



MATSU BOROUGH

TRANSIT



HISTORY

- ✓ The 2020 census established the Mat-Su Borough a population greater than 50,000, delegating it as a small, urbanized area (UZA)
- ✓ Now eligible for FTA urban transit funding (5307) as a small, urbanized area
- ✓ To maintain transit services, a local government entity must act as a Direct Recipient of urban transit (5307) funding
- ✓ On August 8, 2023, the Assembly voted unanimously to apply to become a Direct Recipient and pursue funding
- ✓ On November 6, 2023, The Governor of Alaska designated the MSB as a Direct Recipient of FTA funding, indicating a 50/50 match from the Borough

IMPORTANT DEADLINE

July 1st, 2025:
New service
begins operating



TRANSIT

BREAKDOWNS



Option A

EXISTING TRANSIT

\$3 MILLION/YEAR

FTA Funding \$1.5 Million – Borough Funding \$1.5 Million

Fixed Routes



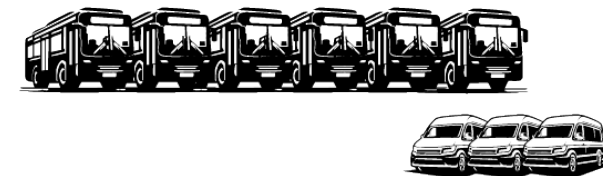
53% of Operations cost
\$1.59 Million/Year
32,860 Average Ridership
6 Large Busses

Operational cost per large bus is
\$1.59 million / 6 = \$265,000

47% of operations cost
\$1.41 Million/Year
29,140 Average Ridership
6 Medium Busses, **3** Vans

Operational cost per demand vehicle is
\$1.41 million / 9 = \$157,000

Demand Response



Mill Rate

.107



Option B

17% REDUCTION \$2.5 MILLION/YEAR

FTA Funding \$1.25 Million – Borough Funding \$1.25 Million

Fixed Routes



53% of Operations cost
\$1.32 Million/Year
27,273 Average Ridership
5 Large Busses

47% of operations cost
\$1.17 Million/Year
24,186 Average Ridership
5 Medium Busses, **2** Vans

Demand Response



Approximately three vehicles removed from the fleet, and 10,000 rides lost

Mill Rate

.090



Option C

33% REDUCTION \$2 MILLION/YEAR

FTA Funding \$1.00 Million – Borough Funding \$1.00 Million

Fixed Routes



53% of Operations cost
\$1.04 Million/Year
21,687 Average Ridership
4 Large Buses

47% of operations cost
\$930,600 /Year
19,232 Average Ridership
4 Medium Buses, **2** Vans

Demand Response



Approximately five vehicles were removed from the fleet, and 21,000 rides lost

Mill Rate
.072



Option D

50% REDUCTION \$1.5 MILLION/YEAR

FTA Funding \$750,000 – Borough Funding \$750,000

Fixed Routes



53% of Operations cost
\$795,000 /Year
16,430 Average Ridership
3 Large Busses

47% of operations cost
\$705,000 /Year
14,570 Average Ridership
3 Medium Busses, **1** Vans

Approximately eight vehicles were removed from the fleet, and 31,000 rides lost

Demand Response



Mill Rate

.072

Options



Options	Match Amount	Mill Rate	Taxes per \$100,000
A	\$1,500,00	.107	\$10.70
B	\$1,250,000	.090	\$9.00
C	\$1,000,000	.072	\$7.20
D	\$750,000	.054	\$5.40

What's Next?



January – Request for Interest (RFI)

February/March – Two Separate Request for Proposals (RFPs)
1) Demand Response 2) Fixed Route = Total Operations Cost

March – Managers Budget

April – Proposed Assembly Budget and Public Comment
Period

June 1st – Award Contracts

July 1st – Begin Service



THANK YOU

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