

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of the Agenda (Action Item)**
- 4. Approval of the May 9, 2024, Minutes (Action Item)**
- 5. Public Involvement Announcement:**

Audience participation at this meeting is limited to the Public Comments section of the agenda. However, the Chair may open any agenda item for public comment. Written comments will be addressed first, then verbal comments on a first-recognized basis by the Board Chair. Each commenter should state their name so it can be recorded in the minutes. Commenters will have two minutes to speak on each agenda item they wish to comment on.

6. Action / Information Items:

- a. New Business
 - i. 6th Avenue Redevelopment Project Update (ACDA) (Info Item): 15-20 minutes
 - ii. Transit Center Study Final Recommendation (Info Item): 15-20 minutes
 - iii. 2024 Mayor Elect Letter (Action Item): 10 minutes
 - iv. Proposed Amendment to Title 11.7 (Info Item): 10 minutes
- b. Reports and Updates
 - i. Director's and Operations Update (Info Item): 10 minutes
 - ii. Ridership Update (Info Item): 5 minutes
 - iii. Chair Report (Info Item): 5 minutes
 - iv. Talking Points Work Group (Info Item): 5 minutes
 - v. Membership Work Group (Info Item): 5 minutes
- c. Continued Business
 - i. PTAB's Procedural Rules and Order of Business (Info Item): 5 minutes

7. Public Comments [2 minutes each]

8. Member Comments

9. Adjournment

Next PTAB Meeting Date:

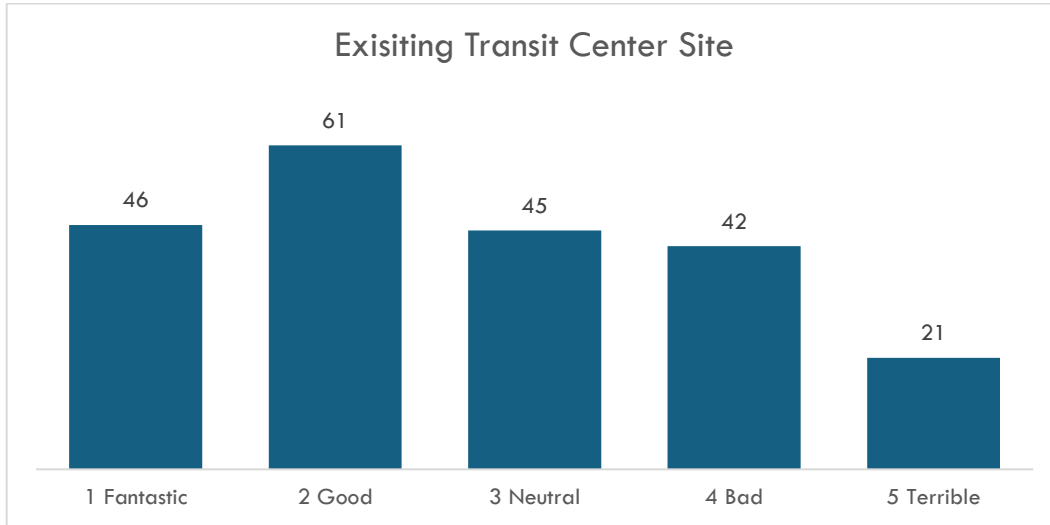
PTAB Regular Meeting – Thursday, July 11, 2024

Transit Center Study Phase 2 Online Open House - Survey Results

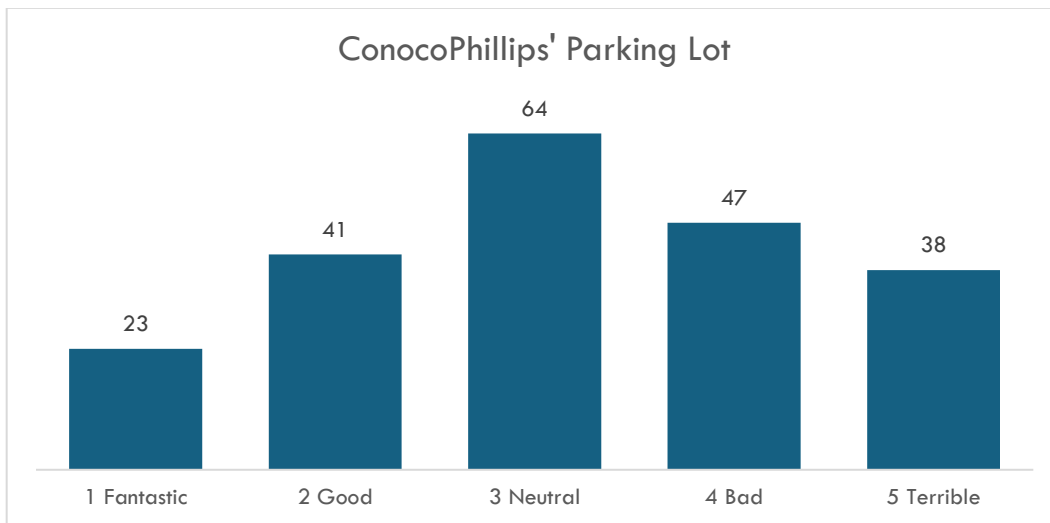
The Transit Center Study Phase 2 Online Open House was open from April 3rd to May 3rd, 2024. This Online Open House included a survey on respondents' preferences among the three remaining candidate sites. The survey gathered a total of 222 responses. Key responses are summarized below.

1. Site Preference – All Responses

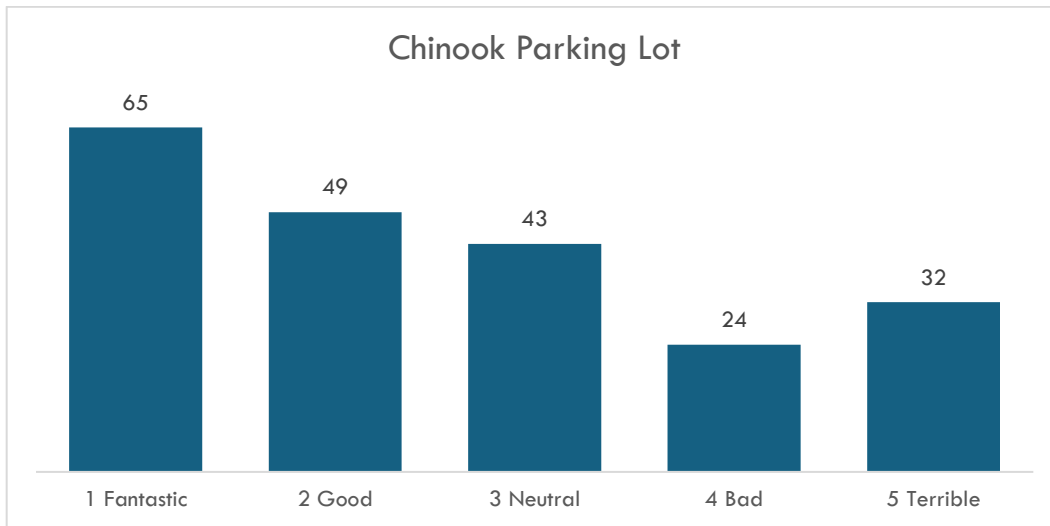
Survey respondents were asked to respond to the question: **“On a scale of 1 to 5, how would you rank each site?”** On the scale provided, 1 means a site is “fantastic” and 5 means a site is “terrible”.



215 respondents rated the Existing Transit Center Site. **A plurality of respondents (107) rated it as either “fantastic” or “good”.** The median response was at the limit between “good” and “neutral”.



213 respondents rated the ConocoPhillips' Parking Lot Site. **A plurality of respondents (85) rated it as either “bad” or “terrible”.** The median and most common response (64) was “neutral”.



213 respondents rated the Chinook Parking Lot Site. **A small majority of respondents (114) rated it as either “fantastic” or “good”**. The median response was “good”, but near the limit with “neutral”.

Factored Rating by All Respondents:

By applying weighting system of 5 to 1, with 5 being Fantastic and 1 being Terrible, we can determine a single factor rating for each site.

Site	Rating
Existing Transit Center	3.32
ConocoPhillips' Parking Lot	2.83
Chinook Parking Lot	3.43

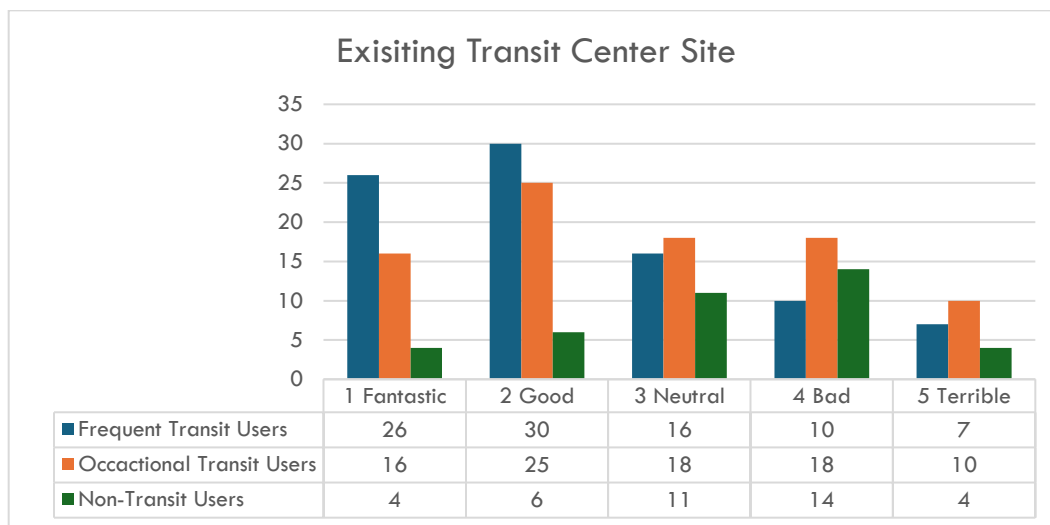
2. Site Preference - by Transit Usage

One of the questions asked to survey respondents measured their transit usage, “If you use PeopleMover, how often do you use it?”. Respondents could answer: ‘Every day’, ‘Several times per week’, ‘Several times per month’, ‘A few times per year’, or ‘Never’.

