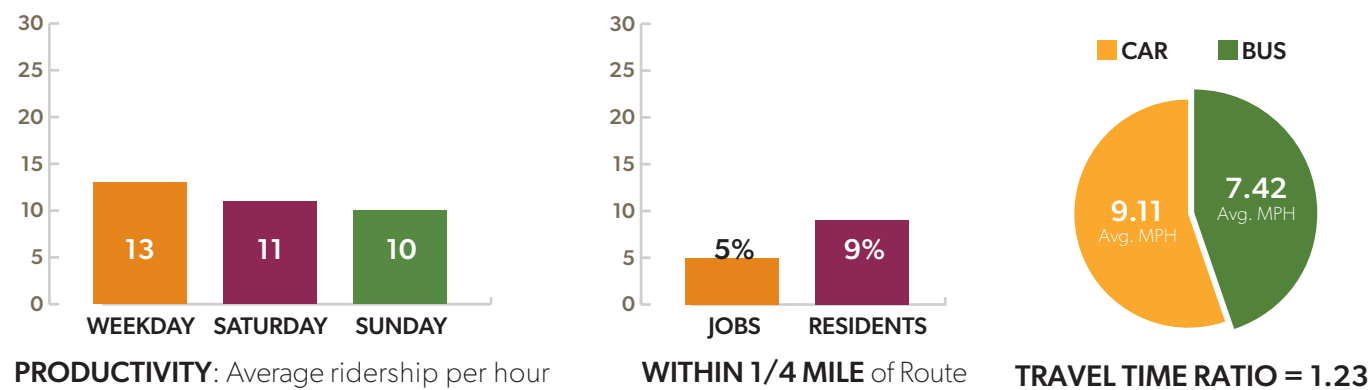
31 NORTHEAST

ROUTE DETAILS

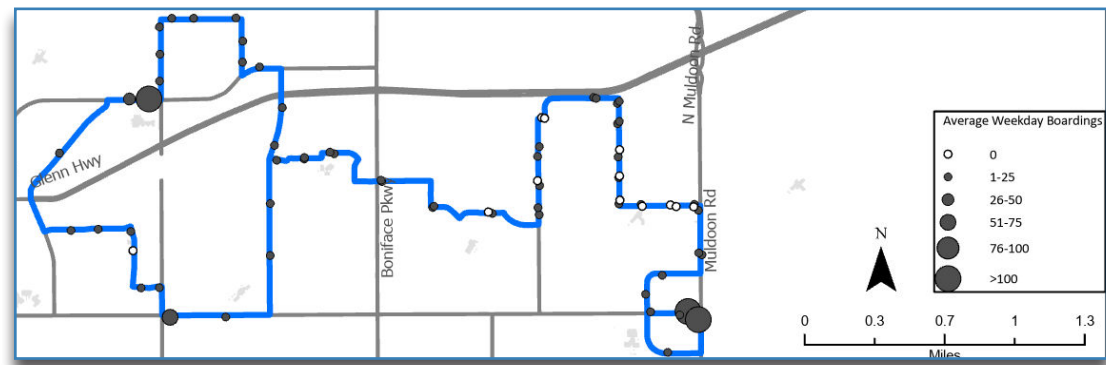
Neighborhood Route: **30 min. peak frequency** Route Length \approx **14 miles**

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.

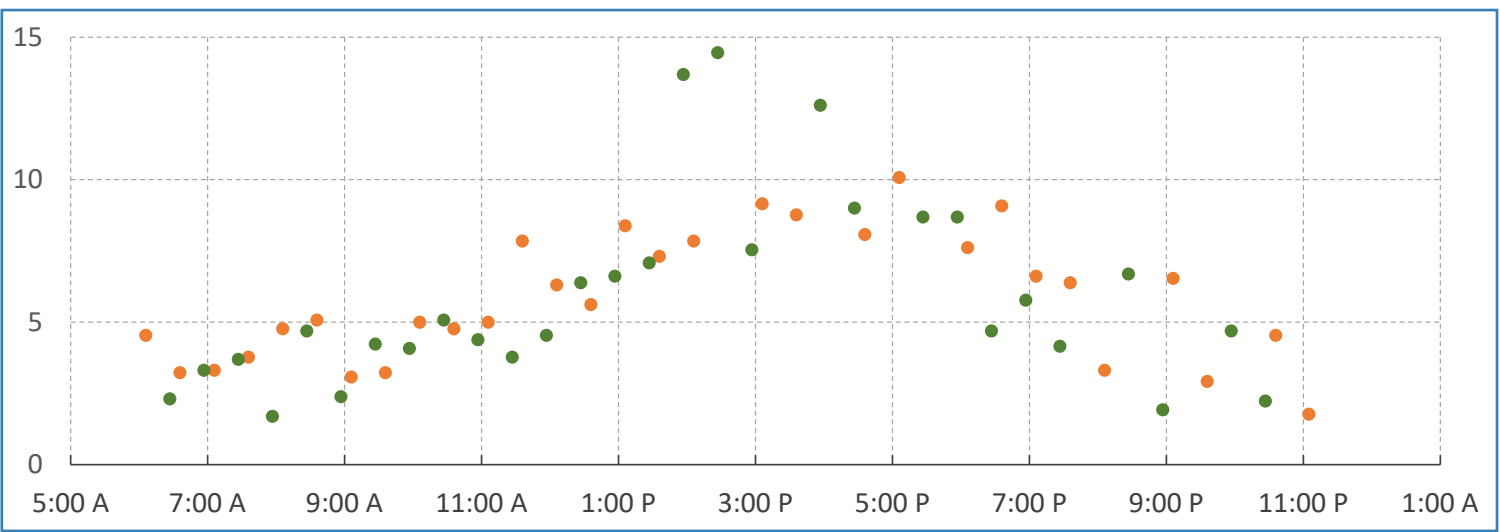
BY THE NUMBERS



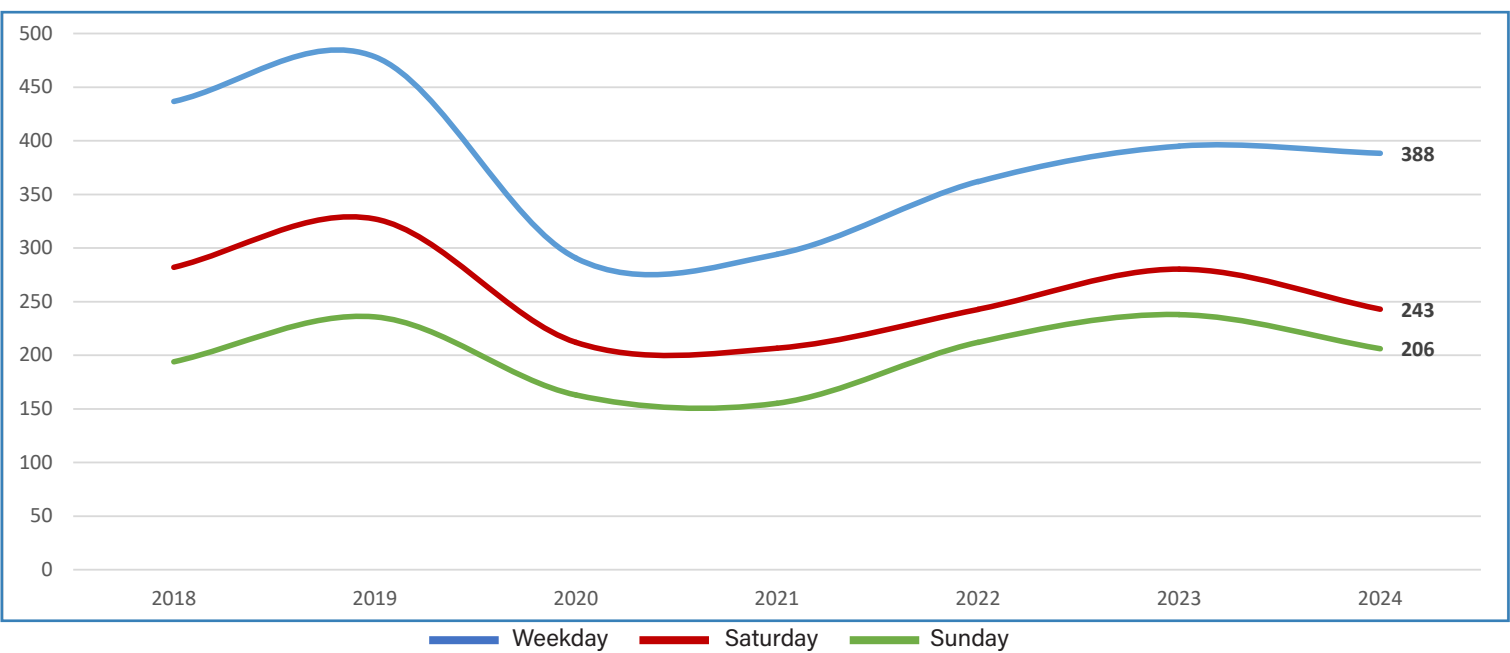
AVERAGE WEEKDAY BOARDINGS



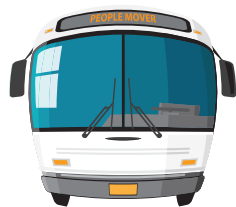
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$16.42
Estimated Cost per Passenger



3 buses
needed to operate the route at peak



\$1,520,000
Estimated Annual Operating Cost



79%
of buses were on time

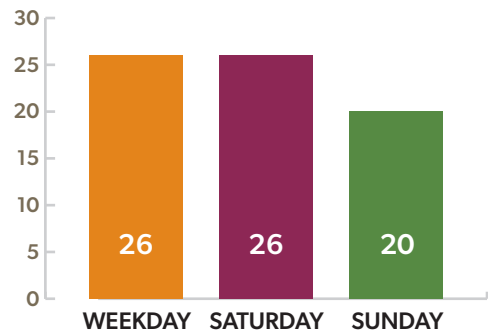
35 ARCTIC

ROUTE DETAILS

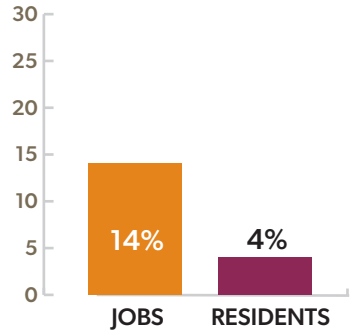
Standard Route: **30 min. peak frequency** Route Length **≈ 13 miles**

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

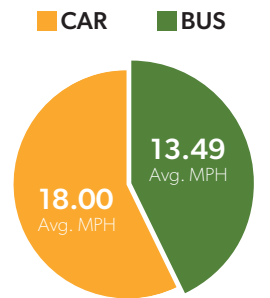
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

