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= $157,00

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 Busses

47% of operations cost
$930,600 /Year
19,232 Average Ridership
4 Medium Busses, **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

Demand Response

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**

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

Jason Ortiz

Deputy Director – Planning & Land Use

907-861-7854 | jason.ortiz@matsugov.us

Rebecca Skjothaug

Planning Support Specialist – Planning & Planning Services

907-861-8608 | rebecca.skjothaug@matsugov.us

Bianca Zibrat

Long-range Planner – Planning & Planning Services

907-861-8525 | bianca.zibrat@matsugov.us

More information:

msbtransit.matsugov.us