Using these responses, it is possible to reveal how site preferences are impacted by how often a survey respondent uses transit. This analysis distinguishes:

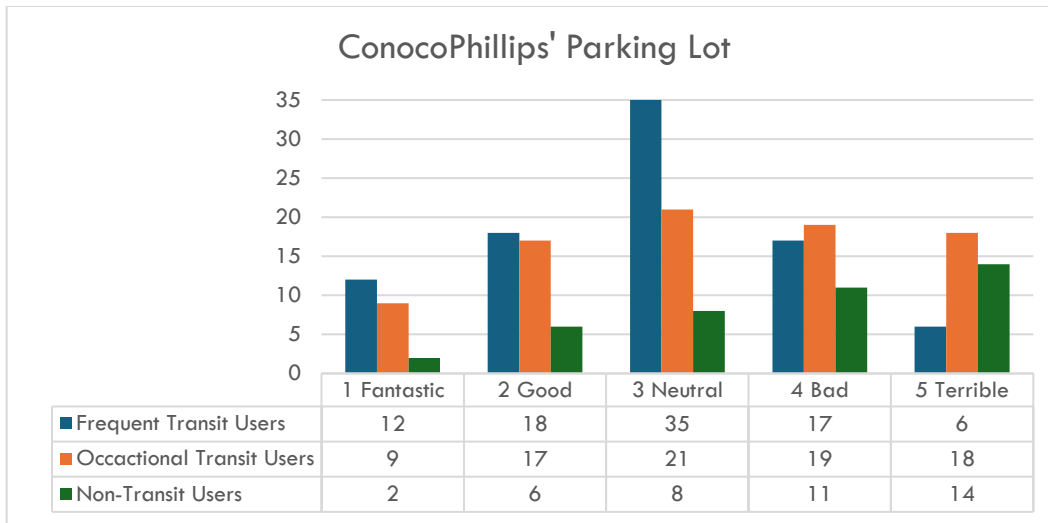
1. **Frequent Transit Users** who reported riding “Every day” or “Several times per week”.
2. **Occasional Transit Users** who reported riding “Several times per month” or “A few times per year”.
3. **Non-Transit Users** who reported riding “Never”.

This analysis shows how respondents’ opinions about different sites may be related to whether and how often they ride transit.



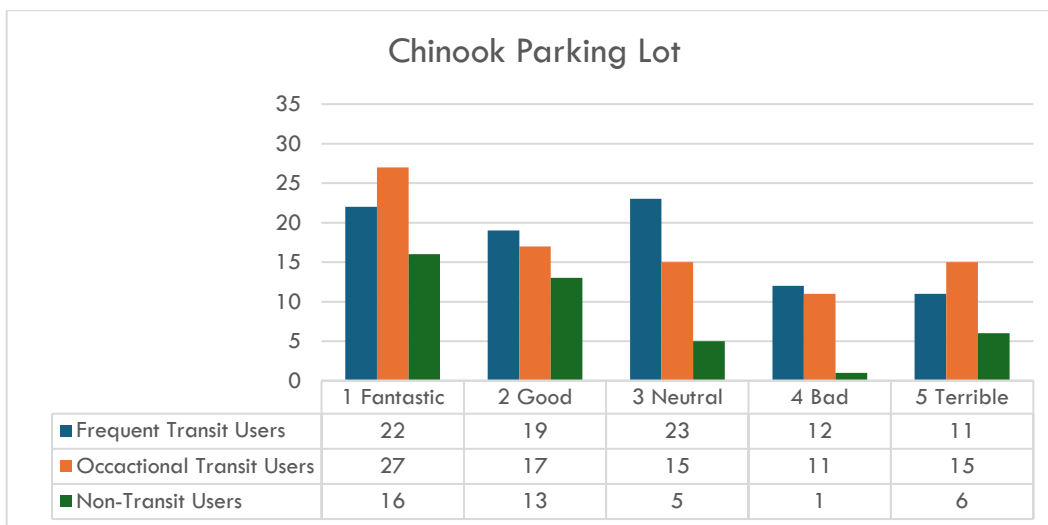
Respondents who ride transit often tend to have a **favorable opinion** of the Existing Transit Center site, while **respondents who don’t ride** tend to have a **negative opinion** of this site.

- Among frequent transit users who rated this site (89), most rated it “fantastic” or “good” (56).
- Among occasional transit users who rated this site (87), a plurality rated it “fantastic or “good” (41). The median response (25) was “neutral”.
- Among non-transit users who rated this site (39), a plurality rated it “bad” or “terrible” (18). The median response was “bad”.



On average, **respondents who ride transit often** have a **neutral opinion** of the ConocoPhillips Parking Lot site. **Respondents who don't ride transit** tend to have a **negative opinion** of this site.

- Among frequent transit users who rated this site (88), a plurality rated it “neutral” (35) and the median response was “neutral”.
- Among occasional transit users who rated this site (84), a plurality rated it “bad” or “terrible” (37). The median response was “neutral”.
- Among non-transit users who rated this site (39), a majority rated it “bad” or “terrible” (25). The median response was “bad”.



Respondents who ride transit often tend to have a **neutral to favorable opinion** of the Chinook Parking Lot site. **Respondents who don't ride transit** tend to have a **favorable to very favorable opinion** of this site.

- Among frequent transit users who rated this site (87), a plurality rated it “fantastic” or “good” (41). The median response was “neutral”.
- Among occasional transit users who rated this site (85), a small majority rated it “fantastic” or “good” (44). The median response was “good”.
- Among non-transit users who rated this site (41), a majority rated it “fantastic” or “good” (29). The median response was “good”.

Factored Rating by All Transit Usage:

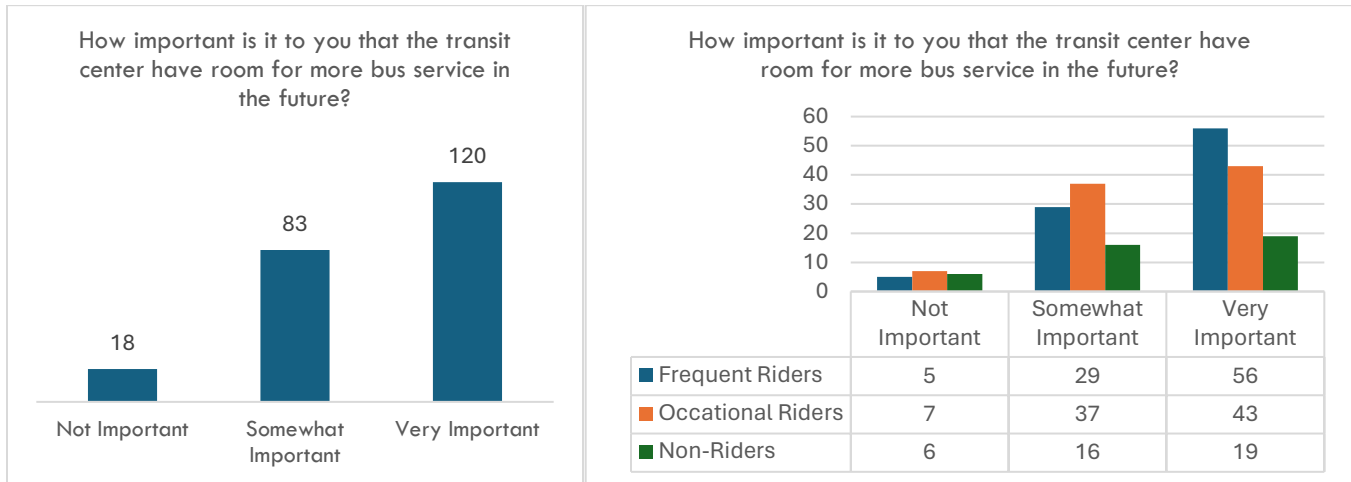
In addition to the 'all responses' factored rating, we can perform a similar analysis for each site by transit usage. Applying weighting system of 5 to 1, with 5 being Fantastic and 1 being Terrible, we can determine a single factor rating for each site.

Site	Transit Usage	Rating
Existing Transit Center	Frequent Users	3.65
	Occasional Users	3.22
	Non-Users	2.79
ConocoPhillips' Parking Lot	Frequent Users	3.15
	Occasional Users	2.76
	Non-Users	2.29
Chinook Parking Lot	Frequent Users	3.33
	Occasional Users	3.35
	Non-Users	3.78

3. Questions About Priorities

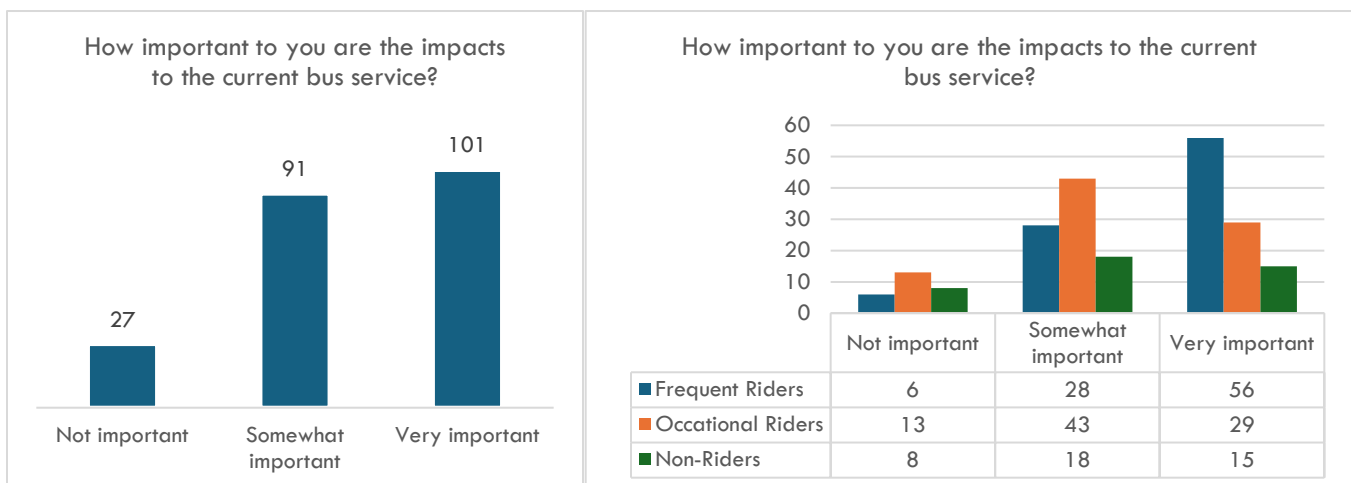
In addition to asking about respondents’ opinions on specific site locations and layouts, the survey also included a series of questions around specific aspects and function of a transit center and how important respondents felt each one was in the development of a new transit center. The responses to these questions may help inform why certain sites ranked higher or lower.