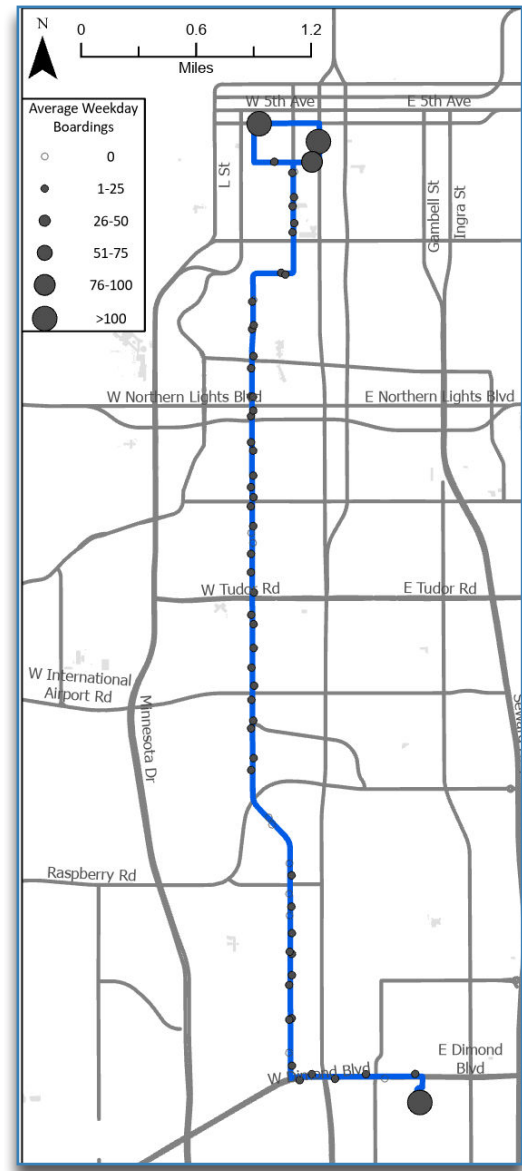


WITHIN 1/4 MILE of Route

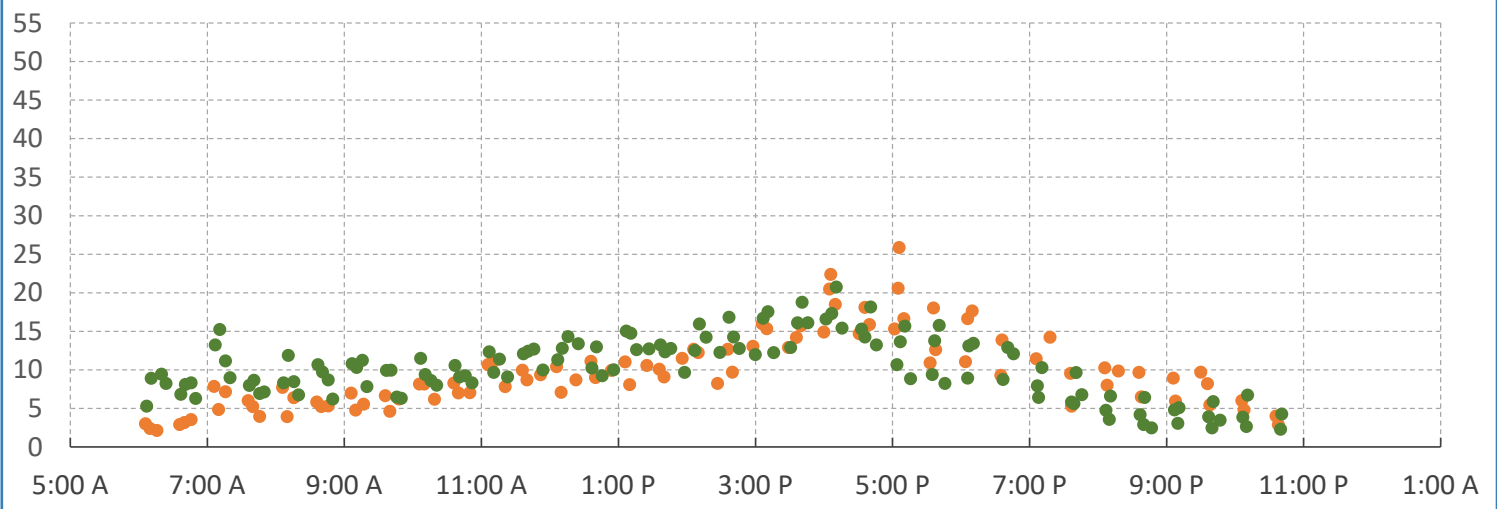


TRAVEL TIME RATIO = 1.33

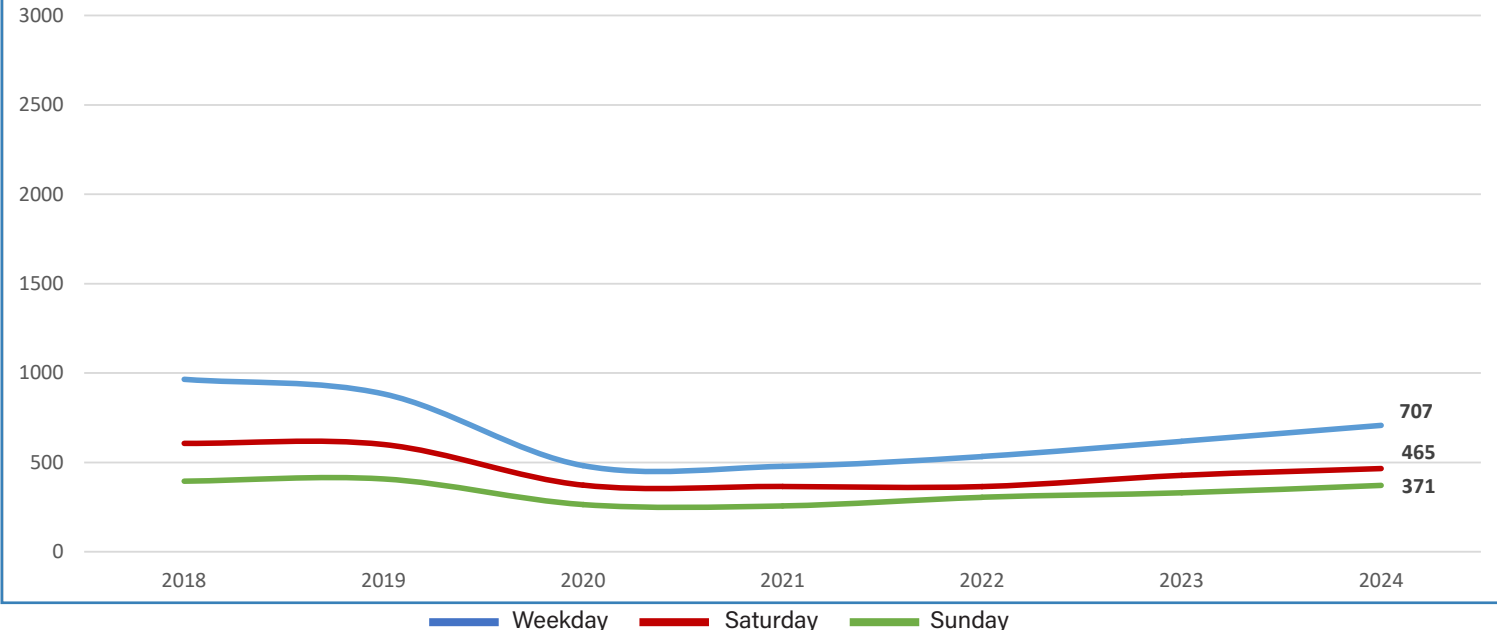
AVERAGE WEEKDAY BOARDINGS



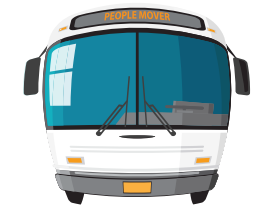
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$7.43
Estimated Cost per Passenger



3 buses
needed to operate the route at peak



\$1,130,000
Estimated Annual Operating Cost



77%
of buses were on time

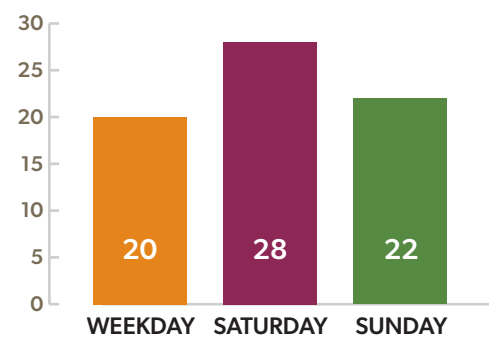
40 SPENARD | AIRPORT

ROUTE DETAILS

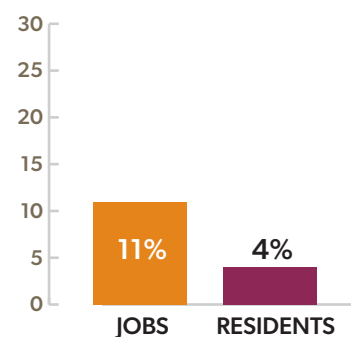
Frequent Route: **15 min. peak frequency** Route Length **≈ 16 miles**

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.

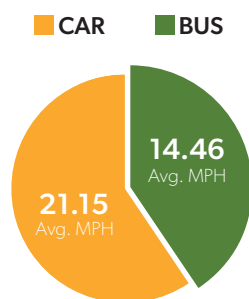
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

