

Existing Transportation Resources

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Table IV-2
Transportation Services in the Kenai Area

Number	Service Name or Sponsor Name	Agency Type	Annual Trips Provided	Annual Vehicle-Hours	Annual Vehicle-Miles	Annual Transportation Cost	Service Type	Passenger Eligibility	Days and Hours of Service	Fleet Information	Funding Sources	Service Area
Human Service Agencies												
1	Boys and Girls Club of the Kenai Peninsula	Nonprofit	n/a	n/a	n/a	n/a	Fixed-Route	Program Clients	n/a	n/a	Donations, United Way, fundraising,	Homer, Seward, Seldovia, Nikiski, Kenai, and Soldotna
2	Central Area Rural Transit System, Inc. (CARTS)	Private Nonprofit	48,727	8,736	438,776	\$862,000	Demand-Response	General Public	M-F: 7:00 a.m. to 11:00 p.m.; Work Trips- 24 hours a day, 7 days a week. Sat and Sun as requested	17 vehicles- 4 body-on-chassis, 5 minivan, 6 vans and 2 trucks. On Order: 5 body-on-chassis, 4 minivans, three 12-passenger vans.	Borough and city contribution, FTA 5309, FTA 5310, FTA 5311, Medicaid, Alaska Mental Health Trust, JARC, and TANF.	CARTS serves the cities of Soldotna and Kenai, and the communities of Kasilof, Nikiski and Sterling and all points in between.
3	Central Peninsula General Hospital (CPGH)	Community-owned Nonprofit	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4	Frontier Community Services	Private Nonprofit	n/a	n/a	n/a	n/a	Fixed-Route; Demand-Response	Program Clients	7 days a week	2 buses and; personal staff vehicles	Medicaid, State grant funding	Central Kenai Peninsula
5	Homer Senior Citizens, Inc.	Private Nonprofit	n/a	n/a	n/a	n/a	n/a	Seniors and persons with disabilities	n/a	n/a	Alaska Department of Health and Social Services, Alaska Department of Education and Early Childhood and the Kenai Peninsula Borough	Homer
6	Homer Public Health Center	Public	n/a	n/a	n/a	\$13,860	n/a	n/a	n/a	n/a	n/a	Homer
7	Independent Living Center (ILC)	Private Nonprofit	n/a	n/a	n/a	n/a	None. Pays for transportation through vouchers.	Seniors and people with disabilities	24 hours a day, 7 days a week.	None	Mental Health Trust Authority Funds, FTA 5310	Homer, Seward, Central Kenai Peninsula, and Kodiak Island, Valdez and Cordova area.
8	Kenai Peninsula Community Care Center	Private Nonprofit	5,824	56	49,000	\$12,000	Demand-Response	Program Clients- school ages 5-16 years	7 days a week; 7:00 a.m. to 10:00 p.m.	6 vehicles - 4 vans; 1 car; 1 truck/SUV	Medicaid, State grant funding	Kenai / Soldotna areas
9	Kenai Public Health Center	Public	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Cooper Landing to Nikiski, to Kasilof and even further south
10	Kenai Senior Center	City-owned Nonprofit	5,200	35	n/a	\$84,142	Demand-Response	Seniors (60+); caregivers or spouses with seniors	5 days a week; 9:00 a.m. to 4:30 p.m.	5 vehicles - 1 bus and 4 vans	City (provides maintenance), donations, United Way, fundraising, volunteer, Medicaid	Our service area is all of the City of Kenai, North to South Miller's Loop, K-Beach to West Poppy Lane, Kenai Spur Highway to just before Pickle Hill.
11	Kenai Veterans' Center	Public	n/a	n/a	n/a	n/a	Scheduled Fixed-Route	Veterans and their families	Tuesdays and Thursday or as approved	n/a	US Department of Veterans Affairs	Kenai area to/from Anchorage VA Medical Center
12	Kenaitze Cuya Quyta'nen Head Start	Tribal	n/a	n/a	n/a	n/a	Fixed-Route	Preschool children	n/a	n/a	n/a	n/a
13	Kenaitze Indian Tribe	Tribal	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Kenai, Sterling and Nikiski
14	Lee Shore Center	Private Nonprofit	n/a	n/a	n/a	n/a	Demand-Response	Program clients	During business hours, Monday to Friday, 9:00 a.m. to 5:00 p.m. After hours are for emergency situations.	None. Transportation is provided by staff personal vehicles	Donations, United Way, fundraising, volunteer, state funds and and Federal Funding through the Council on Domestic Violence and Sexual Assault.	Central Peninsula - Transportation is usually within the Kenai/Soldotna/Nikiski area
15	Love, Inc.	Nonprofit	n/a	n/a	n/a	n/a	Demand-Response	n/a	Varies based on requests	None	n/a	n/a
16	New Frontier Vocational Technical Center	Private Nonprofit	n/a	n/a	n/a	n/a	n/a	Enrolled Students- JPTA	n/a	n/a	n/a	n/a
17	Nikiski Senior Center, Inc.	Private Nonprofit	n/a	n/a	n/a	n/a	n/a	Seniors	n/a	n/a	Borough, fundraising and donations	n/a
18	Peninsula Community Health Services	Private Nonprofit	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19	Soldotna Area Senior Citizens, Inc.	Private Nonprofit	2,200	3,500	26,000	\$68,000	Demand-Response	Seniors	Monday- Friday; 9:00 a.m. to 3:00 p.m.	2 vans	Donations, United Way, fundraising, volunteer, state funds	Service areas are Soldotna, Funny River, and Ridgeway communities
20	South Peninsula Behavioral Health Services, Inc.	Private Nonprofit	13,000	104,000	35,000	\$107,250	Demand-Response	Program Clients	Monday to Saturday; 8:00 a.m. to 6:00 p.m.	6 vehicles - 5 vans; 1 car	Program Clients; The agency receives no grants	Transport clients south of Ninilchik in the Homer/Anchor Point area. This is within a 25-30-mile radius of the City of Homer.
21	State of Alaska Peninsula Job Center-Public Assistance	State Government	n/a	n/a	n/a	n/a	None. Pays for transportation.	n/a	n/a	n/a	Division of Public Assistance	n/a
22	State of Alaska Division of Vocational Rehabilitation	State Government	n/a	n/a	n/a	n/a	None. Pays for transportation.	n/a	n/a	n/a	n/a	n/a