Room for More Bus Service in Future



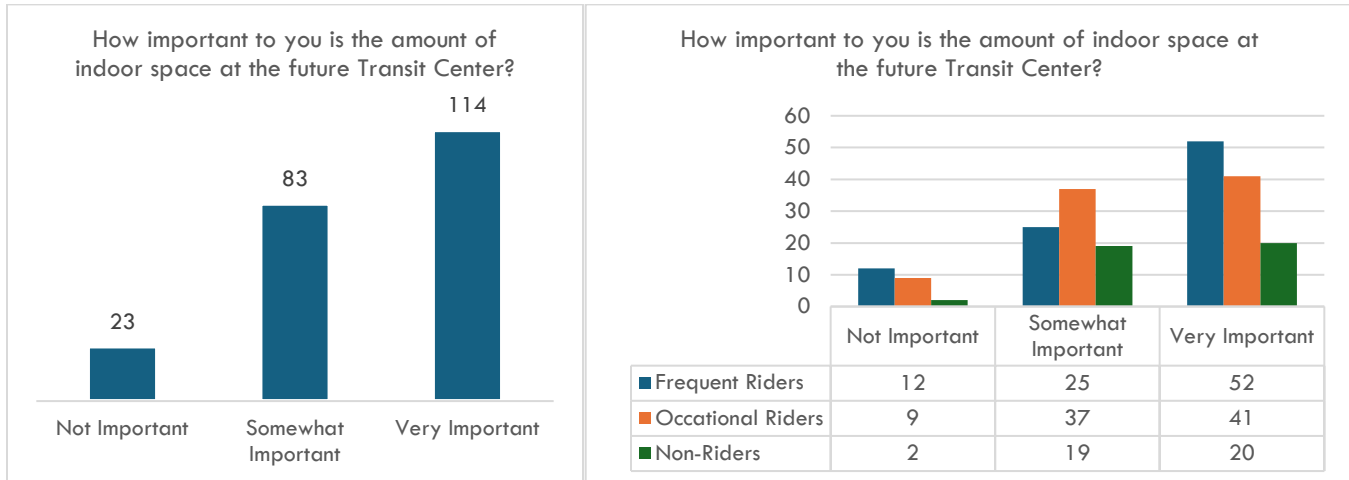
221 respondents answered this question. **A majority (120) believe it is “very important” for the transit center to have room for more bus service in future.** Responses were not significantly different between transit riders and non-riders.

Impacts to Current Bus Service



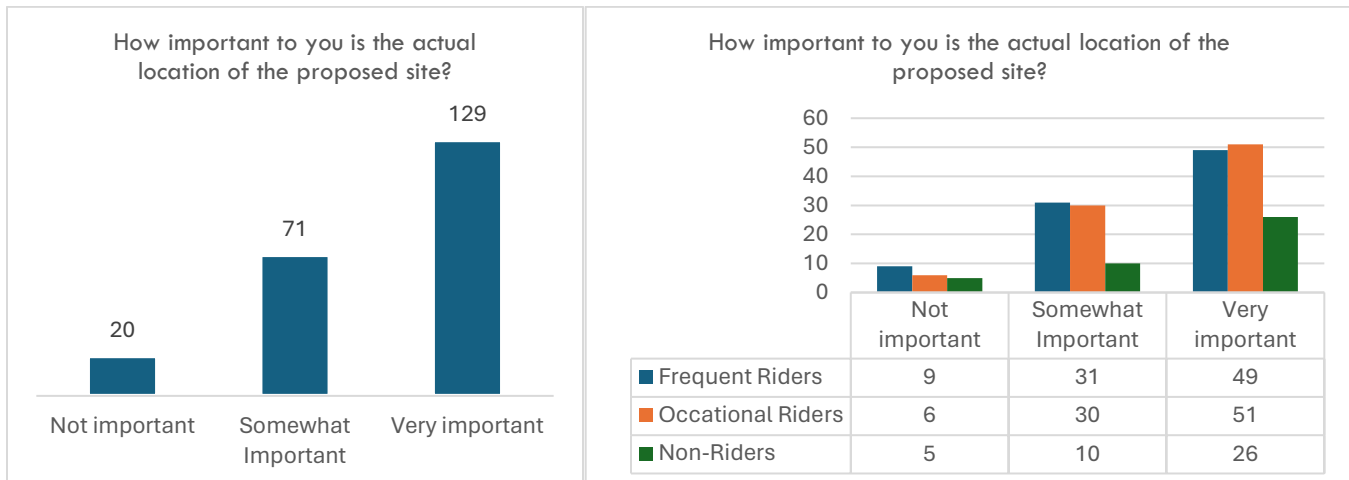
218 respondents answered this question. **A plurality (101) believes that impacts to current bus service are “very important”.** This includes a large majority of frequent transit riders (56 out of 90). However, a majority of occasional riders (43 out of 85) and a plurality of non-riders (18 out of 41) believe impacts to current bus service are only “somewhat” important.

Indoor Space



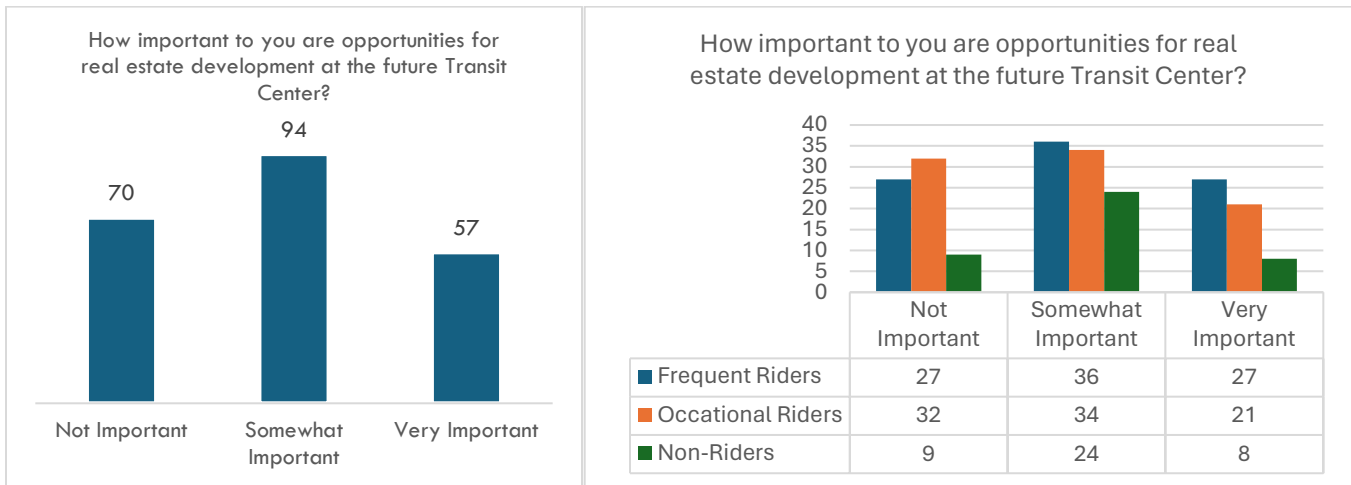
220 respondents answered this question. A majority (120) believes the amount of indoor space provided at the future transit center is “very” important. Responses were not significantly different between transit riders and non-riders. This is consistent with generally favorable opinions on the Chinook Parking Lot site.

Location of the Transit Center



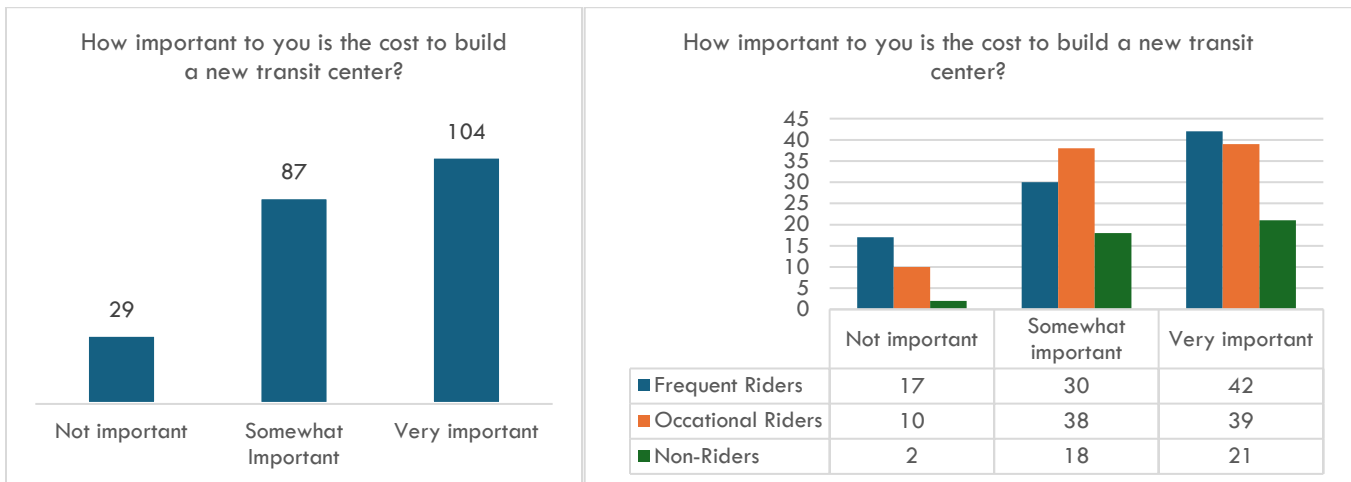
220 respondents answered this question. A majority (129) believes the actual location of the proposed site is “very” important. This response was strongly reflected by frequent riders, occasional riders, and non-riders. Among those who considered the location of the proposed site to be very important, a majority (74) have a “fantastic” or “good” opinion of the Existing Transit Center site.

