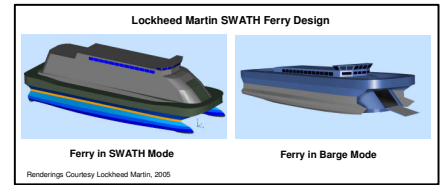


Ferries



Characteristics

- Used for large water crossings, where a bridge is not feasible, or where additional capacity is needed
- Flexibility to be deployed to travel various routes and to meet growing or changing needs
- Can be used as a first phase of a crossing when demands are low
- Can meet needs in upper Cook Inlet beyond what can be provided by a bridge
 - Connect off-road Cook Inlet communities to the upper Cook Inlet transportation network
 - Used for emergency waterborne rescues in upper Cook Inlet

Planned Improvements

- A Knik Arm Ferry is already being developed by the Mat-Su Borough and is anticipated to be operational in 2007
- A part of the regional transportation system, it will provide the first direct link between the Mat-Su Borough and the Municipality of Anchorage across Knik Arm
- The initial ferry currently under design is an Office of Naval Research (ONR) “proof of concept vessel” being developed to demonstrate that a vessel can travel at speed while at sea, and convert to shallow-draft mode in order to land at an unimproved beach

Demand

- Initial demand at startup estimated to be 25-60 auto trips per day, 5-10 tractor-trailer trips per day
- Demand in five years estimated to be 400-525 trips per day, 10-30 tractor-trailer trips per day

Service Frequency

- Vessel capacity is expected to be 60 passengers and 20-25 passenger vehicles/light trucks
- Round Trip Time is one hour (including docking), expected to operate once each direction every 30 minutes
- Service span will be 6 a.m. to 10 p.m.
- Maximum capacity would be 640-800 passenger vehicles per day

Capital Cost

- \$20 million estimated cost for one ferry; most of which will be funded by the ONR. Once ONR testing of the vessel is complete, the Mat-Su Borough anticipates its purchase price to be significantly less than the estimated \$20 million

Operating Cost

- \$1.5 million to \$2.0 million estimated annual cost for fuel and crew, exclusive of maintenance, overhaul and training costs

Commuter Rail -----



Characteristics

- Carries riders to and from stations on rail line
- Operates on standard main line railroad track using existing rail infrastructure
- Typically links areas 10 to 50 miles away, a central city and adjacent suburbs, or nearby cities
- Typical service provided once every 30 minutes, either throughout the day or only during rush hours depending on demand

Planned Improvements

- Commuter rail service scenario:
 - Five stations: Wasilla, Matanuska, Eagle River, Elmendorf, and terminating at the downtown Anchorage depot
 - Four or more trains running in each direction each weekday

Demand

- The “*South Central Rail Network Commuter Study and Operation Plan*” (January 15, 2002) estimates potential ridership at approximately 520 passengers/day along the Wasilla to the Anchorage line

Service Frequency

- Travel time = 66 minutes (Wasilla to downtown Anchorage)

Capital Cost

- The capital cost for rolling stock, stations, and service facilities is estimated at \$28.2 million

Operating Cost

- Annual operating costs for the Wasilla-to-Anchorage Commuter Rail would range from \$2.8 million to \$4.3 million depending on the level of service and labor agreement

Subsidy

- An annual subsidy of \$2.2 million to \$3.6 million would be necessary based on a \$4.50 fare (exclusive of a prior or subsequent ride on transit)

Transit Service -----



Characteristics

Planned Improvements (draft LRTP)

In the Glenn Highway Corridor:

- Bus Rapid Transit (BRT)
 - Custom commuter coaches
 - Express service for Chugiak, Eagle River and the Mat-Su Borough, direct to downtown, midtown and the University-Medical district
 - Six to 10 minute frequency during peak periods
 - Park and ride lots
 - Third street bus-only lane
 - Thirty vehicle fleet by 2025
- Commute options incentive program
- Expanded vanpool and carpool programs
- Implement federal tax-based credits
- Short-term road improvements include interchange improvements at Hiland and Artillery Road interchanges, and an additional northbound lane between Hiland and Artillery Roads
- Phased implementation of high occupancy vehicle lanes from Peters Creek to Anchorage

In the Municipality of Anchorage:

- Increase bus fleet by 12 vehicles to a peak fleet of 77 vehicles by 2011
- Replace 40 % of bus fleet by 2008 (includes additional buses to implement the People Mover Restructure Plan)
 - Fleet update will cost \$9 million, with 80% funding from capital grants
- Increase service frequency to 30-minute intervals on all routes
- Implement the People Mover Restructure Plan

Demand

- In 2005, transit has provided more than 14,000 trips on most weekdays
- In 2003, approximately 270 vanpoolers used the system
- In 2003, approximately 1,980 carpoolers used the system

Service Frequency

- BRT: every 6 to 10 minutes at peak commute periods
- People Mover:
 - Every 30 minutes on all routes
 - Increase to every 15 minutes on the 7 most productive routes by 2013