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**Table IV-2
Transportation Services in the Kenai Area**

Number	Service Name or Sponsor Name	Agency Type	Annual Trips Provided	Annual Vehicle-Hours	Annual Vehicle-Miles	Annual Transportation Cost	Service Type	Passenger Eligibility	Days and Hours of Service	Fleet Information	Funding Sources	Service Area
Human Service Agencies												
23	State of Alaska - JTPA & Welfare-to-Work	State Government	n/a	n/a	n/a	n/a	None. Pays for transportation by giving individuals gas cards, CARTS cards, taxi rides, car insurance, vehicle repairs, airfare, busfare	Participants that are eligible for federal and state grant funds for training, job search, and/or relocation	None	None	State Training Employment Program; Federal Workforce Investment Act	n/a
24	State of Alaska, Division of Family & Youth Services	State Government	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
25	Sterling Area Senior Citizens, Inc.	Private Nonprofit	n/a	n/a	n/a	n/a		Seniors and persons with disabilities	n/a	n/a	n/a	n/a
Churches												
1	Church of the Nazarene, Nikiski	Charitable	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
2	First Baptist Church of Kenai	Charitable	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
3	SWAMPY	Charitable	n/a	n/a	n/a	n/a		n/a	n/a	n/a	Fundraising and donations	n/a
School District												
1	Kenai Peninsula Borough School District-Central	Public School District	n/a	n/a	n/a	n/a	Fixed-Route; Demand-Response (Special Services students receive pick up/drop off at residence.)	Students	Monday- Friday School Hours	n/a	Alaska Department of Education	Seward School District
2	Kenai Peninsula Borough School District-Homer	Public School District	n/a	n/a	n/a	n/a	Fixed-Route; Demand-Response (Special Services students receive pick up/drop off at residence.)	Students	Monday- Friday School Hours	n/a	Alaska Department of Education	Seward School District
Taxicab Companies												
1	Alaska Cab, Inc.	Private For-Profit	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
2	Hairys Cab	Private For-Profit	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
3	Inlet Taxi	Private For-Profit	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
4	Twin Cities Cab	Private For-Profit	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
5	Kachecab	Private For-Profit	n/a	n/a	n/a	n/a		n/a	24 hours a day, 7 days a week.	n/a	n/a	Homer area as well as to and from Anchorage.
6	Kostas Cab	Private For-Profit	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Homer
Private Transportation Providers												
1	Stage Line	Private For-Profit	n/a	n/a	n/a	n/a	Scheduled Fixed-Route	General public	7 days a week One bus departs Homer at 10:00 a.m. and another bus arrives at Homer at 3:30 p.m.	a 14-passenger van	Passenger fares	n/a
2	Kachemak Bay Transit	Private For-Profit	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Provide service between Homer and Anchorage. This service provides stops on the Sterling and Seward Highways and also in the Kenai Peninsula area and in Anchorage.