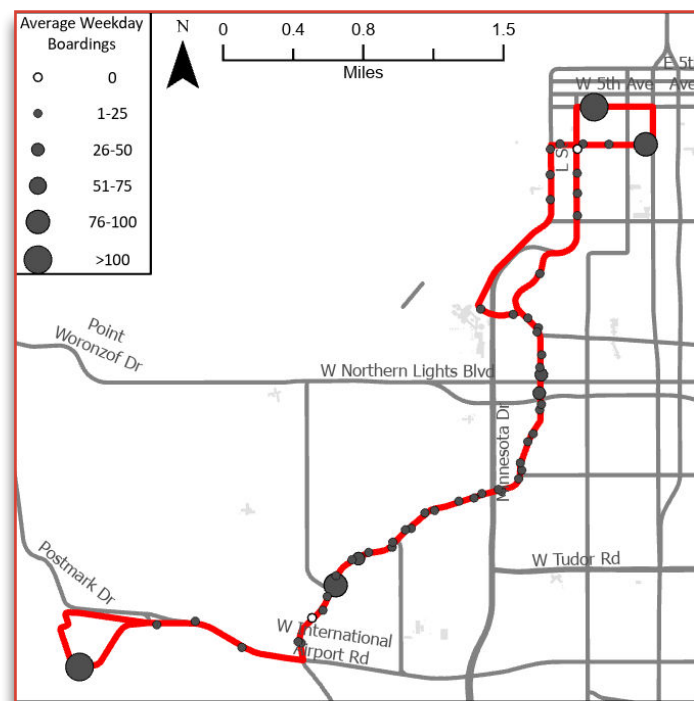


WITHIN 1/4 MILE of Route

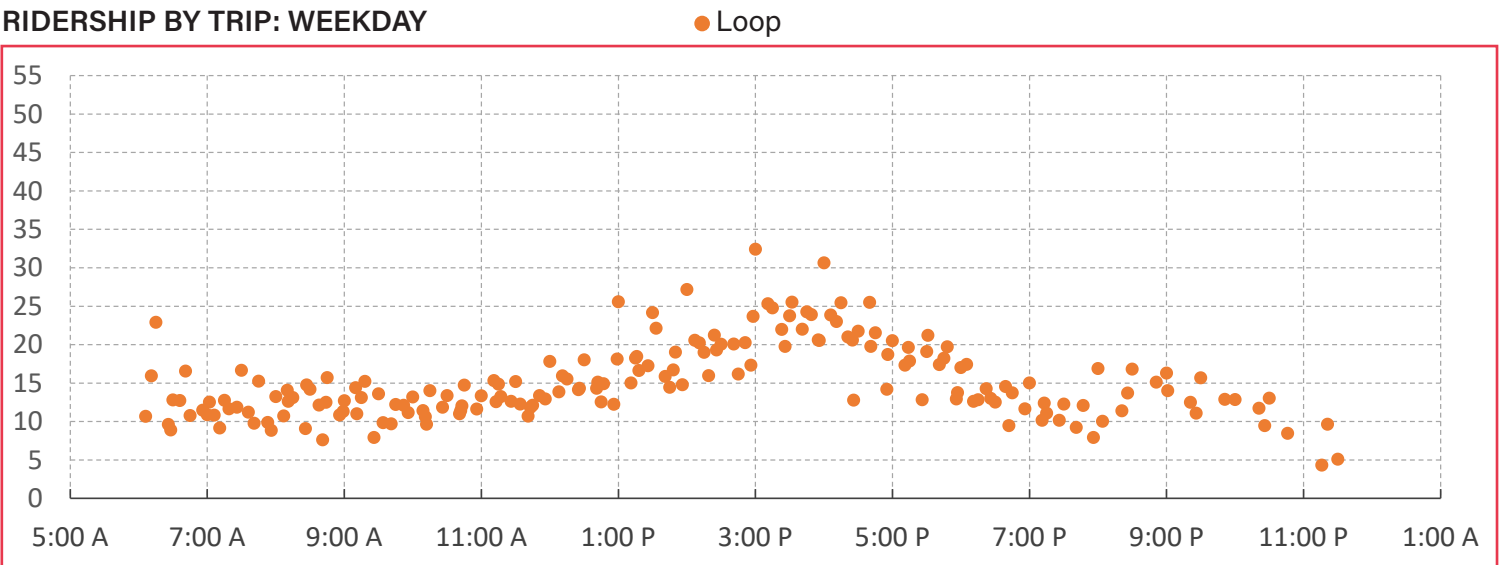


TRAVEL TIME RATIO = 1.46

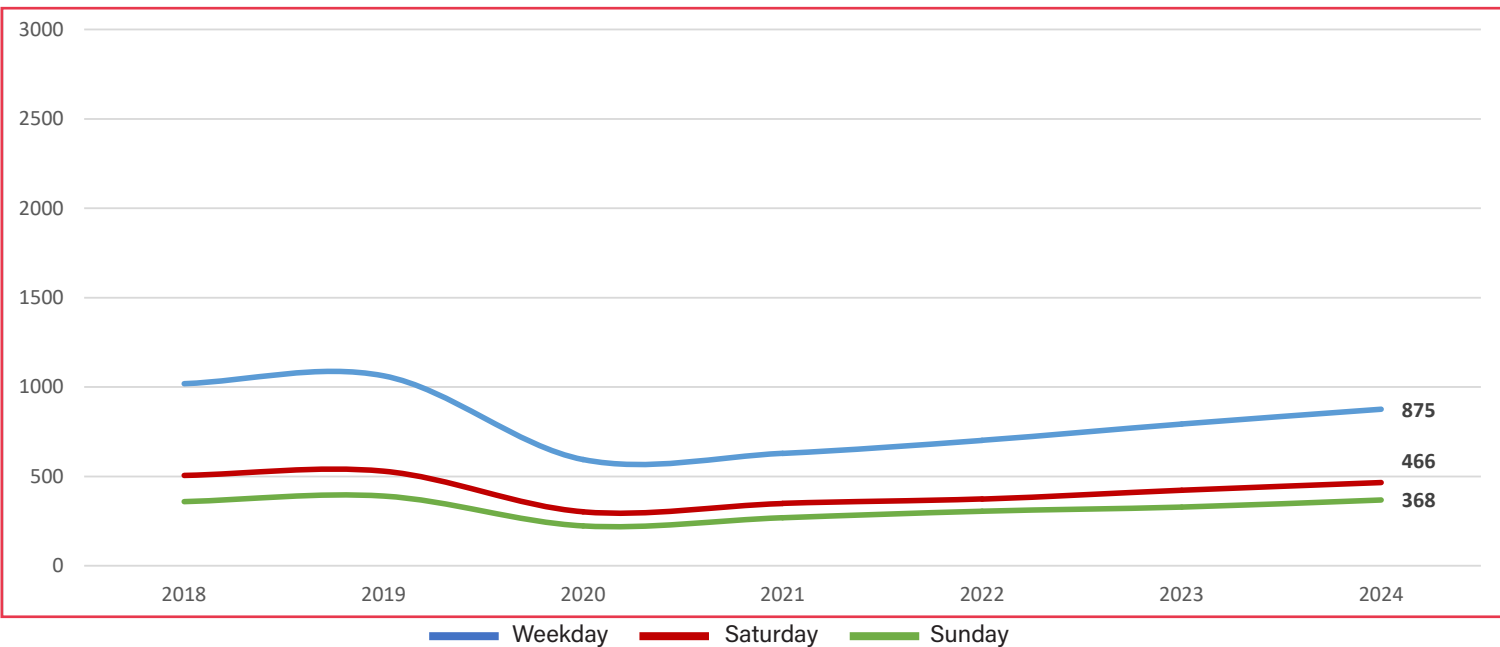
AVERAGE WEEKDAY BOARDINGS



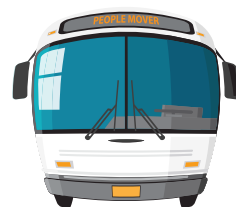
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$9.95
Estimated Cost per Passenger



2 buses
needed to operate the route at peak



\$1,890,000
Estimated Annual Operating Cost



78%
of buses were on time

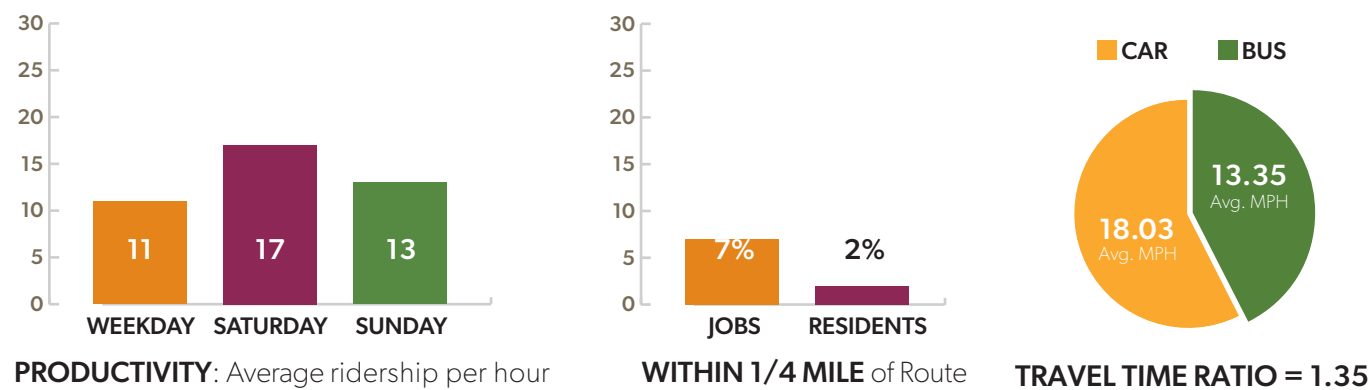
41 GOVERNMENT HILL

ROUTE DETAILS

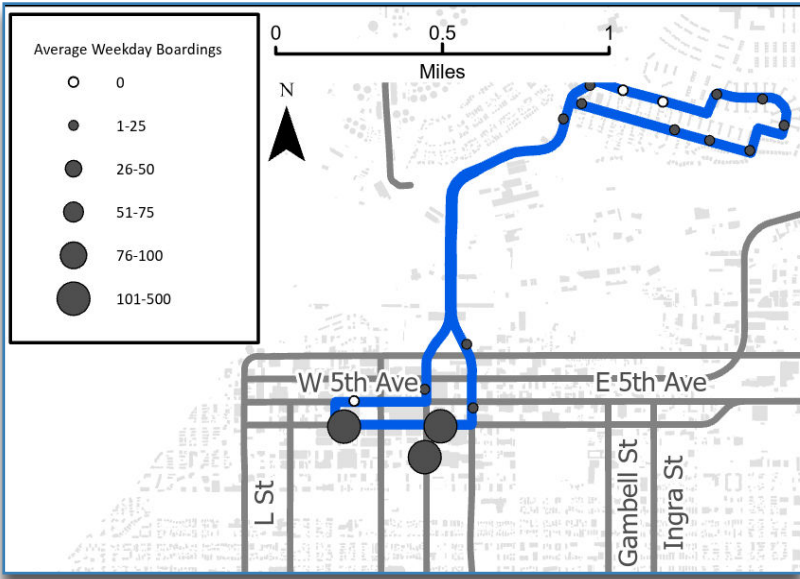
Neighborhood Route: **30 min. peak frequency** Route Length \approx **4.5 miles**

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

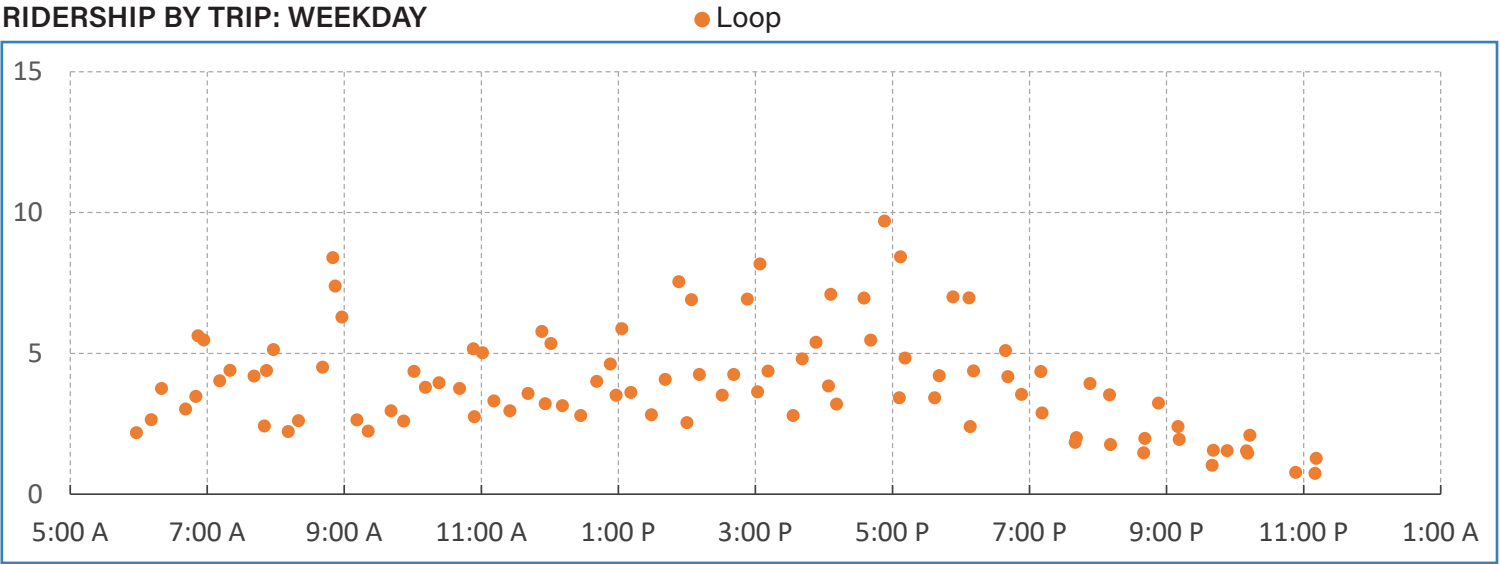
BY THE NUMBERS



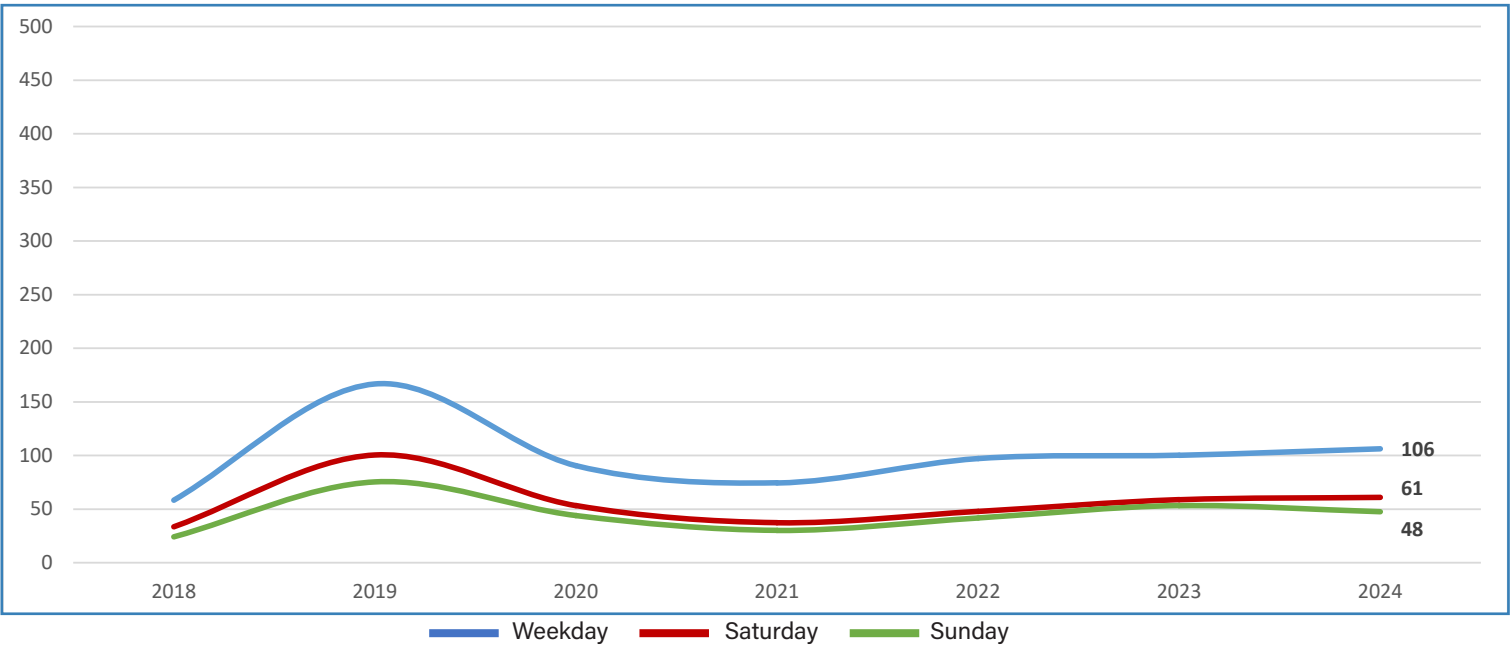
AVERAGE WEEKDAY BOARDINGS



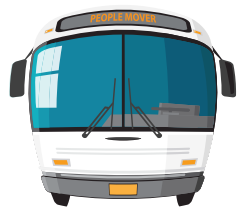
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$10.36
Estimated Cost per Passenger