Real Estate Development



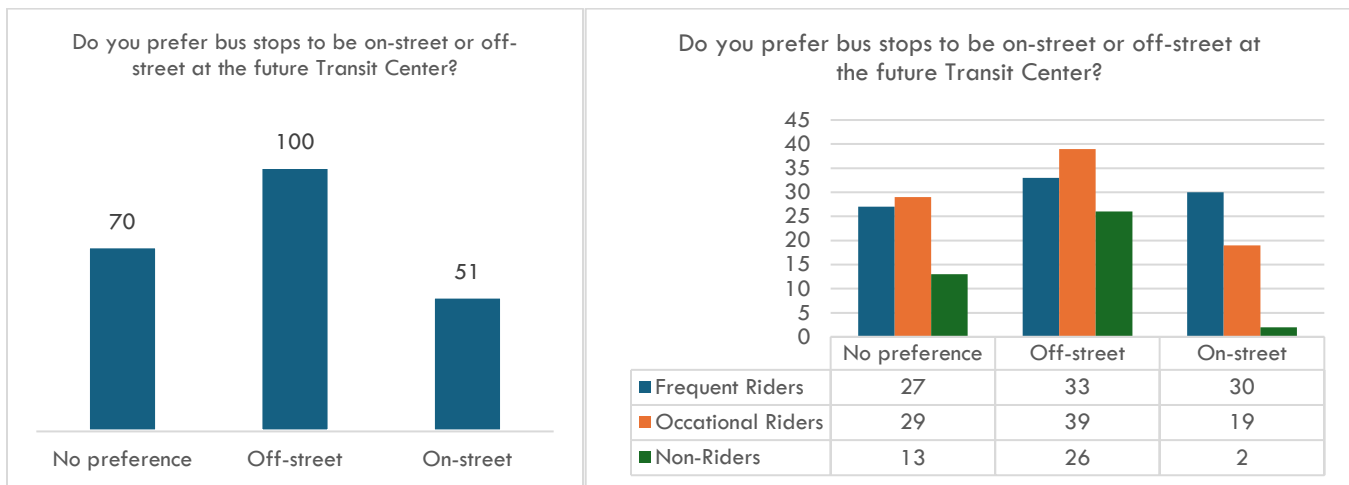
221 respondents answered this question. **Only a minority (57) believes that opportunities for real estate development at the future transit center are “very important”.** Responses were not significantly different between transit riders and non-riders.

Cost to Build



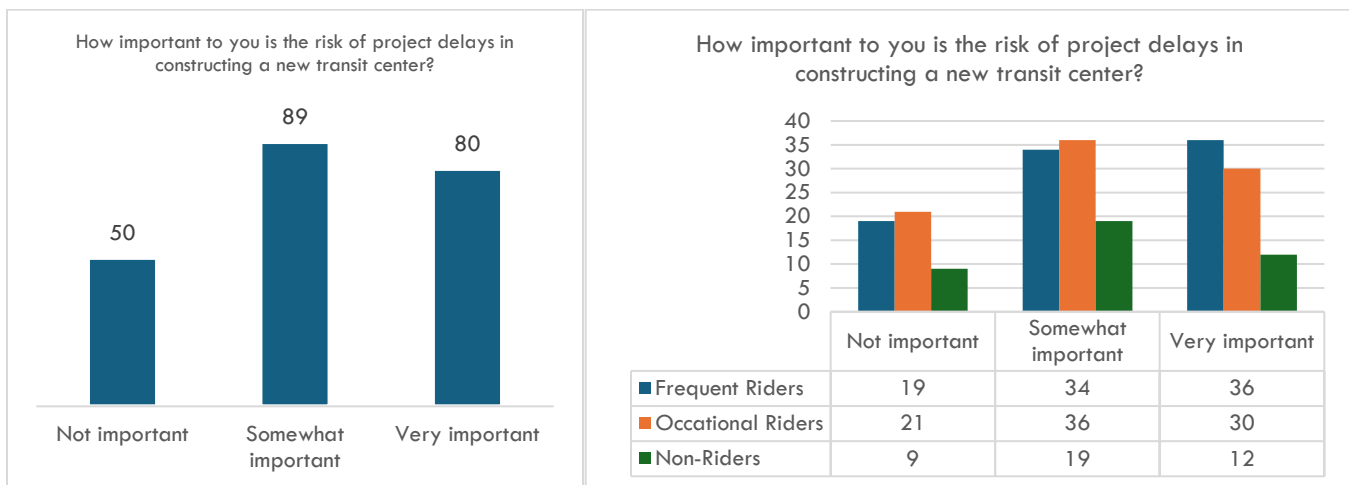
216 respondents answered this question. **A plurality (104) believes the cost to build a new transit center is “very” important.** Responses were not significantly different between transit riders and non-riders.

On-Street vs. Off-Street



221 respondents answered this question. **A plurality (100) prefers off-street bus stops at the future transit center.** Responses were not significantly different between transit riders and non-riders.

Risk of Project Delays

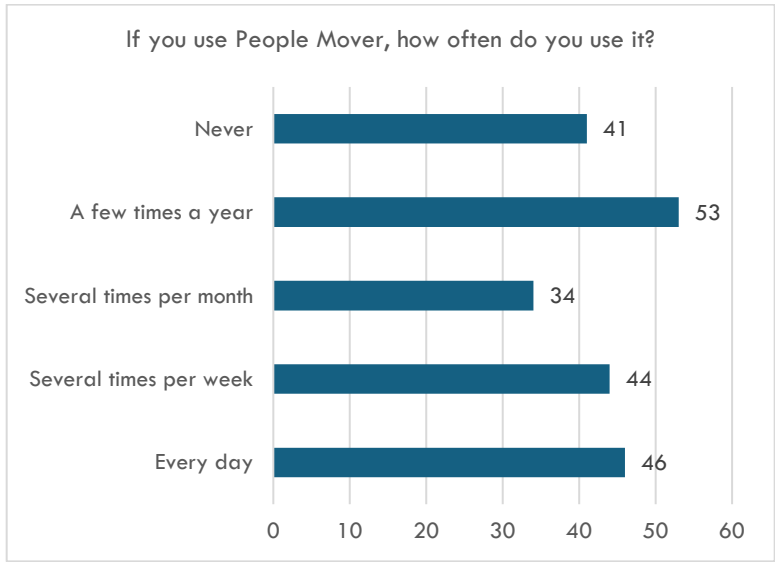


216 respondents answered this question. **A plurality of all respondents (89) believes the risk of project delays in constructing a new transit center is “somewhat important”.** However, a plurality of frequent transit riders considered the risk of project delays to be “very important”.

4. Respondent Demographics

This survey captured responses from a wide variety of demographic groups. Respondents were voluntarily asked to identify their ZIP code, income, gender, approximate household income, and race.

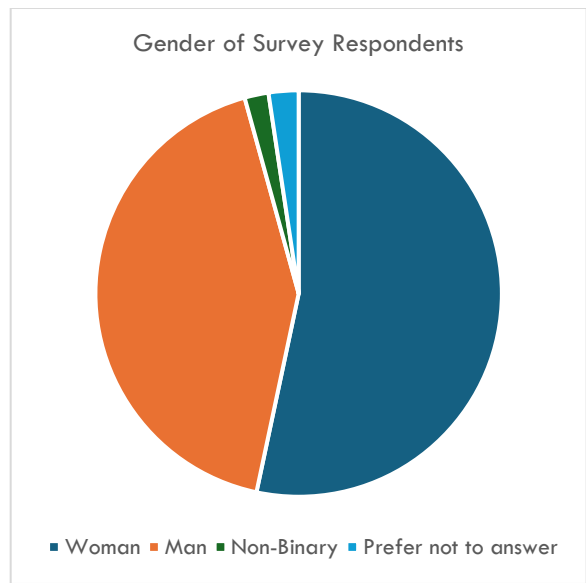
Transit Riding Behavior



218 respondents provided information on their level of transit use. Among these, a plurality (90) reported riding either “several times per week” or “every day”. Nearly as many (87) reported riding either “several times per month” or “a few times per year”. A smaller number reported they (41) never use transit.