Source: LSC Transportation Questionnaire, 2010.

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COORDINATION INTEREST

All agencies surveyed were asked to indicate the level of interest in a number of coordination strategies. Table IV-3 indicates the coordination level based on responses by various transportation providers from whom surveys were received. As shown in the table, the New Frontier Vocations strongly expressed interest in “Purchasing transportation services from another organization.” The Kenai Senior Center is interested in “Joining together with another agency to consolidate operation of transportation services.” The Soldotna Senior Citizens, Inc. is interested in “Adjusting hours or frequency of service” and “Coordinating activities such as procurement, training, vehicle maintenance, and public information.” CARTS strongly expressed interest in the various coordination strategies from “Providing Transportation Services,” “Coordinating schedules and vehicle operation,” “Joining together with another agency to consolidate services,” “Adjusting hours or frequency of service,” and “Coordinating activities such as procurement, training, vehicle maintenance, and public information.”

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**Table IV-3
Coordination Interest**

	CARTS	FCS	ILC	KPCCC	KPHC	Kenai Senior Center	Lee Shore Center	New Frontier Vocations	Soldotna Area Senior Citizens, Inc.	Peninsula Behavioral Health	South Peninsula Behavioral Health Services, Inc.
Providing transportation services under contract to another agency or agencies.	●	◐	n/a	n/a	n/a	◐	n/a	n/a	○	○	n/a
Purchasing transportation services from another organization, assuming that the price and quality of service met your needs.	n/a	◐	n/a	◐	n/a	○	◐	●	○	◐	◐
Coordinating schedules and vehicle operation with nearby paratransit providers so that riders can transfer from one service to another.	●	◐	n/a	◐	n/a	◐	n/a	n/a	◐	◐	n/a
Joining together with another agency to consolidate the operation of transportation services.	●	◐	n/a	n/a	n/a	●	◐	n/a	○	○	n/a
Adjusting hours or frequency of service.	●	◐	n/a	n/a	n/a	◐	n/a	n/a	●	○	n/a
Coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers.	●	◐	n/a	◐	n/a	◐	n/a	n/a	●	○	n/a
Centralized scheduling and dispatching.	○	○	n/a	n/a	n/a	○	◐	n/a	○	◐	n/a
Participating in an organized countywide transportation marketing program.	●	○	n/a	n/a	●	○	n/a	n/a	○	○	n/a

Note:
 ● = Interested
 ◐ = Possibly Interested
 ○ = Not Interested
 n/a = Not Available

Source: LSC Transportation Provider Survey, 2009.

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VEHICLE UTILIZATION

To understand how existing vehicles are being used, the questionnaire included a chart with the fleet information, hours, and days of operation. The four main providers and human service agencies—CARTS, City of Kenai/Kenai Senior Center, Kenai Peninsula Community Care Center, and the Soldotna Area Senior Citizens, Inc.—provided information on their vehicle fleets. Table IV-4 shows the information by agency.

With CARTS, while most of the vehicles may be needed on an as-needed basis, Table IV-4 illustrates vehicle utilization on a typical day. Typically one van starts around 5:00 a.m., two to four additional vehicles start between 6:00 and 8:00 a.m., one to two additional vehicles start between 10:00 a.m. and 11:00 p.m., and then two vehicles start between 1:00 and 2:00 pm. Typically each of these vehicles are out for 6.5 to 7.5 hours each. While there is no shortage of vehicles needed for covering the CARTS service area, there is a shortage of drivers in providing the needed service.