1 bus
needed to operate the route at peak



\$230,000
Estimated Annual Operating Cost



89%
of buses were on time

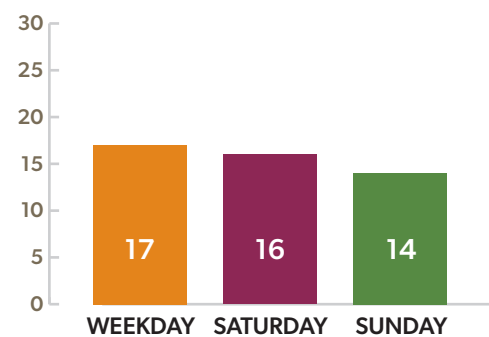
51 MULDOON | CENTENNIAL

ROUTE DETAILS

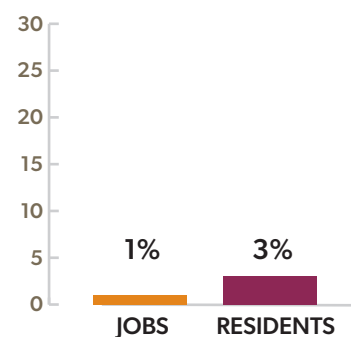
Neighborhood Route: **30 min. peak frequency** Route Length \approx **5 miles**

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

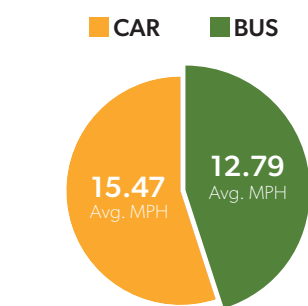
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

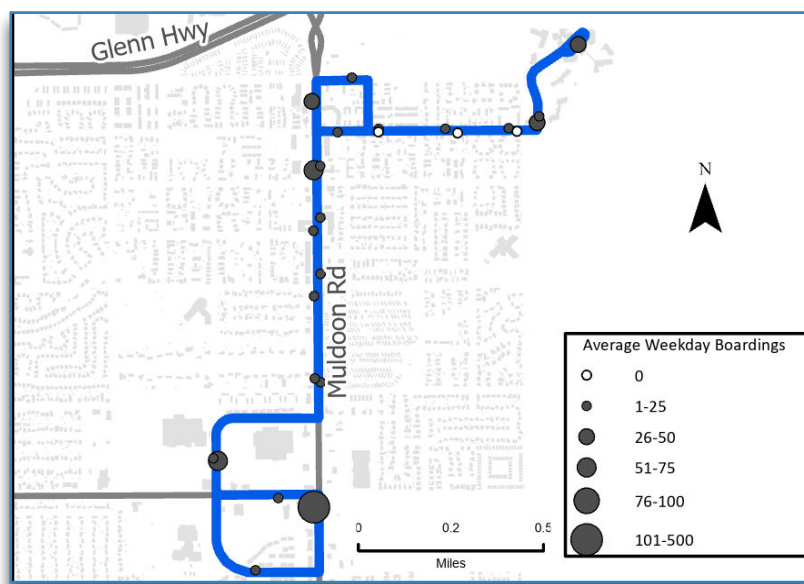


WITHIN 1/4 MILE of Route

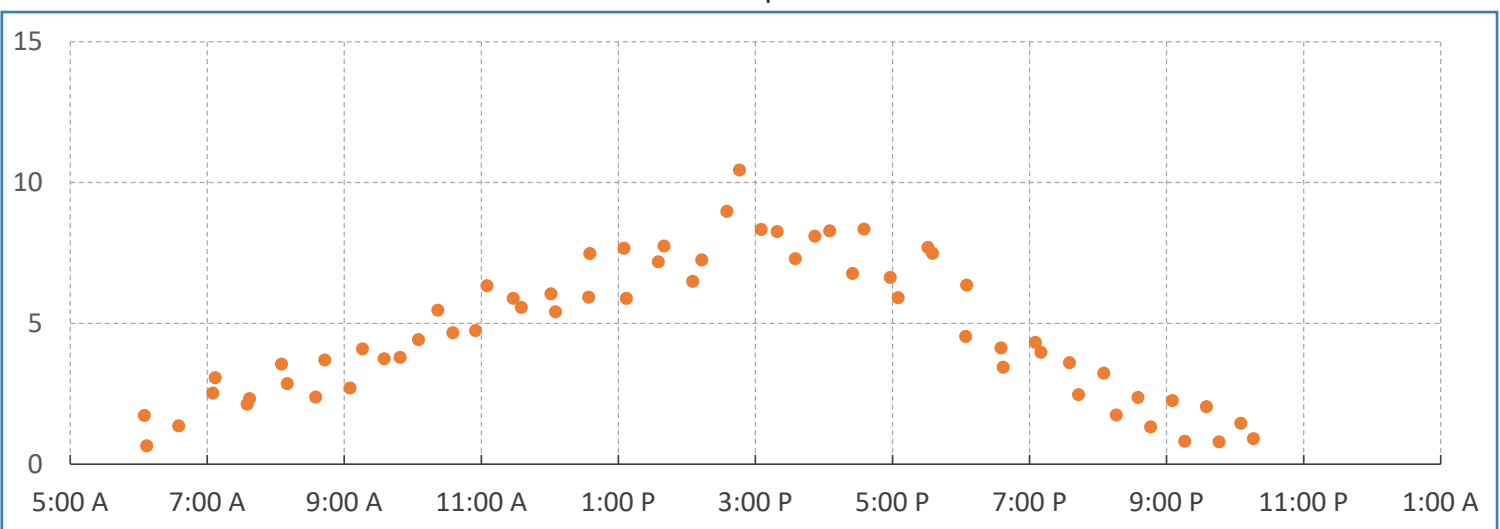


TRAVEL TIME RATIO = 1.21

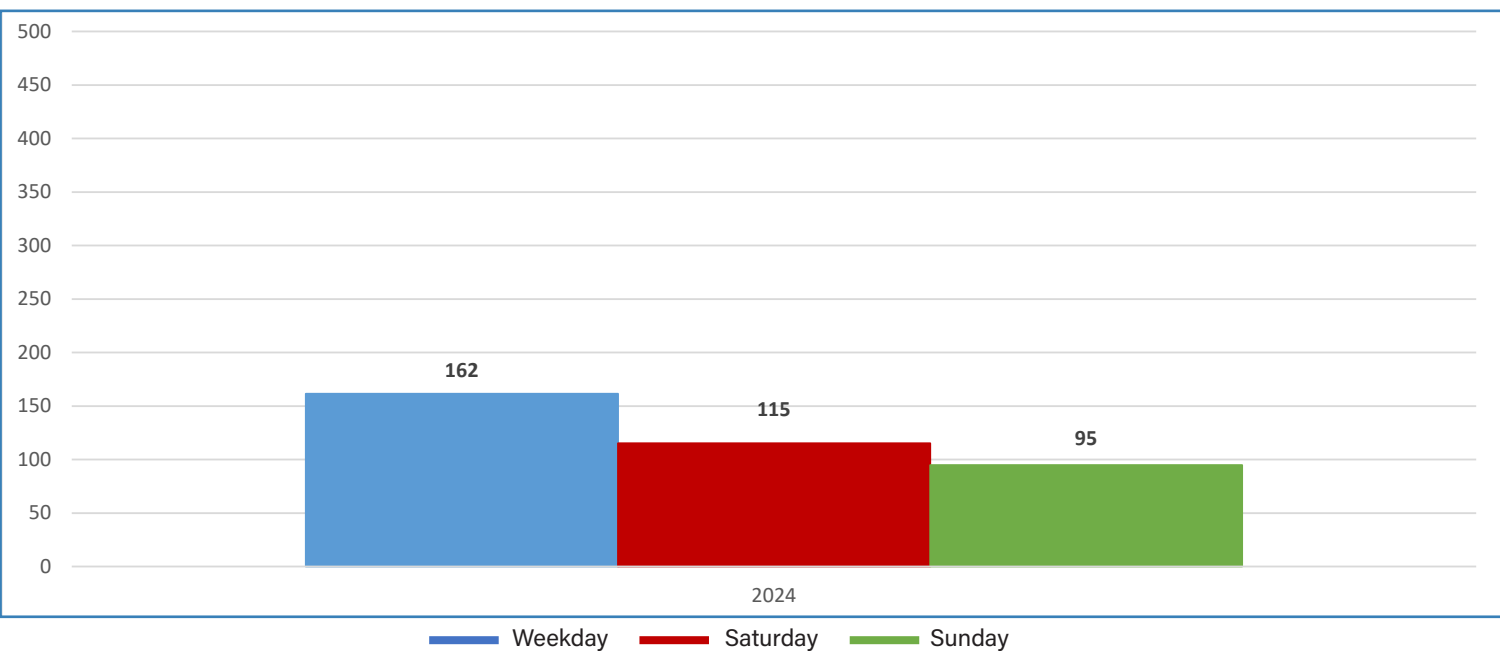
AVERAGE WEEKDAY BOARDINGS



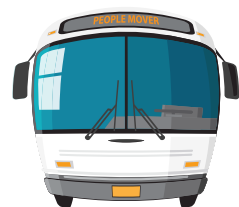
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$9.40
Estimated Cost per Passenger



1 bus
needed to operate the route at peak



\$500,000
Estimated Annual Operating Cost



85%
of buses were on time

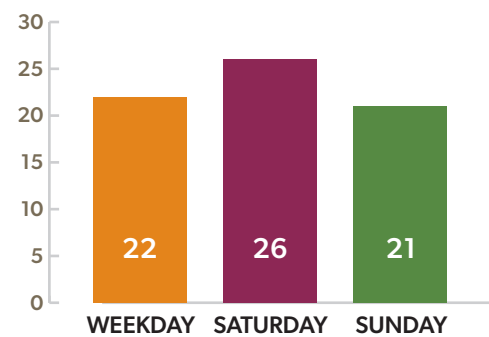
55 LAKE OTIS

ROUTE DETAILS

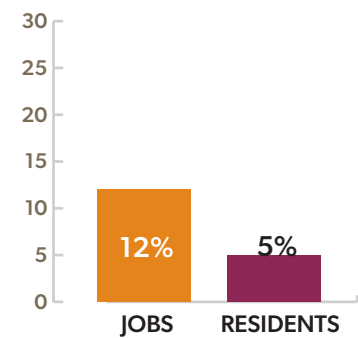
Standard Route: **30 min. peak frequency** Route Length **≈ 14 miles**

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.