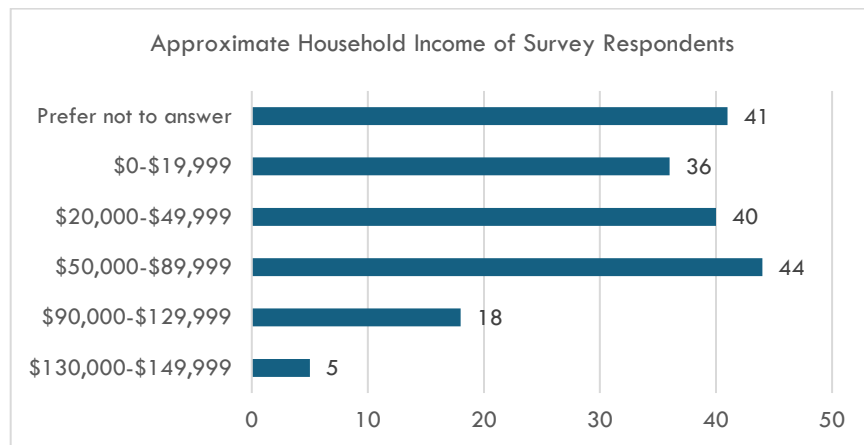
a

Gender



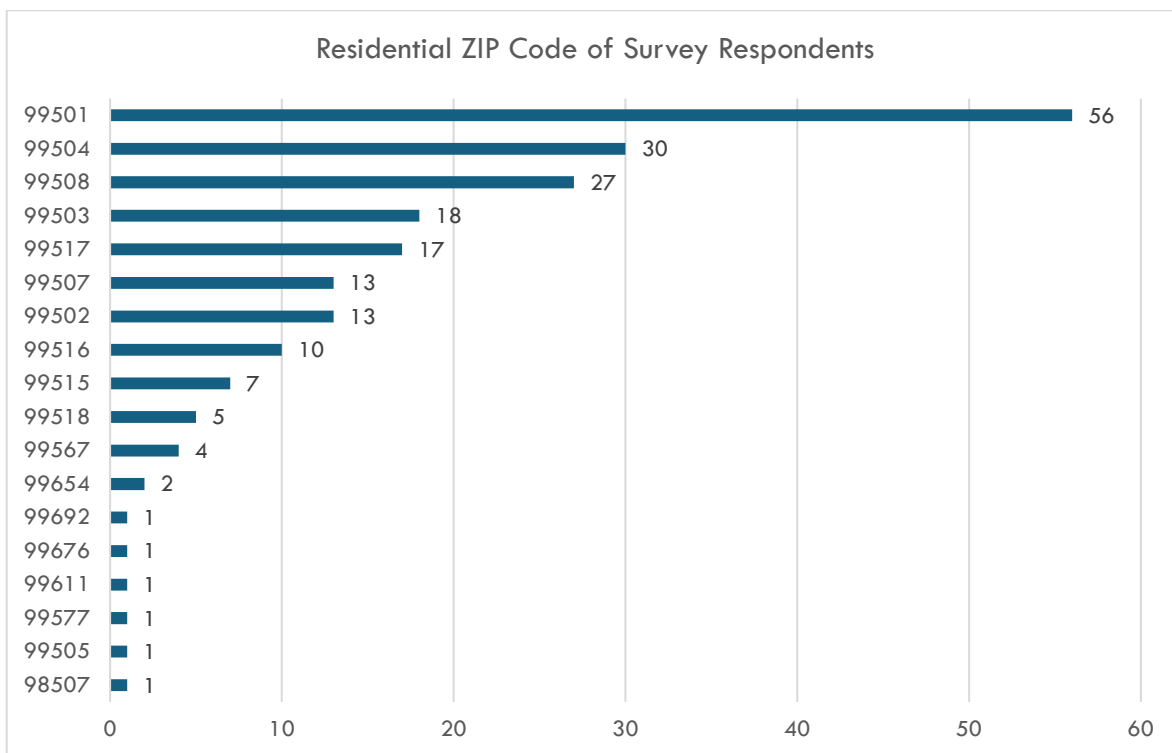
205 respondents provided information on their gender. A small majority (112) of respondents reported being women, 89 reported being men, and 4 reported being non-binary.

Household Income



143 respondents provided information on their household income. Among these, a majority (76) reported household incomes below \$90,000 per year. According to the U.S. Census, the median household income in Anchorage is about \$95,731 per year¹.

Residential Location



198 respondents provided their residential ZIP code. Among these, a majority (118) live in the ZIP codes within and immediately adjacent to Downtown (99501, 99503, 99508 and 99517).

Race and Ethnicity

¹ Median household income in Anchorage, 2018-2022, per Census Quickfacts: <https://www.census.gov/quickfacts/fact/table/anchoragecityalaska/PST045223>

	Respondents	Survey %	Census² %
White non-Hispanic	144	70%	59%
American Indian or Alaska Native	22	11%	7%
Two or More Races	19	9%	13%
All Hispanic or Latino	8	4%	10%
Asian	5	2%	10%
Black or African American	5	2%	5%
Native Hawaiian or Other Pacific Islander	3	1%	3%

205 respondents provided information on their race and/or ethnicity. Survey respondents included people from all Census-recognized races and ethnicities. Compared to the population of the whole Municipality of Anchorage, respondents from the White non-Hispanic and American Indian or Alaska Native groups were slightly overrepresented, while other groups were underrepresented.

² See <https://www.census.gov/quickfacts/fact/table/anchorageunicipalityalaska/PST045223>

Transit Center Study, Phase 2 Open House

At the end of the survey questions, two open ended questions were asked: 1) Are there any other criteria or factors that you think are most important when deciding on the site for the new Transit Center? and 2) Do you have additional comments you'd like to share? Following is a summary of the responses.

Q1. Are there any other criteria or factors that you think are most important when deciding on the site for the new Transit Center? There were 128 responses to this question. These responses have been categorized as described below, with some responses included under multiple categories.

- **Safety** was mentioned most frequently (35 comments). Safety means different things: safety of access (crossing streets, on street vs off street), public safety/security at or in the transit center, rider safety, etc.
- The **need** for a new transit center was the second most mentioned factor (20 comments). Most respondents who commented on need felt a new transit center was not needed, but some commented that this would be a good investment that the whole city would benefit from. Closely related to need was **Cost** (mentioned in 17 comments); the high cost of the ConocoPhillips site was mentioned frequently as a negative and the low cost of the existing site was mentioned as a positive for that alternative.
- Providing **shelter from the elements and other amenities** (benches, restrooms, vending machines) were factors frequently mentioned (14 times). These were often mentioned in conjunction with the need for increased safety/security of patrons.
- **Multi-modal possibilities** was identified as a factor (11 comments). Respondents want to see easy connections to the Alaska Railroad and future commuter trains but also to walking, biking, park & ride, etc.
- **Growth potential** was seen as a positive factor (11 comments). Most comments related this to the potential to expand transit service but a couple comments related to the potential to add retail or commercial development at the Chinook site.
- **Location** was frequently mentioned (11 times). People want to see the transit center conveniently located but that means different things to different people—some felt that existing site was closest to where people needed to go and the Chinook lot was too far away. Others felt the Chinook site was in a better location and others made the comment without stating a preference for a particular site.
- **Accessibility** was another factor that was frequently mentioned (10 comments). This was generally related to the steep grades around the Chinook site and concern for disabled people to be able to access the site, particularly in winter. A general comment was made that riders with disabilities have an outsized need for good transit and consideration of their needs should be prominently considered in the decision.

Q2. Do you have additional comments you'd like to share? There were 91 responses to this question. Responses have been categorized as described below, with some responses included under multiple categories. In general, the comments mirrored the sentiments of what was expressed in response to the first question.

Comments related to the **existing site** were all in support of keeping it (14 comments):

- Works and is in a good location; don't see the need to move.
- Would like to see improvements made for security.
- Eager to see indoor areas re-opened soon

Comments related to **ConocoPhillips site** (4 comments):

- Too expensive (4 comments)
 - Don't support building a parking garage for ConocoPhillips (2 comments)
 - Like the site, but concern about cost (1 comment)

Comments related to **Chinook site** (12 comments):

- Good location, near railroad.
- Like the idea of the potential of the site—room for transit growth, room for additional uses.
- Like that the buses are fully off-street, that the transit center is a stand-alone facility.

Other comments:

- Some didn't like any of the options (2 comments)
- Comments about safety and security (at the new transit center, 7 comments; unrelated to the transit center, 3 comments)
- Comments about desired design features (desire for indoor waiting areas, safe restrooms, benches, etc., 12 comments)
- Comments about cost in general of a new transit center, how to fund it (7 comments)
- Comments about operations (unrelated to the transit center) (17 comments)



Project Advisory Committee

Site Recommendation Memo

Based on discussion in PAC meeting no. 5 – May 30, 2024

PAC Members Present:

Name	Representing
Craig Lyon (For Lance Wilber)	MOA Economic & Community Development & Mayor's Office
Alisa Guzman (For Mike Robbins)	Anchorage Community Development Authority
Jenna Wright	Anchorage Economic Development Corporation
Matt Stuart	Public Transportation Dept. Capital Projects
Chris Poe (For Wes Renfrew)	Public Transportation Dept. Operations
Orion LeCroy (For Cynthia Ferguson)	AK Dept. of Transportation & Public Facilities
Ryan Yelle	MOA Long Range Planning Department
Aaron Jongenelen	AMATS
Tiffany Briggs	MOA Real Estate Department

PAC Members Not Present:

Shane Locke	MOA Traffic Department
-------------	------------------------

Based on the information presented and discussions held, **the Project Advisory Committee (PAC) recommends the Chinook Parking Lot** site, located at 225 E Street (north side of 3rd Avenue, between C and E Streets) for the long-term relocation of the Downtown Transit Center.

This recommendation follows a vote by PAC Members and their designated representatives where:

- 7 people voted in favor of the Chinook Parking Lot site.
- 2 people voted in favor of the Existing Transit Center site.
- 0 people voted in favor ConocoPhillips Parking Lot site.

Summary of Meeting Discussion

Prior to the meeting, members of the PAC received the results of the online public survey linked from the project's Online Open House. This included:

Transit Center Study



- Memo with charts providing respondents' answers to multiple-choice questions about their site preferences and priorities.
- Memo summarizing open-ended comments provided by respondents.
- Full text of individual open-ended comments received.

PAC members also received a phone call from the MOA Project Manager offering to further explain the documents and answer any questions they had prior to the meeting.

In the meeting, the project consultant team presented:

- A reminder of the basic information about the three sites under consideration, key design features, estimated costs, and general impacts to transit service.
- Summary of polling conducted at a stakeholder workshop on April 3rd, 2024.
- Review of the content of the two memos provided prior to the meeting, and discussion of average preferences and the range of opinions presented.

Following the presentation, PAC members proceeded to a vote, with the results noted on page 1. After the vote, further discussion was held, regarding the reasons people decided to vote for each site.

- Both people who voted for the Existing Transit Center site expressed that they would not oppose a recommendation for the Chinook Parking Lot site.
 - One person cited two reasons they favored the Existing Transit Center: the lower overall cost of the Existing Transit Center site, and pedestrian accessibility concerns due to slopes, sidewalk conditions and street crossings.
- Two people who voted for the Chinook Parking Lot site provided the following reasons for their vote:
 - The Chinook Parking Lot site is a 'blank slate', that can be developed in the most appropriate way with the fewest external constraints. It could potentially be developed in a way that would change and scale over time as needs change.
 - The Chinook Parking Lot site has a lower estimated overall cost than the ConocoPhillips Lot, but provides similar advantages in terms of additional bus capacity and off-street design.

Transit Center Study

A horizontal row of five white bus icons on a blue background, positioned below the title.