The table also shows that the existing fleet has limited capacity to accommodate general public transportation services for the Central Kenai Peninsula area, especially on weekdays.

**Table IV-4
Vehicle Utilization**

Agency	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	After 8:00 PM
CARTS <i>All vehicles (7 days a week)</i>	1 van	1 van	3-5 vehicles	3-5 vehicles	3-5 vehicles	5-8 vehicles	5-8 vehicles	4-7 vehicles	6-9 vehicles	3-4 vehicles	3-4 vehicles	3-4 vehicles	2 vehicles	2 vehicles	2 vehicles	
City of Kenai/ Kenai Senior Center Vehicle 1: Dodge Caravan Cargo Van (<i>Monday-Friday</i>)																
Vehicle 2: Dodge Caravan Cargo Van (<i>Monday-Friday</i>)																
Vehicle 3: Chevy Express 1500 (<i>Monday-Friday</i>)																
Vehicle 4: Chevy Express 1500 (<i>Monday-Friday</i>)																
Vehicle 5: Wheelchair-accessible van (<i>Monday-Friday</i>) <i>Not used everyday</i>																
<i>Not used everyday</i>								<i>As Needed</i>								
Kenai Peninsula Community Care Center Vehicle 1: Uplander (<i>Monday- Friday</i>)																
Vehicle 1: Uplander (<i>Weekends</i>)																
Vehicle 2: Equinox (<i>Monday-Friday</i>)																
Vehicle 2: Equinox (<i>Weekends</i>)																
Vehicle 3: Express Van 2005 (<i>Monday-Friday</i>)																
Vehicle 3: Express Van 2005 (<i>Weekends</i>)																
Vehicle 4: Express Van 2007 (<i>Monday-Friday</i>)																
Vehicle 4: Express Van 2007 (<i>Weekends</i>)																
Soldotna Area Senior Citizens, Inc. Both vans (<i>Monday- Friday</i>)																
Both vehicles (evenings and weekends)								<i>As Needed</i>								
																
Source: LSC Transportation Provider Questionnaire, 2010.																

CUSTOMER SURVEY RESULTS

LSC distributed a short questionnaire at the meetings so that stakeholders could distribute these surveys to their clients. While there is no statistical significance to the responses, the input represents the opinions of those participating. Appendix B includes a copy of the customer survey.

Questionnaire Responses

There were a total of 107 responses from the Central and Southern Kenai Peninsula area. Approximately 39 of the 107 respondents did not answer the first section of the survey as they did not use any agency transportation service or did not have any transportation option in their community. The questions not answered by this group included the bus/taxi service they used, rating the quality of the bus/van service, the frequency of using the bus/van service, the primary reason for riding, and their gender. Approximately 33 of these 39 respondents (who did not answer the first section of the survey) were from Nikiski.

Approximately 36 of the 68 respondents (53 percent) who used some bus/van/ taxi service use the Alaska Cab services. Three of the 36 respondents reported using choice waivers through this taxicab company, seven respondents (10 percent) use the City of Kenai/Kenai Senior Center services, six respondents (nine percent) did not specify the taxicab service they use, four respondents (six percent) use CARTS, another four respondents (six percent) use the Kostas taxicab services, while the remaining respondents (25 percent) did not specify the taxicab company they use (nine percent), use a combination of taxicab companies (six percent), use choice waivers (four percent), use tokens (one percent), use the Kachecab taxicab service (one percent), or did not specify the transportation they used (three percent).

Passengers were asked to rate the quality of service provided by each bus/taxi service. The responses were poor, fair, good, and very good. Each category was given a numerical value from one to four, and the average response was then calculated for each attribute. The middle point of responses would be 2, so an average score of 3.0 or higher would indicate positive perceptions for that particular attribute. The responses are shown in Table IV-5.