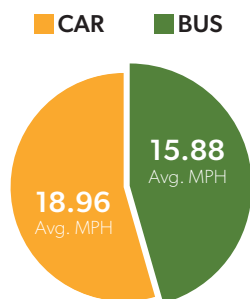
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

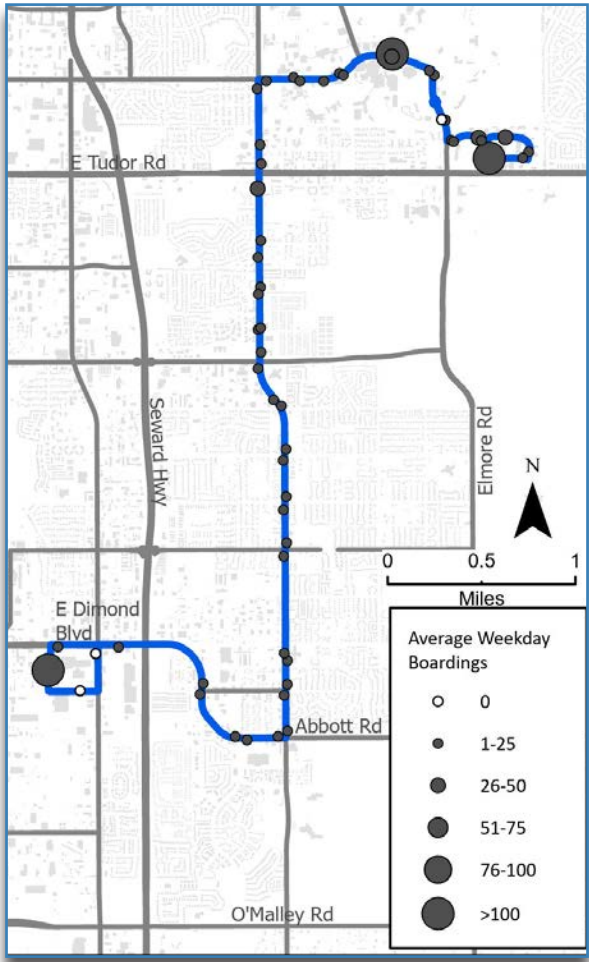


WITHIN 1/4 MILE of Route



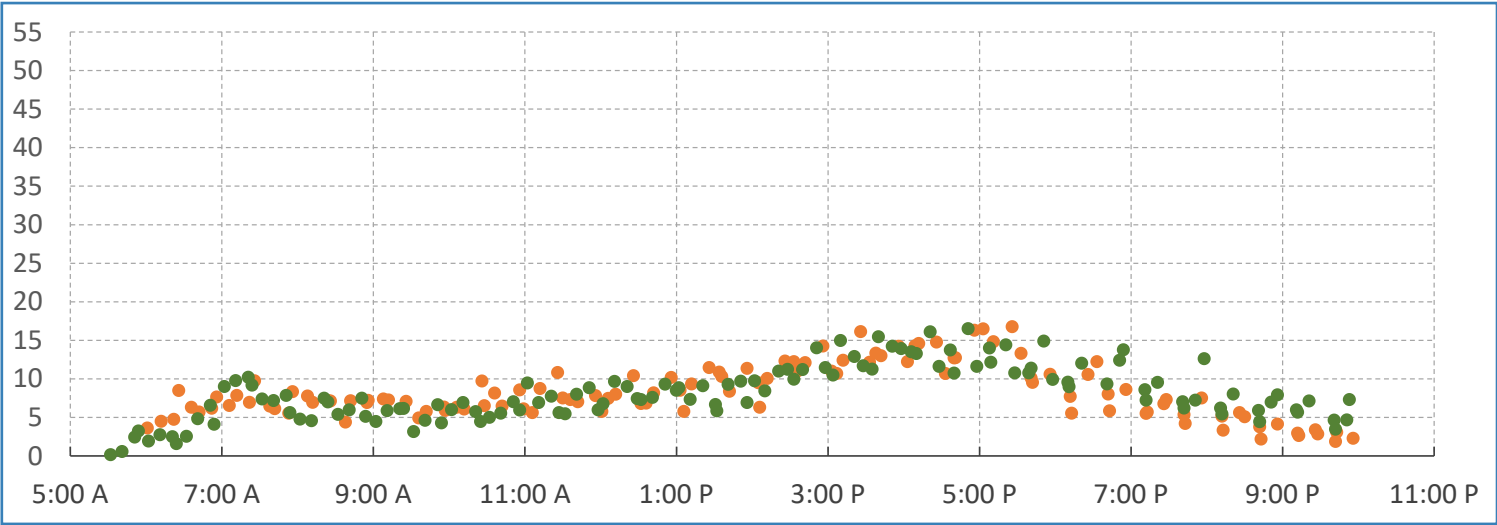
TRAVEL TIME RATIO = 1.19

AVERAGE WEEKDAY BOARDINGS

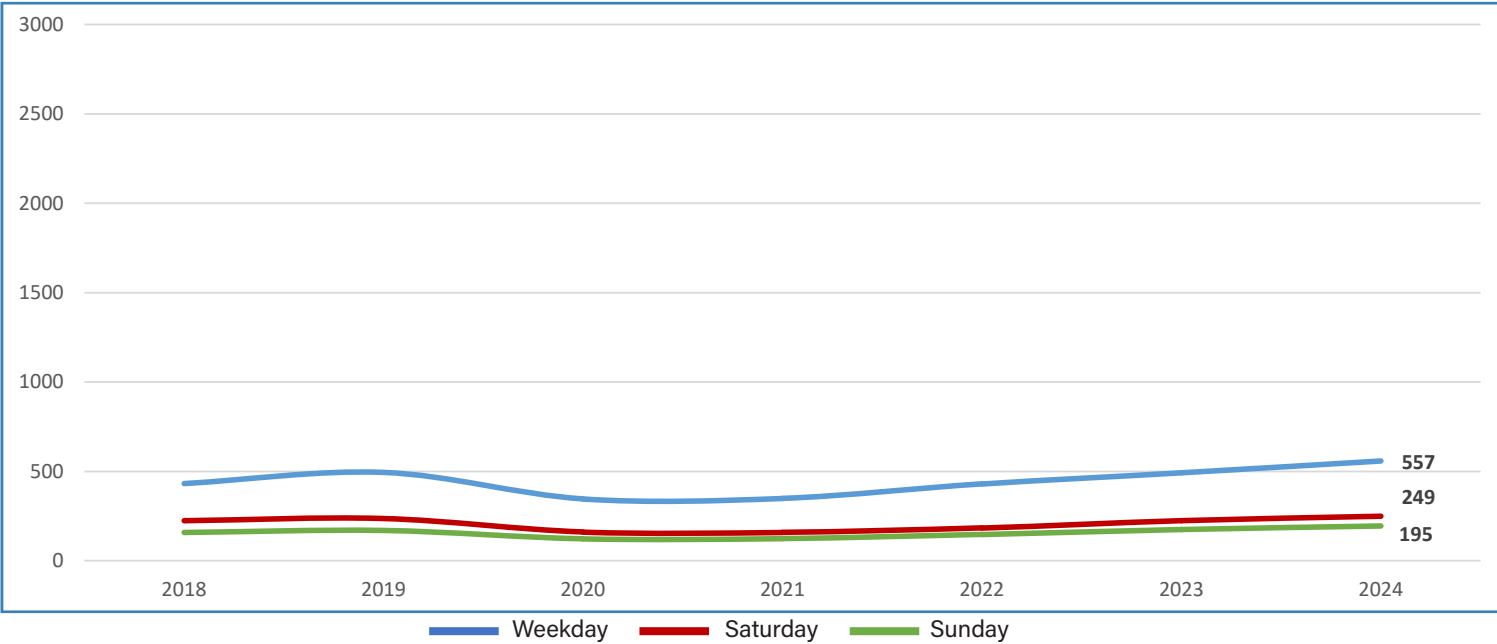


RIDERSHIP BY TRIP: WEEKDAY

● Outbound ● Inbound



AVERAGE RIDERSHIP



\$10.16
Estimated Cost per Passenger



3 buses
needed to operate the route at peak



\$1,040,000
Estimated Annual Operating Cost



83%
of buses were on time

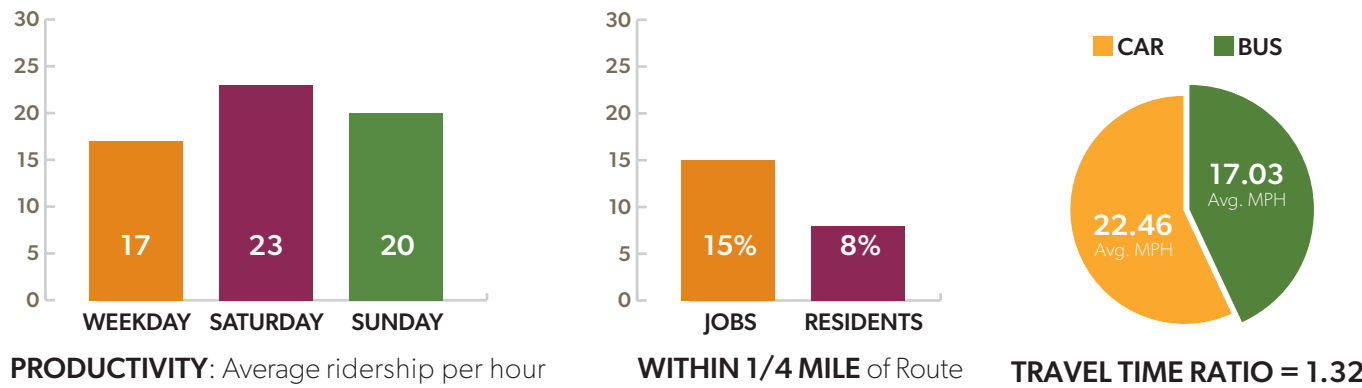
65 JEWEL LAKE

ROUTE DETAILS

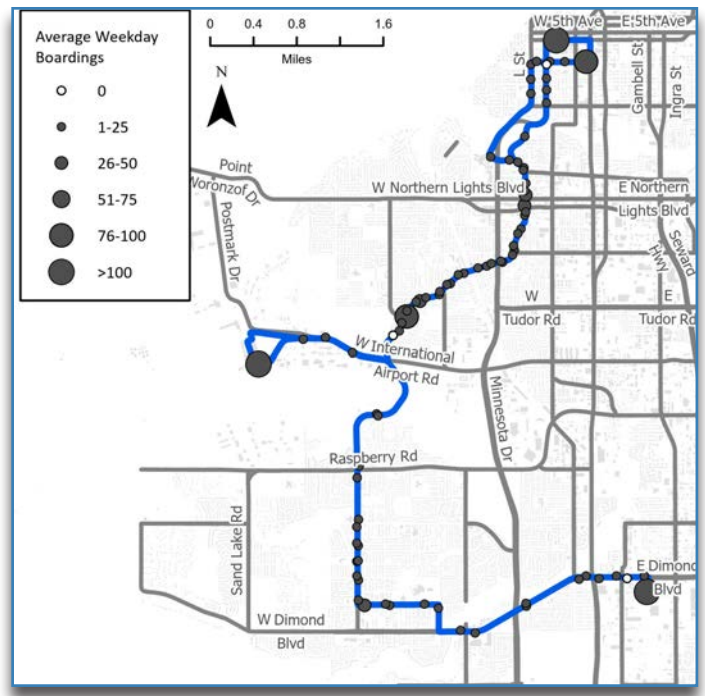
Standard Route: **30 min. peak frequency** Route Length **≈ 14 miles**

This route travels in a loop between the Dimond Transit Center and the Ted Stevens Anchorage International Airport via Dimond Boulevard, 88th Avenue, Jewel Lake Road, and International Airport Road. The route begins and ends at the Dimond Transit Center.