- The Chinook Parking Lot site is in a strategic location for multi-modal connections, due to proximity to the Alaska Railroad station, and could be useful for both public transit and private coach operators.

June 13, 2024

Dear Mayor-Elect LaFrance,

Congratulations on your recent election as Mayor of the Municipality of Anchorage! We'd like to take this opportunity to introduce ourselves as members of the Public Transit Advisory Board (PTAB). PTAB serves as the voice between the community and the Public Transportation Department, the Anchorage Assembly, and the Mayor's Office. We use our voice in all directions and on purpose to promote the board's values of connection, equity, our riders, and safety.

Enclosed you'll find a copy of the Public Transportation Department's Transit on the Move (TOTM) Plan, winner of the 2021 Infrastructure Plan of the Year from the AK Chapter of the American Planning Association. This plan compiles the results of public surveys, open house events, research, and analysis done by the Public Transportation Department and PTAB between 2016 and 2020 to determine the priorities of the Public Transportation Department over the next several years. Together the Transit Department and PTAB use this plan to guide our decisions, goal-setting, and advocacy and advisory efforts.

Please let us know if there are any questions or concerns you have or have heard from the community with regards to public transportation in the Municipality of Anchorage. We look forward to working with you in our continued effort to help the Public Transportation Department maintain and build a robust public transit system for all municipal residents and visitors.

Sincerely,

Sarah Preskitt, Chair

Nathaniel Lackey, Vice-Chair

Doug Miller, Secretary

CB Brady, Member

Peter Hill, Member

Michael J. Williams, Member

Michael T. Williams, Member

The Public transit code primarily focuses on prohibited actions rather than explicitly permitted ones. To better accommodate passengers with disabilities as well as evolving last mile transportation solutions, a new section could be added to explicitly list allowed items. Here's an amendment proposal:

Section 1. Amendment.

A new section 11.70.035 is added to the Anchorage Municipal Code to read as follows:

11.70.035 Permitted Items

Passengers are permitted to bring the following items onto public transportation vehicles, provided they do not impede the safe movement of other passengers or the operation of the vehicle. However, the bus operator may deny permission to bring items onboard if they deem them to be potentially unsafe:

- a. mobility aids, such as canes, crutches, walkers, and wheelchairs, such as ones used by individuals with disabilities.
- b. Micro-mobility devices, such as foldable bikes, electric scooters, electric unicycles, and monowheels that can be folded, collapsed, or stored in a way that does not impede the safe movement of other passengers.

Section 2. Intent.

The intent of this amendment is to provide clarity regarding permitted items on public transportation vehicles, balancing the needs of passengers with the need to maintain a safe and orderly environment. And to explicitly allow for micro mobility devices.

Where Micromobility devices, such as e-scooters and e-bikes, can be a valuable addition to public transit and a tool to enable more non-motorized transit. Here are some of the benefits of micromobility as an addition to public transit and as a tool to enable more non-motorized transit:

- **First and last-mile connectivity:** Micromobility devices can help people get to and from public transit stops, making it easier to use public transit for longer trips.
- **Reduced congestion:** Micromobility devices can help reduce congestion by providing an alternative to cars for short trips.
- **Environmental benefits:** Micromobility devices are zero-emission vehicles, so they can help reduce air pollution and greenhouse gas emissions.
- **Increased physical activity:** Micromobility devices can help people get more physical activity, which can improve their health.
- **Affordable transportation:** Micromobility devices are often more affordable than cars, making them a more accessible option for people with low incomes.
- **Improved access to jobs and services:** Micromobility devices can help people access jobs and services that are not easily accessible by public transit or car.
- **Increased equity:** Micromobility devices can help reduce transportation disparities by providing a more affordable and accessible transportation option for people of all incomes and abilities.
- **Flexibility:** Micromobility devices can be used for a variety of purposes, such as commuting, running errands, or exploring a new city.
- **Fun:** Micromobility devices can be a fun and enjoyable way to get around.

June 13, 2024 PTAB update

Operations

- On-going Bus Operator shortage – three (3) operators hired and working through on-boarding with Human Resources. Six (6) vacancies to fill. Municipality of Anchorage (MOA) employment information available here:
https://www.muni.org/Departments/employee_relations/Pages/jol.aspx
- On May 18, 2024 around 0100, PTD Operations Supervisor, Chris Poe provided lifesaving CPR on an individual at the ANMC bus stop. Working with the Anchorage Fire Department (AFD) to recognize Chris' actions.

Maintenance

- The Assembly approved the contract for the Comprehensive Facilities Condition Assessment Project. This effort develops a strategic infrastructure plan (not related to bus stops or transit hubs or centers) that will provide PTD and MOA Maintenance and Operations with a prioritization of campus related capital projects, planning level cost estimates, and an implementation plan to address PTD's aging facilities. The assessment is scheduled to be completed within 12-months.
- PTD has begun the decommissioning process of the oldest buses that have exceeded their Federal Transit Administration (FTA) useful life benchmark. This transition ensures the fleet remains modern, reliable, and capable of meeting the community's needs.

AnchorRIDES

- The appeal period for the 1st Quarter infractions is closed. Suspensions are now being served to clients that have policy violations. Information regarding the suspensions is available on page 37 of the Rider Guide located here:
<https://www.muni.org/Departments/transit/PeopleMover/Pages/guidelinesandpolicies.aspx>
- 2024 Senior Survey is available here:
https://moaonlineforms.formstack.com/forms/anchorrides_customer_satisfaction_survey
- Assessments for AnchorRIDES eligibility are now held at [3625 Dr. MLK Jr. Avenue](#). Notices are provided on the AnchorRIDES website, on the Ride Line 907-343-6543, vehicle bulkheads, and social media.

Planning/Marketing/RideShare

Planning

- The October 2024 service change will reduce People Mover (and potentially AnchorRIDES service) due to the Bus Operator shortage.
 - There will be a robust public involvement component in July 2024 to help determine what is cut.
- May Rider Survey Results
 - 647 respondents, down from 1,000 last January

- Highest score: How likely are you to recommend People Mover? (4.02/5)
- Lowest score: People Mover is responsive to my complaints, problems, or concerns. (3.4/5)
- Biggest improvement from January's survey: The bus goes where I need it to. (+.07)

Marketing

- Upcoming events:
 - Veteran Service Organization Day 06/14/24
 - AK Regional Summer Safety Fair 06/15/24
- Preparing for October 2024 service change with messaging and public involvement activities

RideShare

- 1 new vanpool started at Providence Hospital.

Admin & Finance

- 1st quarter budget changes loaded in SAP and provided for: Site Enhancement \$188,946 funds one (1) Maintenance Worker I and one (1) Maintenance Worker II for PTD snow removal and bus stop maintenance.

Customer Service

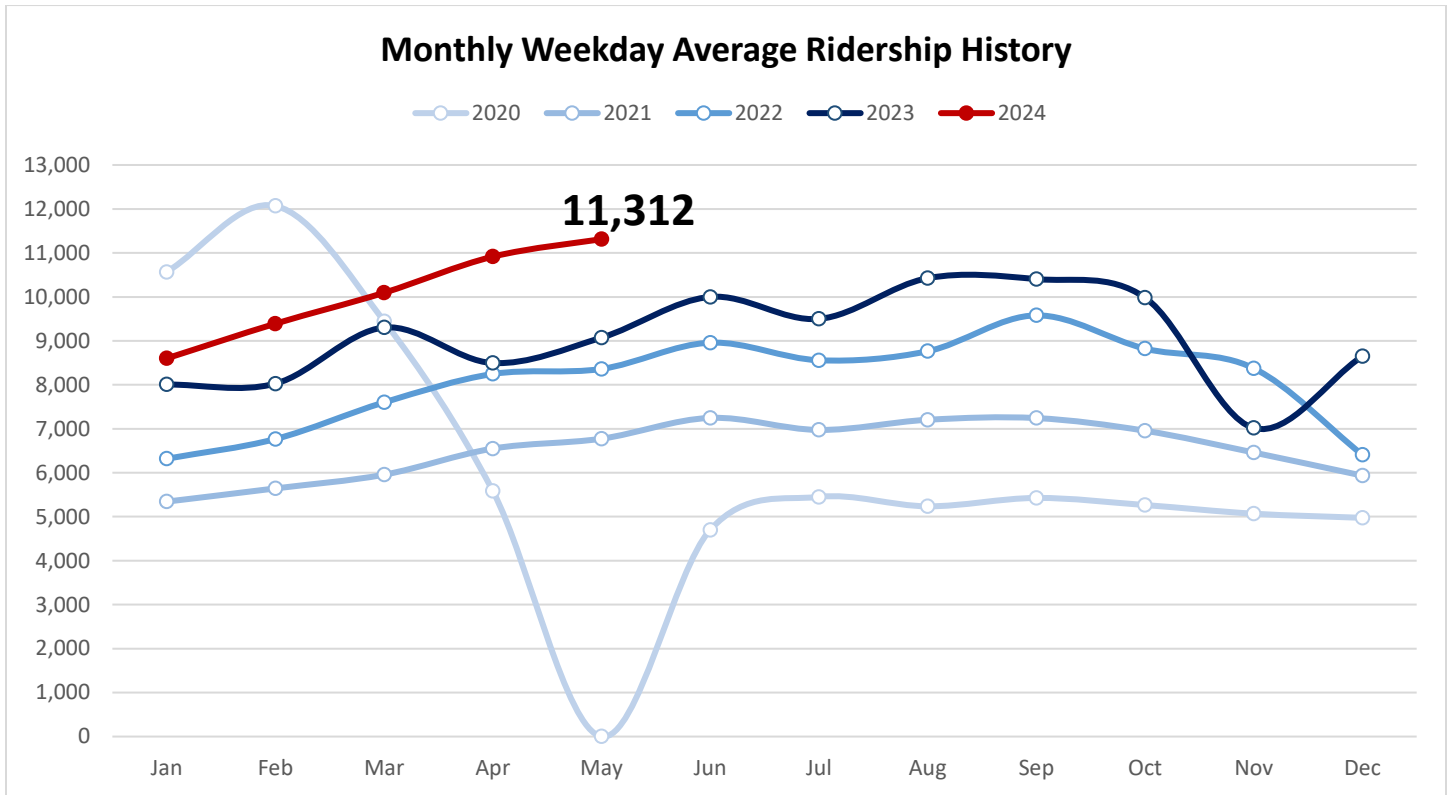
- Received 1079 calls for information in May 2024.
- Processed \$61,111 in bus pass sales and \$58,931 from bulk pass orders.