Table IV-5 Quality of Service	
Attribute	Average
Friendliness of drivers	3.79
Bus/van goes where you need it to go	3.78
Friendliness of office staff/dispatcher when you call for service or help using the system	3.74
Driver safety	3.72
Appearance of drivers	3.72
Hours of operation	3.70
Times it takes to travel from place to place	3.69
On-time reliability	3.63
Appearance of buses/vans	3.59
<i>Source: LSC Survey, 2010.</i>	

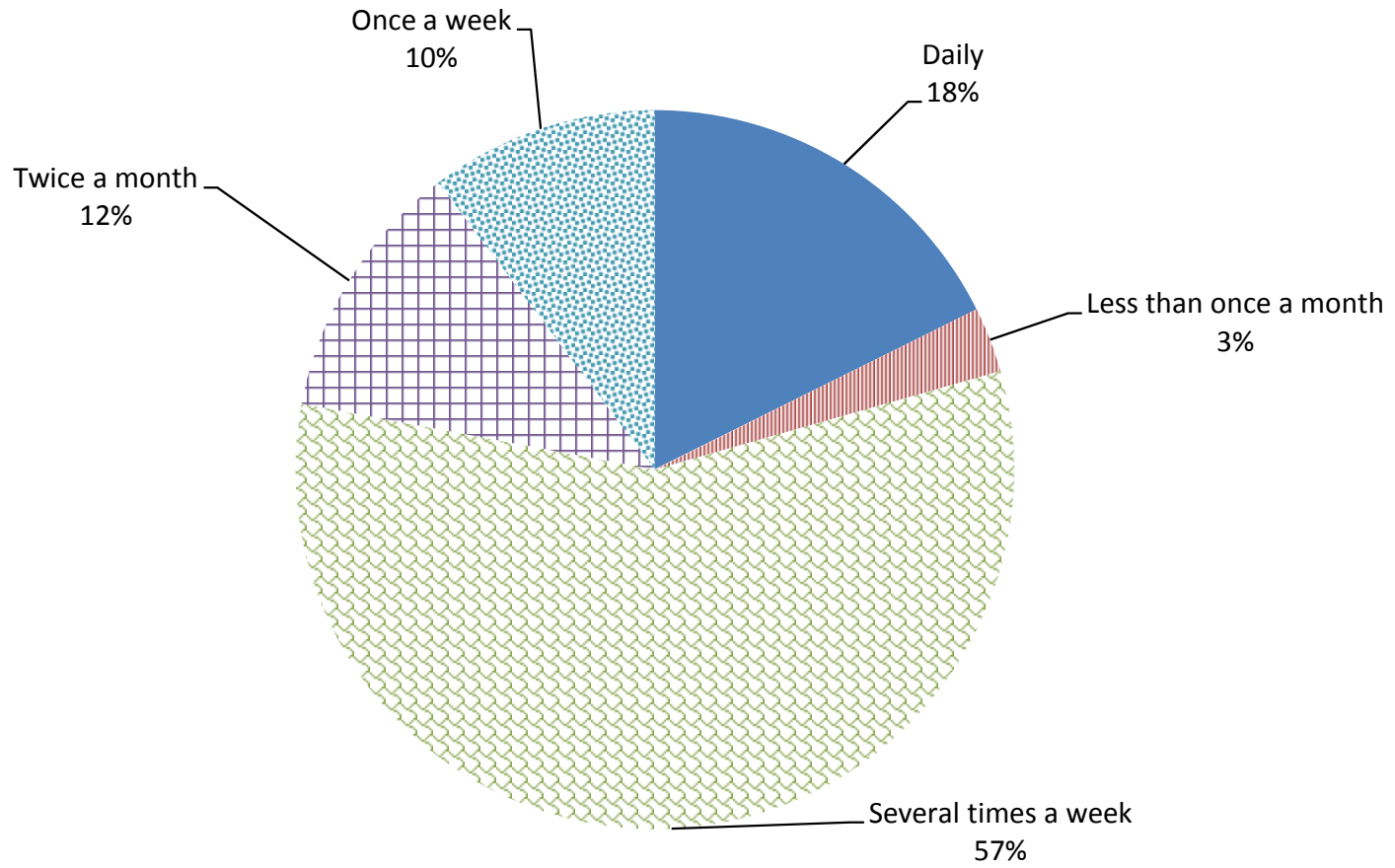
In the survey, all the attributes were scored high ranging from a score of 3.59 to 3.79. The highest scores were on the friendliness of drivers, bus/van goes where you need it, friendliness of office staff/dispatcher, driver safety, and appearance of drivers with scores of 3.79, 3.78, 3.74, 3.72, and 3.72, respectively.