BY THE NUMBERS

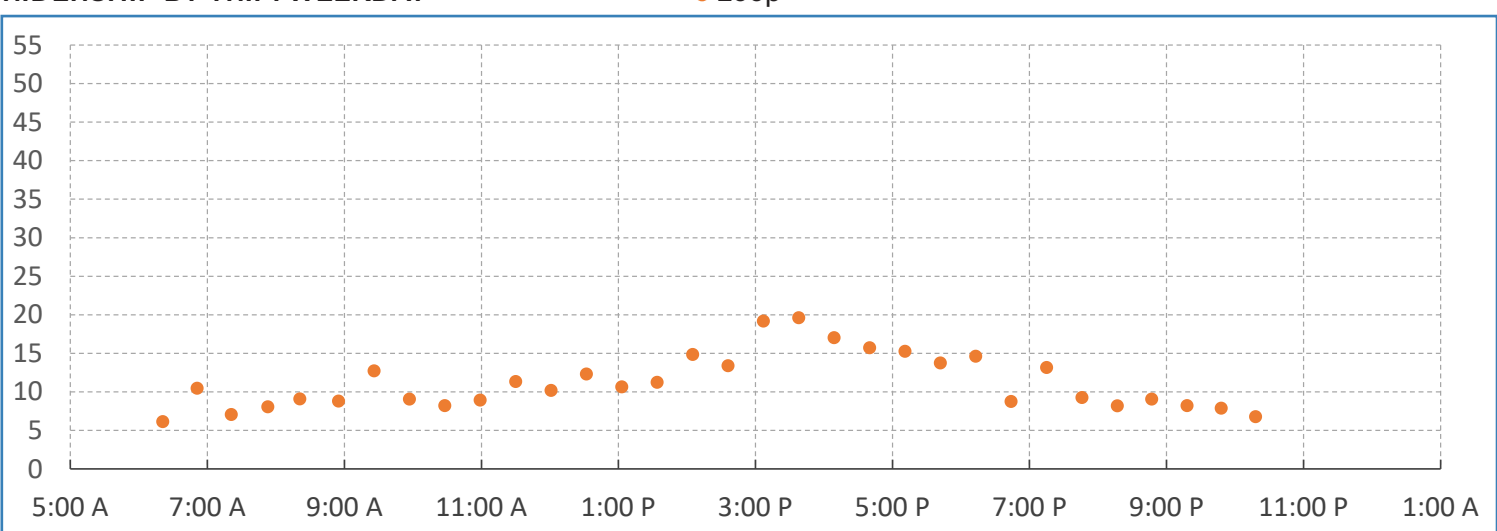


AVERAGE WEEKDAY BOARDINGS

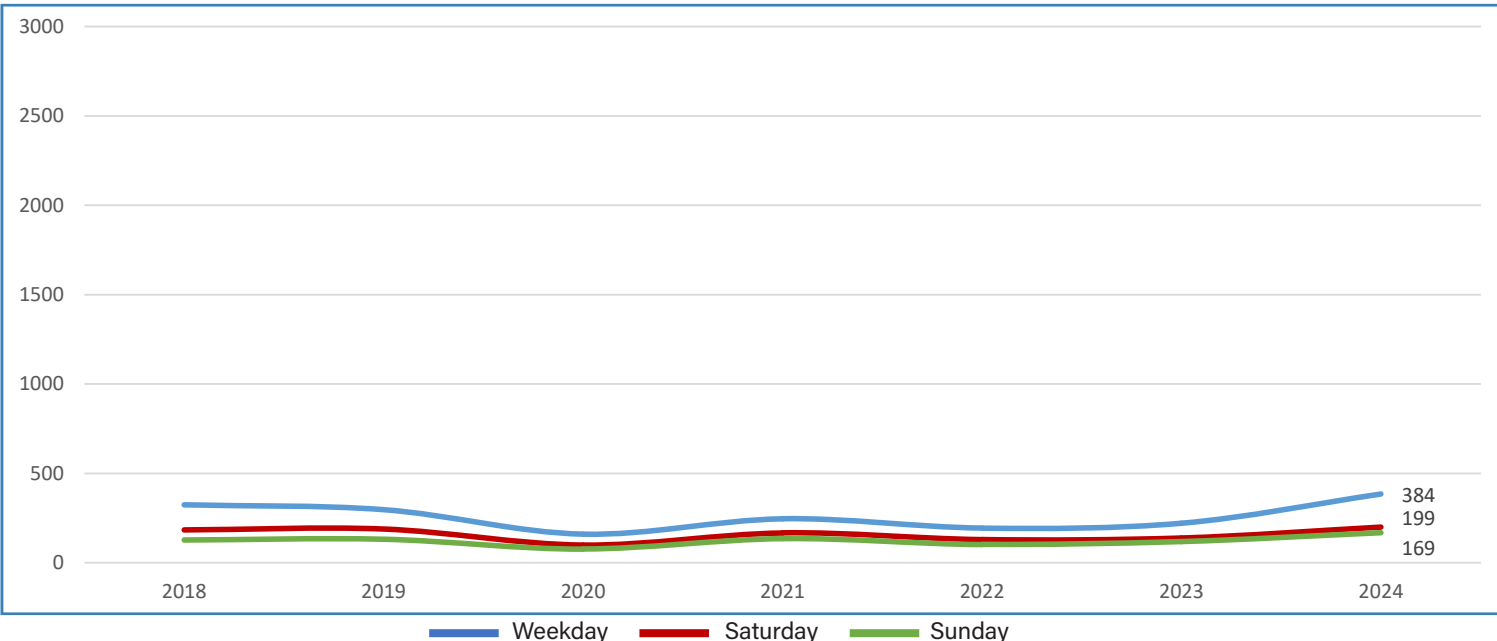


**Effective 10/28/24
Route 65 services the
Downtown Transit
Center via Spenard
Road.*

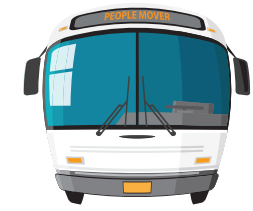
RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$11.88
Estimated Cost per Passenger



4 buses
needed to operate the route at peak



\$620,000
Estimated Annual Operating Cost



82%
of buses were on time

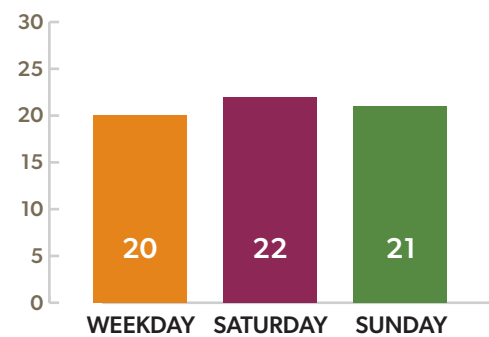
85 OLD SEWARD

ROUTE DETAILS

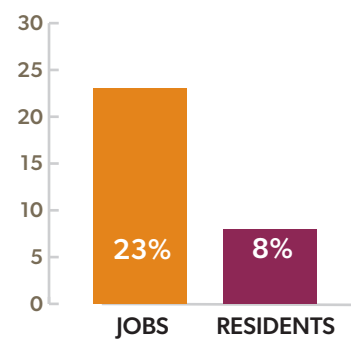
Standard Route: **60 min. peak frequency** Route Length **≈ 13.8 miles**

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.