Director

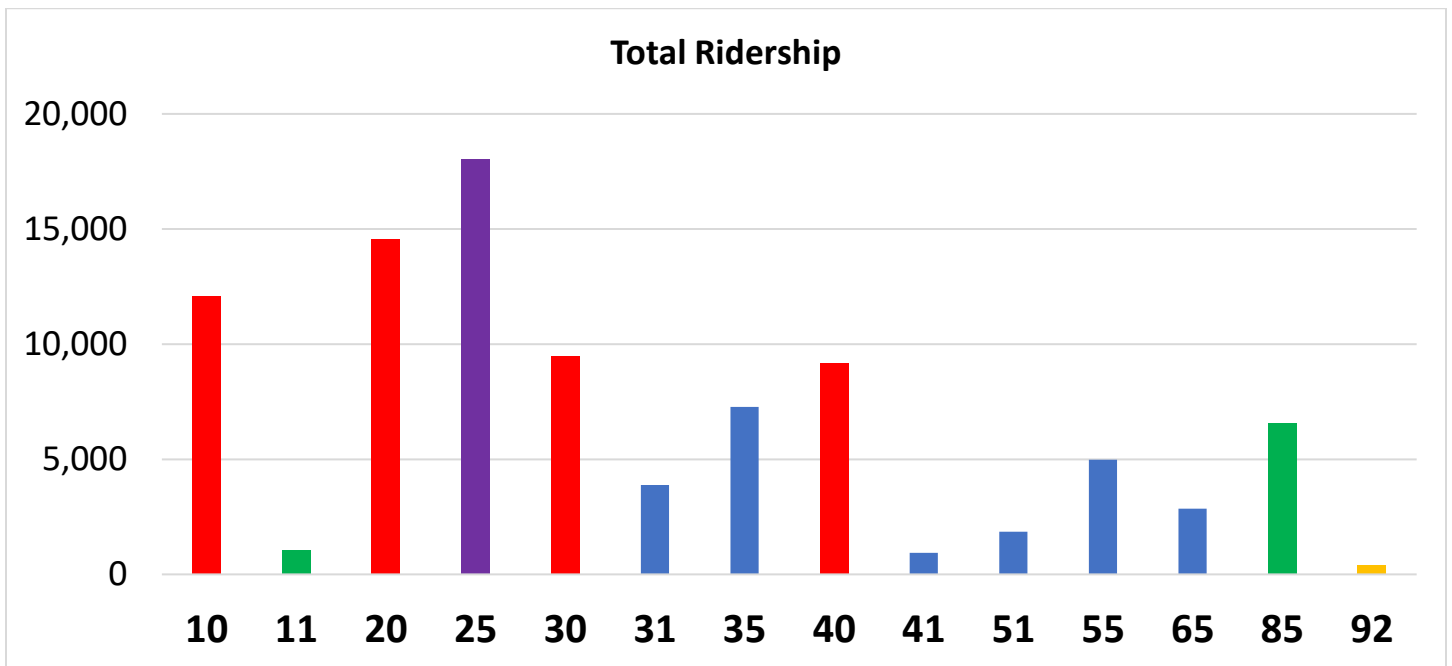
- Attended the Anchorage Assembly hosted: Talking Transportation at the Akela Space on May 30, 2024. Within the theme of transportation, seven (7) speakers had seven (7) minutes each to discuss their ideas for improving transportation in the municipality. Event video here: <https://www.youtube.com/live/c6LQwV5n4xY?feature=shared>
- PTD Transition Plan for Mayor-Elect LaFrance, document identifies the core services the department provides, budget and full-time equivalent employees (FTE), recent accomplishments, opportunities, challenges, and threats. Will provide an overview of this document at the July 11, 2024 PTAB meeting.
- Pending PTAB appointment at the June 11, 2024 Assembly meeting. Kyle Mielke, AM 505-2024. Assembly agenda is located here: <https://meetings.muni.org/AgendaOnline/Meetings/ViewMeeting?id=5409&doctype=1>
- Youth Ride Free in the Summer - During the ASD Summer Break, (May 23, 2024 - August 21, 2024), Youth 5-18 ride free all summer long. More information on PTD Programs and Promotions can be found here: <https://www.muni.org/Departments/transit/PeopleMover/Pages/programsandpromotions.aspx>

People Mover PTAB Ridership Report

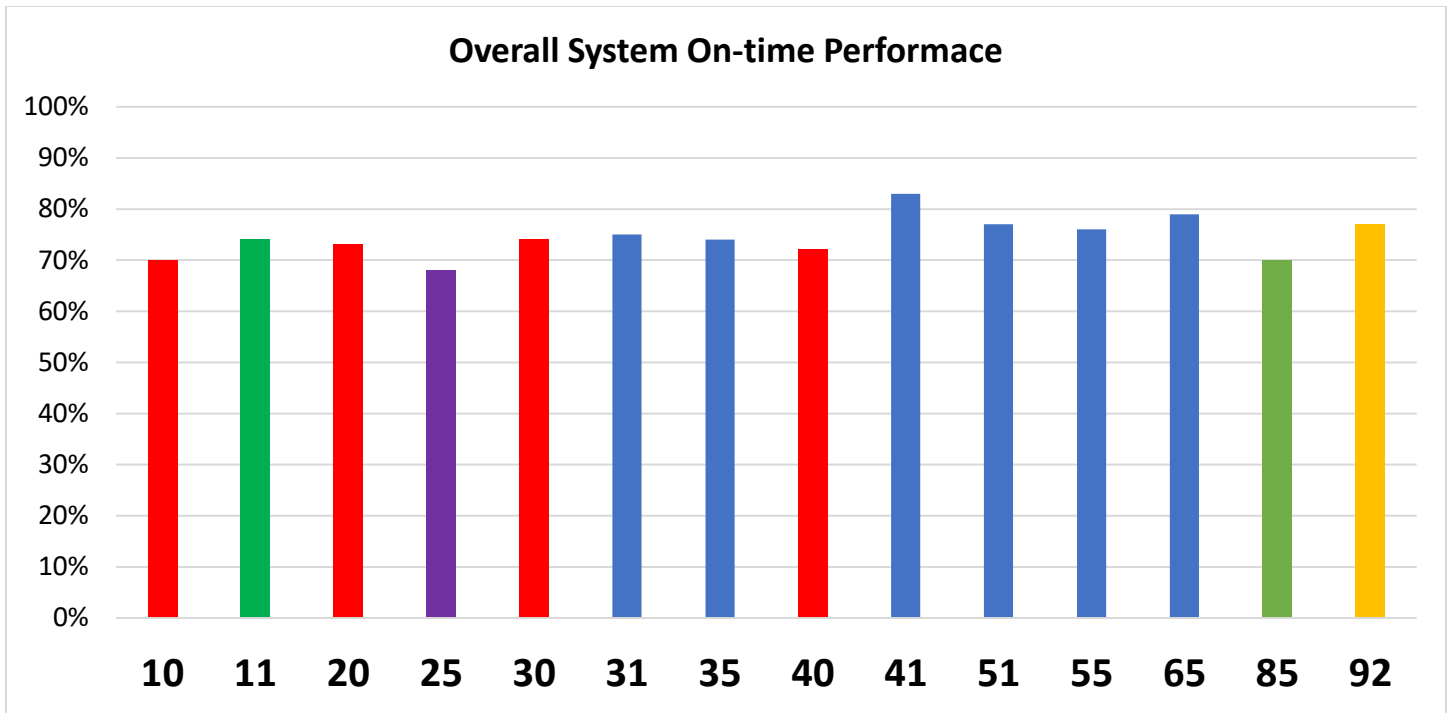
All charts display data from May 1-31, 2024.



In May 2024, average weekday ridership was 11,312 an 24.7% increase compared to May 2023's average of 9,073 riders.



Route 25 had the highest total ridership, followed by routes 20 and 10, respectively.



Overall system on-time performance was 72%. Route 41 had the highest on-time percentage at 83%.

Frequency Legend

Buses Approximately Every 15 Minutes

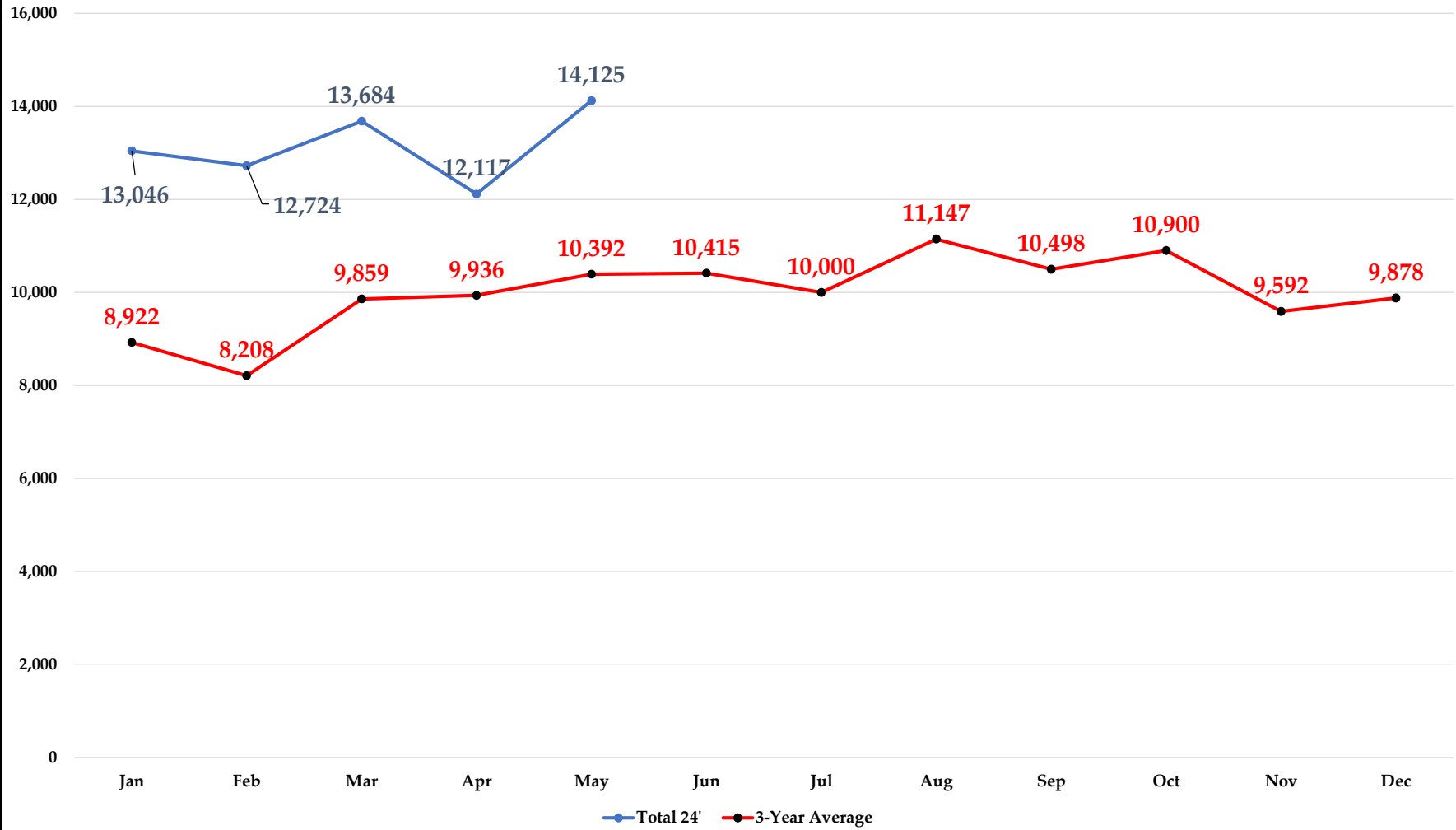
Buses Approximately Every 15-30 Minutes

Buses Approximately Every 30 Minutes

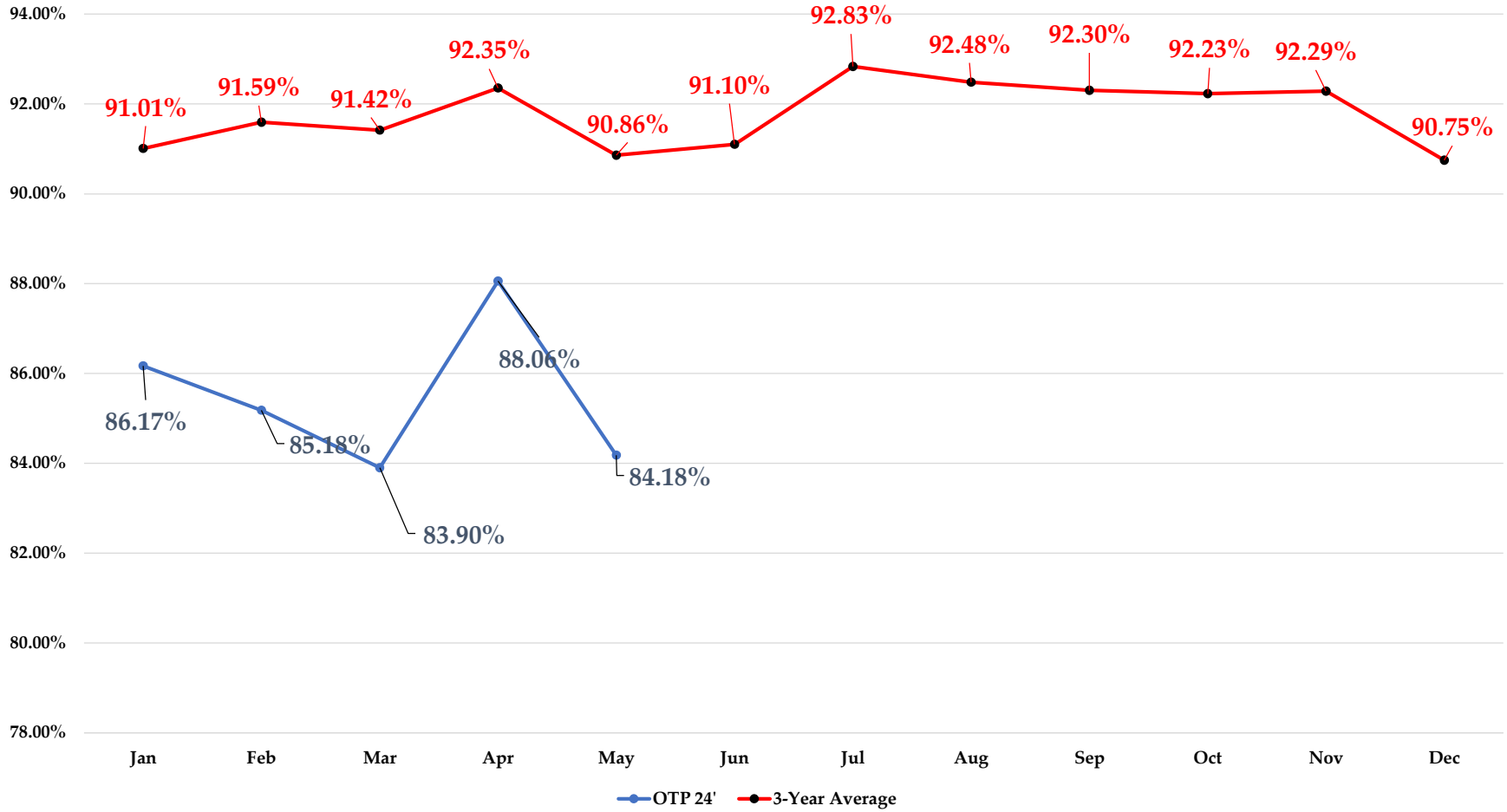
Buses Approximately Every 60 Minutes

Commuter Route

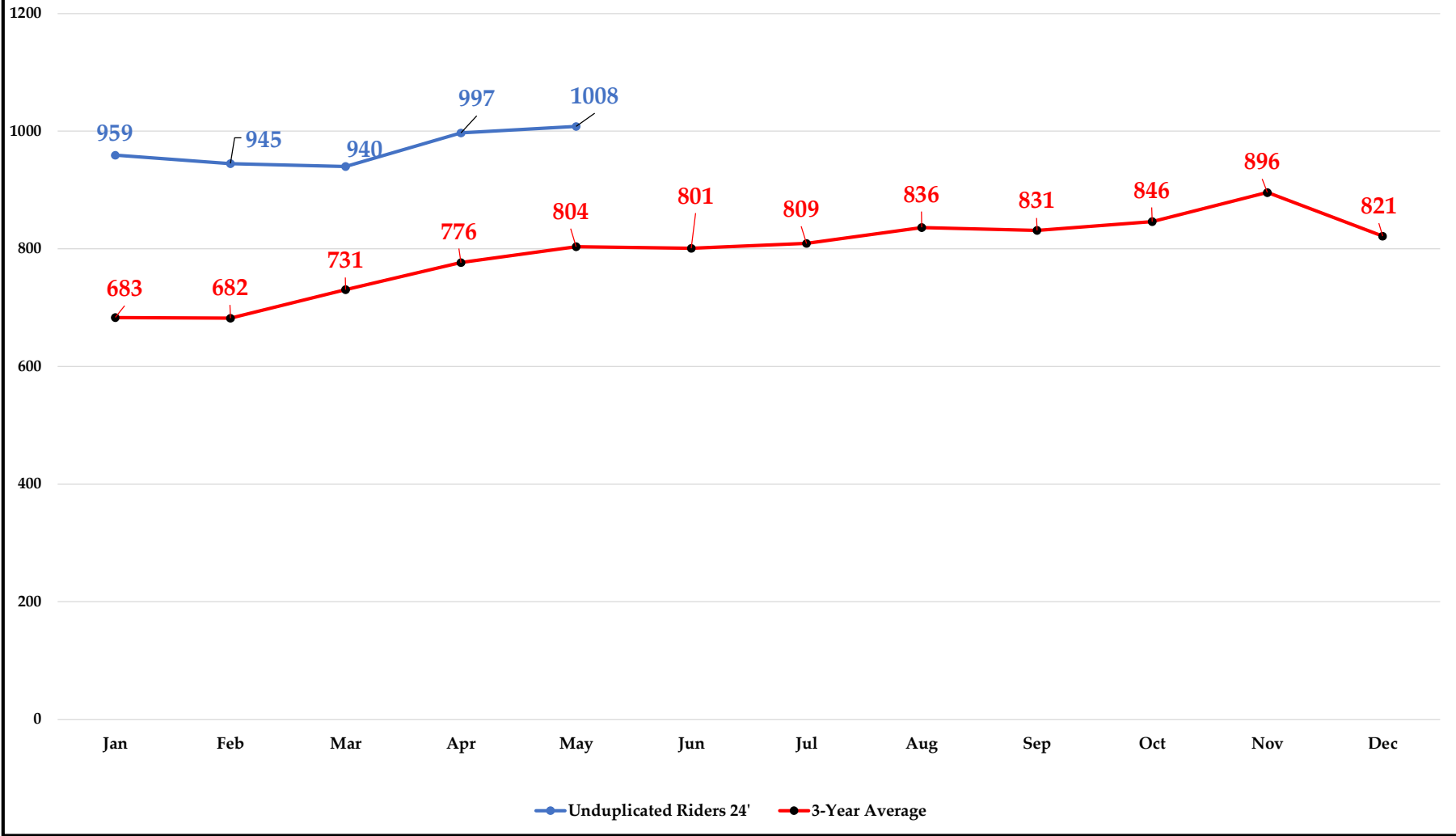
AnchorRIDES 2024 Ridership



2024 AnchorRIDES On-Time Performance 15min +/-



2024 Unduplicated Customers



June 13, 2024, PTAB Meeting RideShare Report