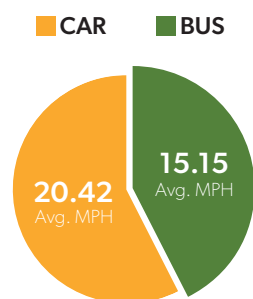
BY THE NUMBERS



PRODUCTIVITY: Average ridership per hour

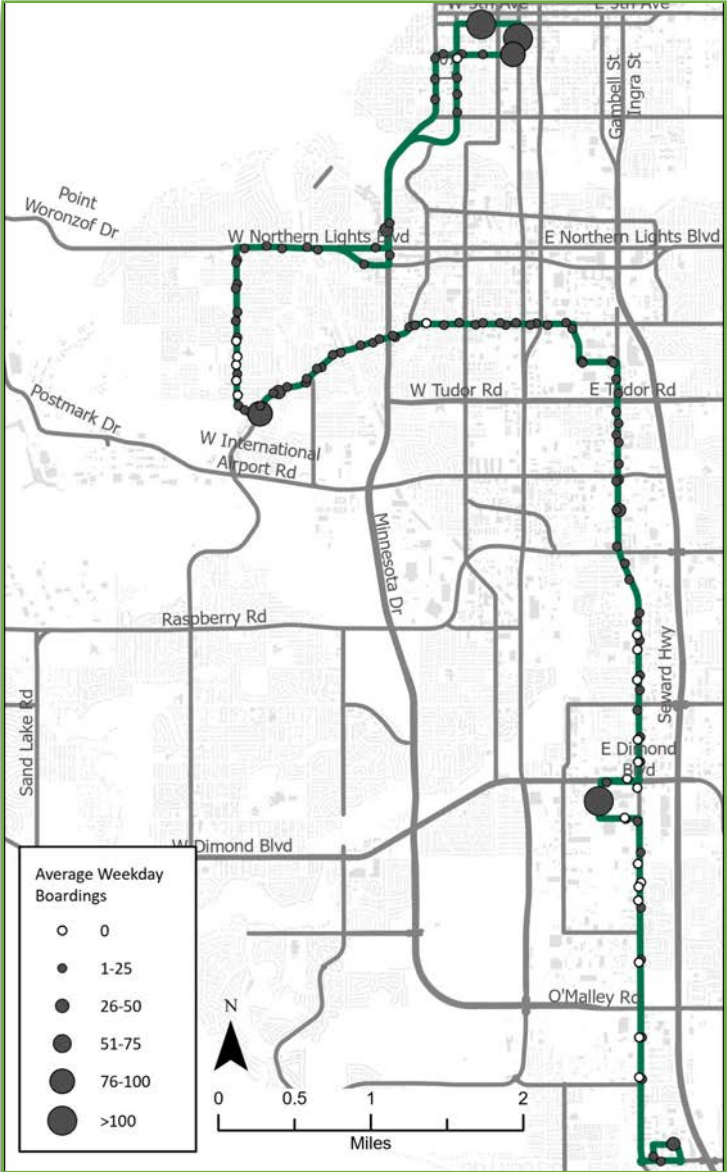


WITHIN 1/4 MILE of Route

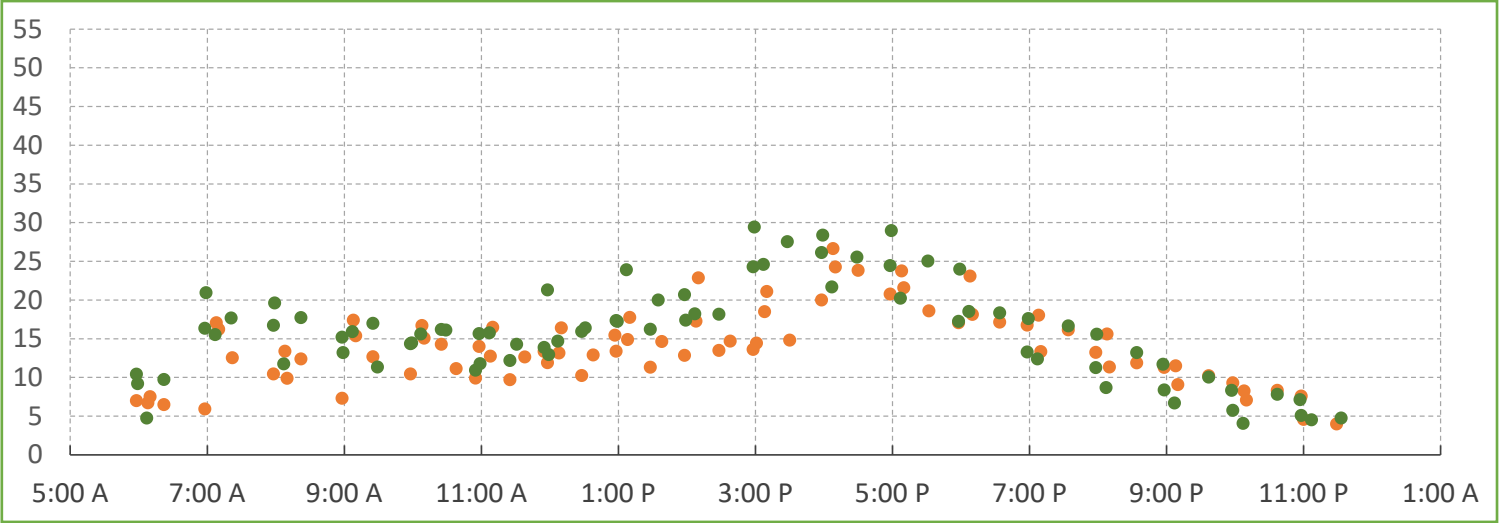


TRAVEL TIME RATIO = 1.35

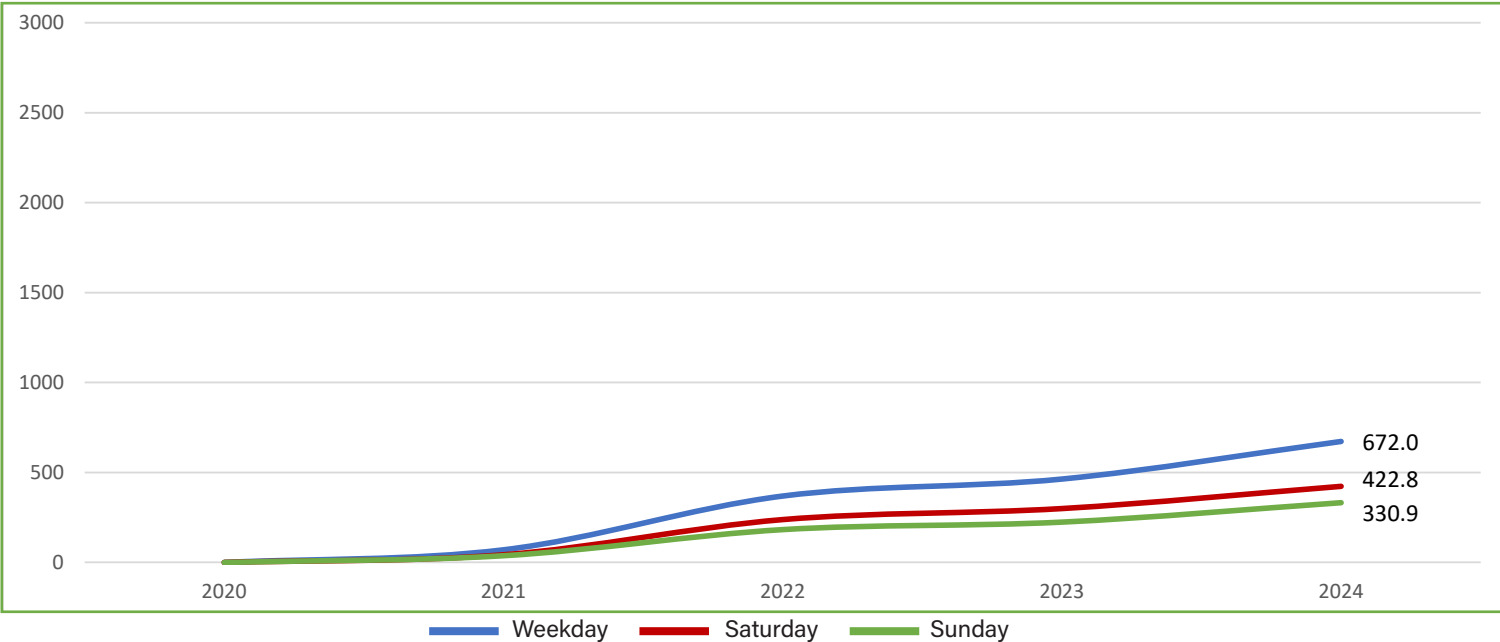
AVERAGE WEEKDAY BOARDINGS



RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$14.25
Estimated Cost per Passenger



3 buses
needed to operate the route at peak



\$310,000
Estimated Annual Operating Cost



77%
of buses were on time

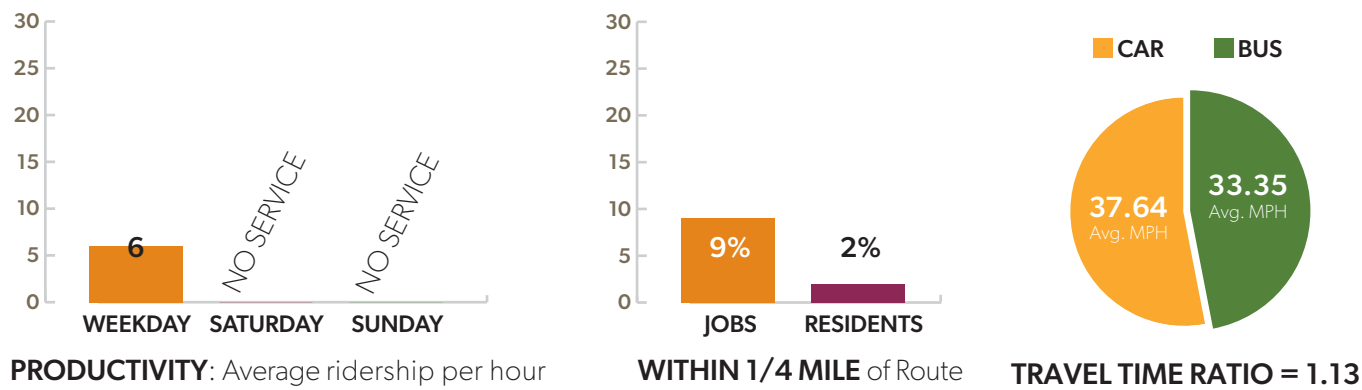
92 EAGLE RIVER

ROUTE DETAILS

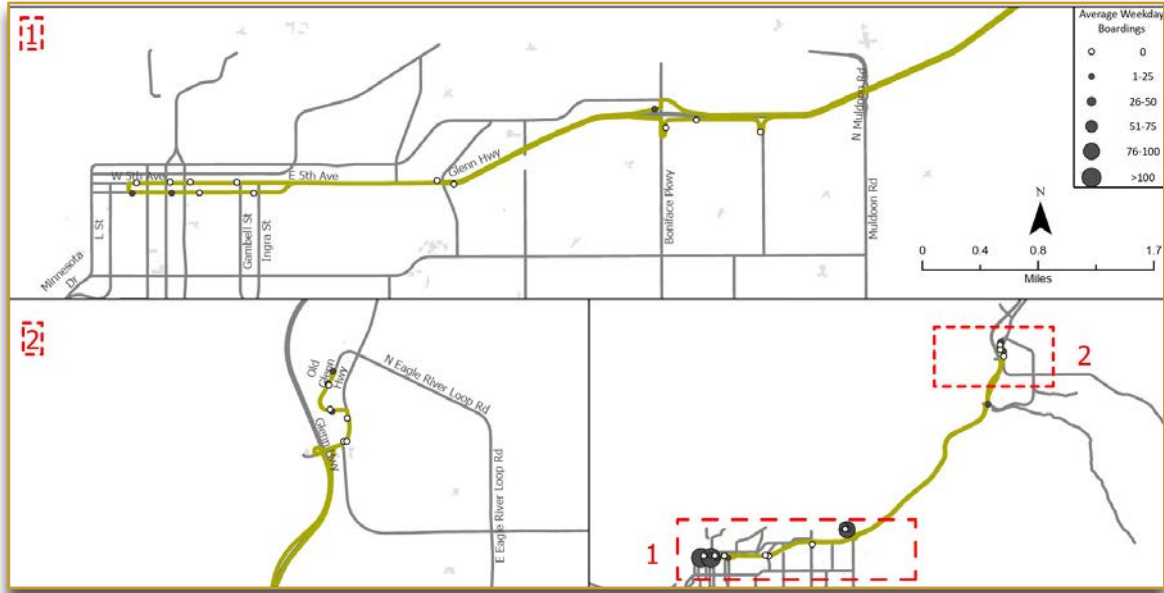
Commuter Route: **Peak Service Only** Route Length \approx **17 miles**

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

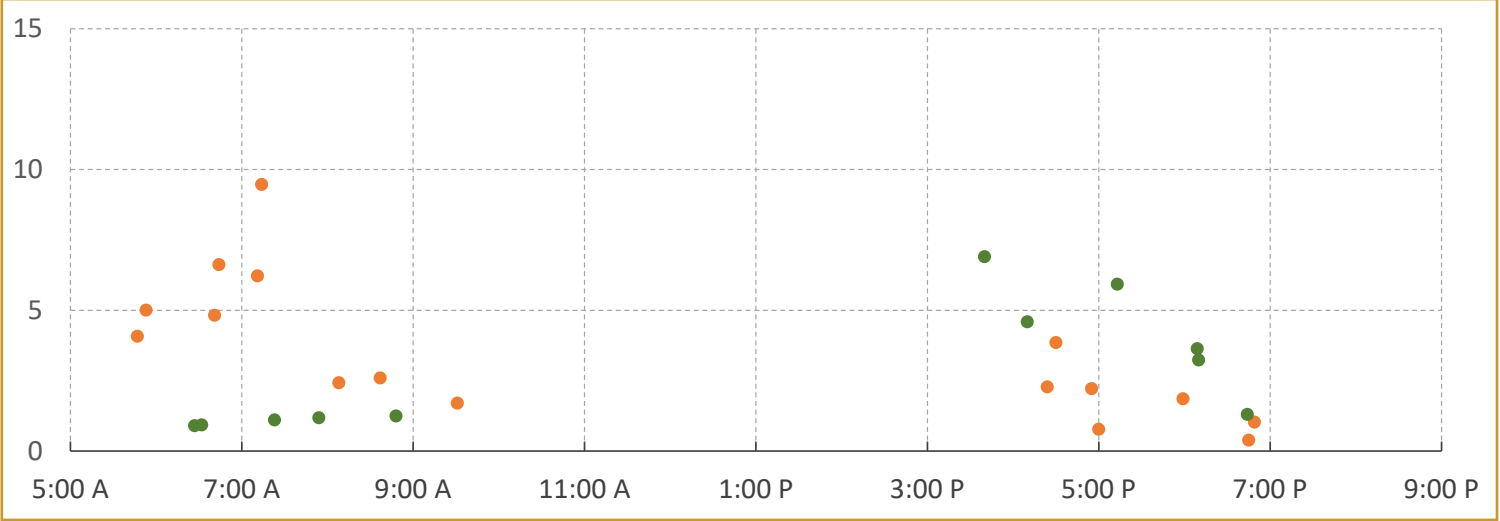
BY THE NUMBERS



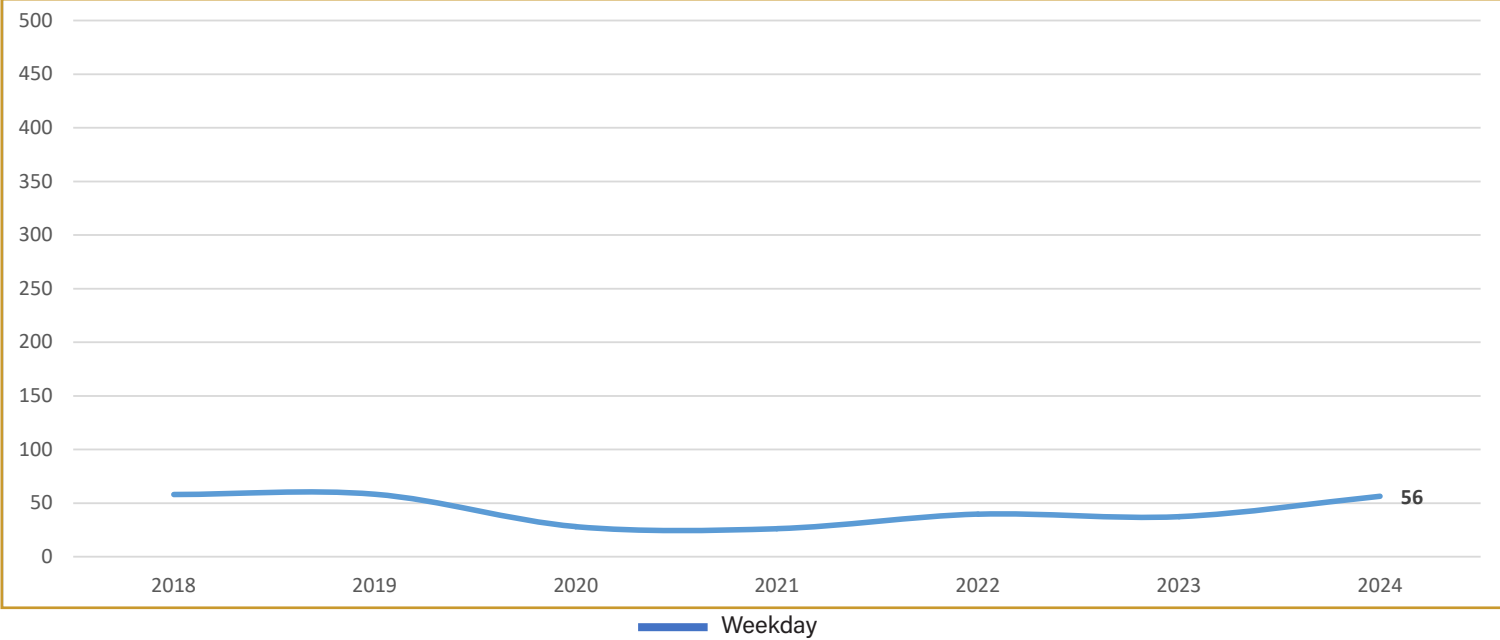
AVERAGE WEEKDAY BOARDINGS



RIDERSHIP BY TRIP: WEEKDAY



AVERAGE RIDERSHIP



\$34.85
Estimated Cost per Passenger



2 buses
needed to operate the route at peak

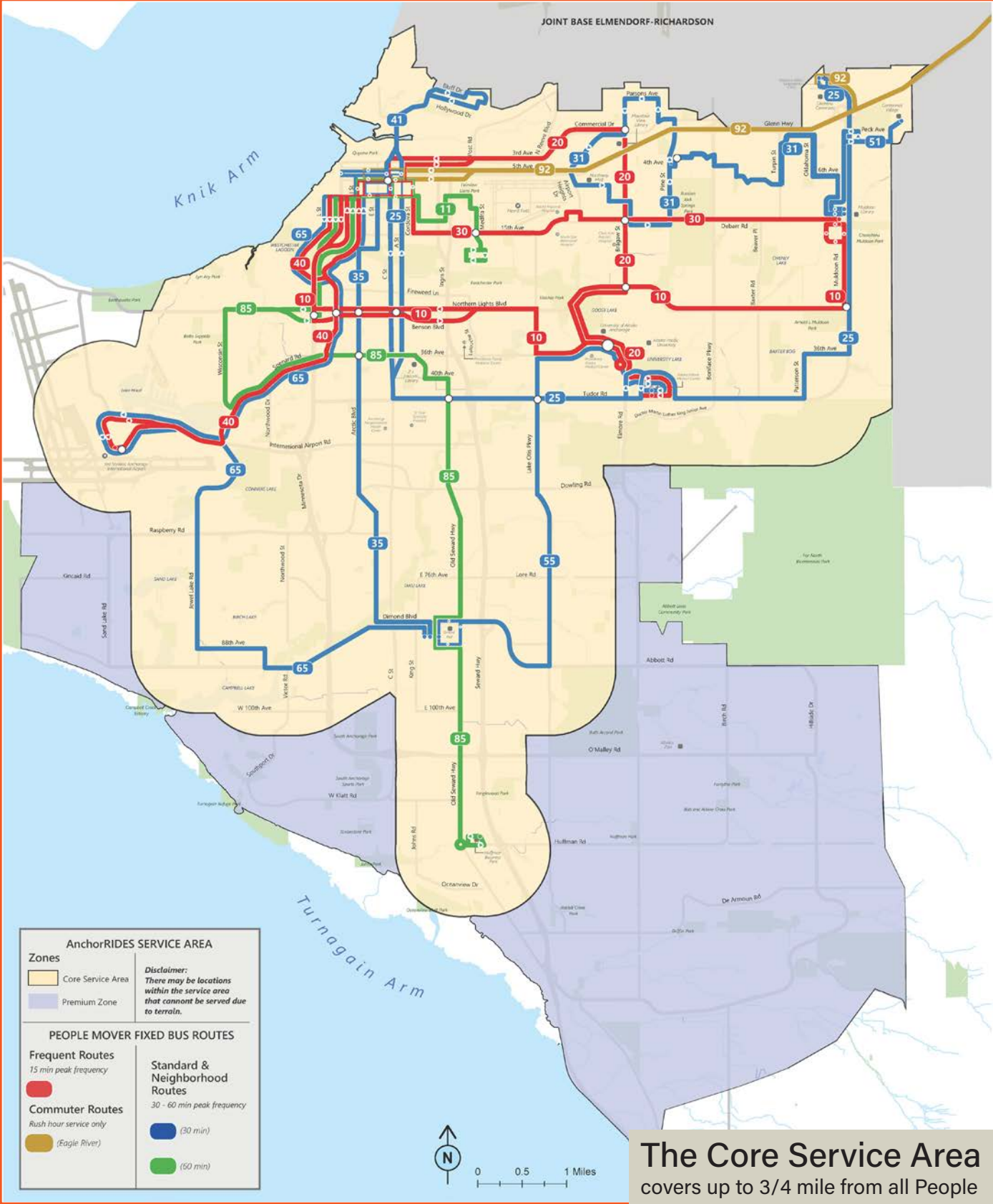


\$230,000
Estimated Annual Operating Cost



87%
of buses were on time

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.

2024 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



163,292
Total Trips



7,526
Eligible Riders

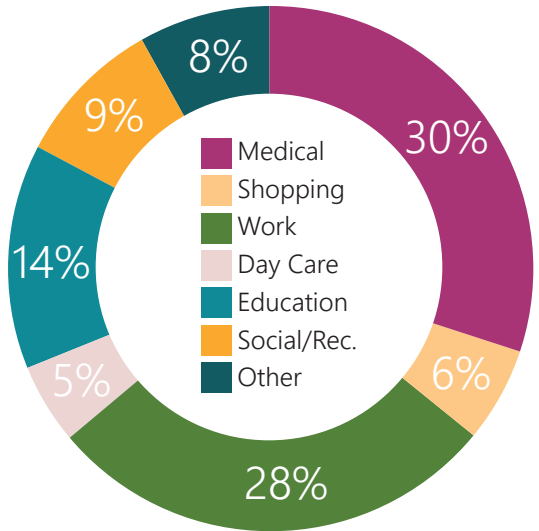


85%
of rides were on time

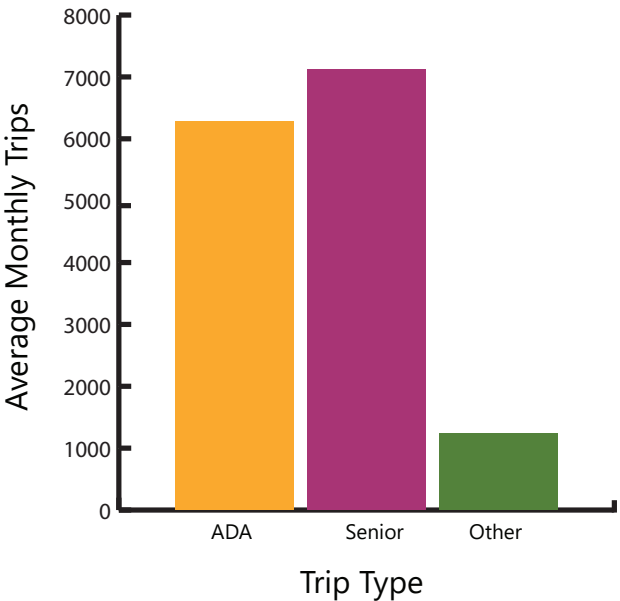


\$31.74
Operational Cost per Trip
as recorded in the
2024 National Transit Database

AVERAGE TRIP PURPOSE



AVERAGE TRIP TYPE



RIDESHARE

RideShare provides carpool group subsidies and oversight of a contract with Com-mute 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 loca-tions. 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



667
Total Participants

103
Total Vanpools

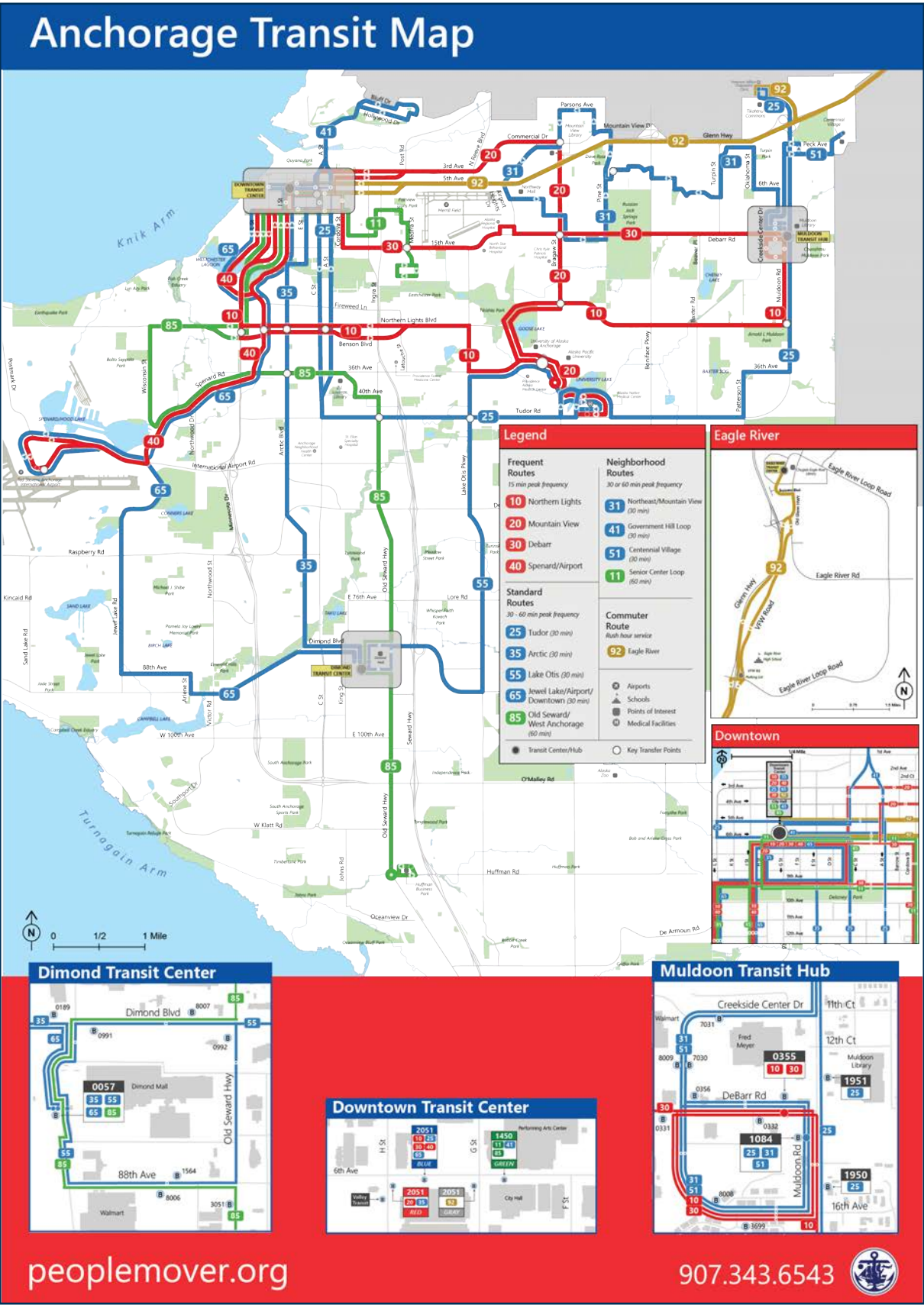
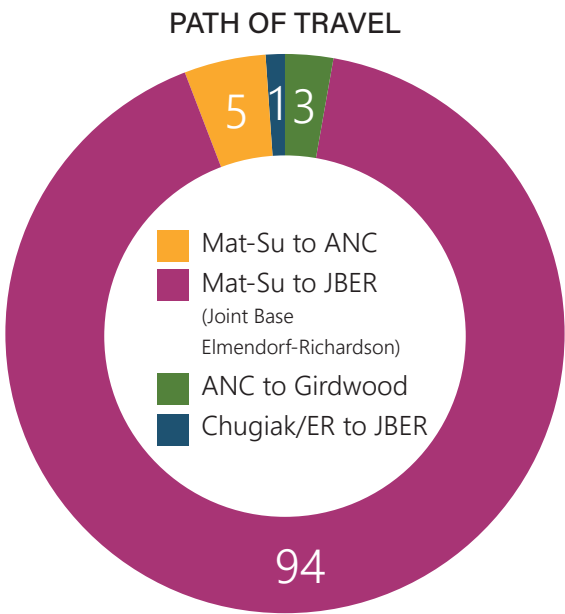
227,372
Total Trips



5,355,702 lbs.
Carbon Dioxide reduction



7,027,677
Vehicle Miles Saved



[illegible]

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.

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

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.

42

Municipality of Anchorage Public Transportation Department



**Anchor
RIDES**



**PEOPLE
MOVER**



**RIDE
SHARE**