Ridership Frequency

Passengers were asked how often they ride the bus/van/taxi service. Figure IV-4 shows the results of those who responded to the question. As illustrated in the figure, 57 percent of respondents used the service several times a week and 18 percent of respondents used the service daily indicating that 75 percent of the respondents were *frequent riders*. Approximately 12 percent of the respondents used the service twice a month, 10 percent of respondents used the service once a week, and three percent used the service less than once a month indicating that 25 percent of the respondents were *infrequent riders*.

A further analysis revealed that most of the customers of the Alaska Cab, Inc. used the service several times a week, while most of the clients of the City of Kenai/Kenai Senior Center used the service once a week, and most of the respondents who used CARTS used the service daily.

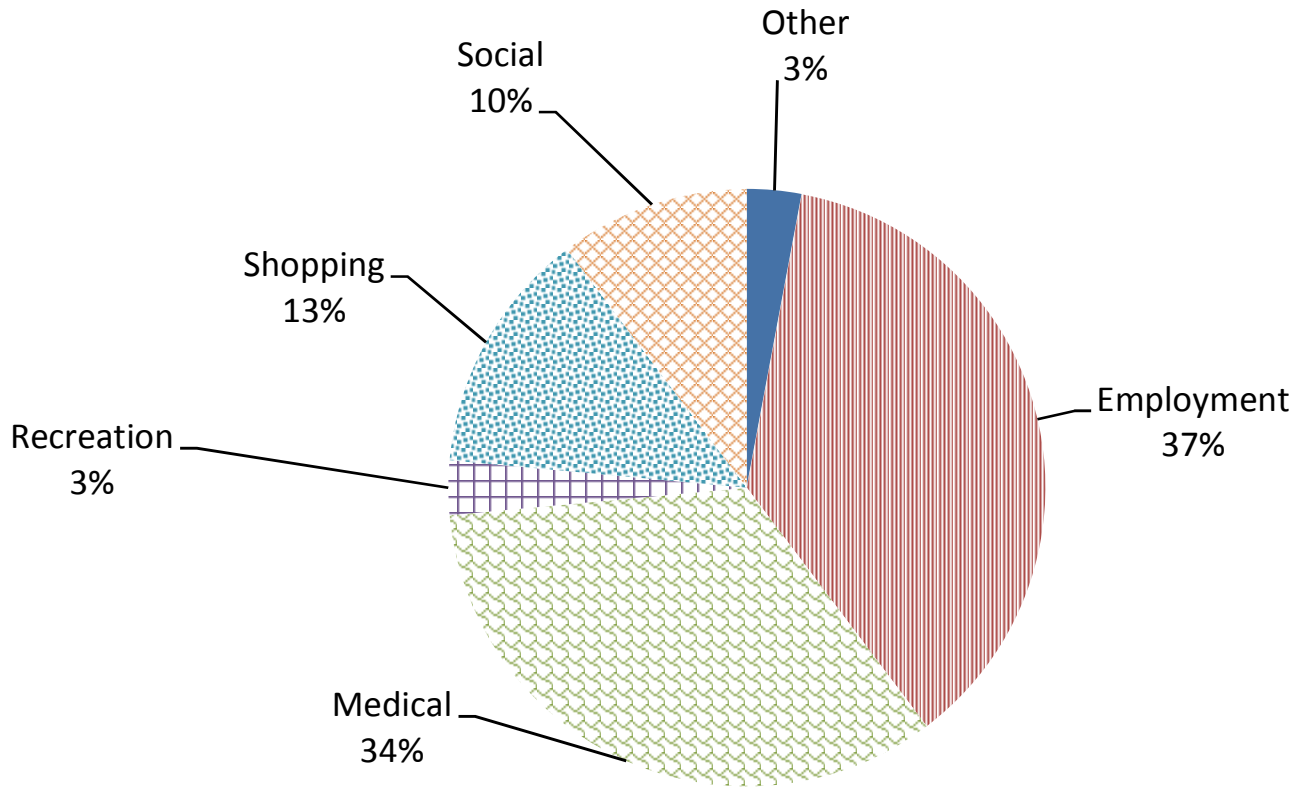
Figure IV-4 Ridership Frequency



Primary Purpose

Respondents were asked about their primary reason for riding. The responses are shown in Figure IV-5. As illustrated, 37 percent of respondents reported that their primary purpose for riding was for employment purposes, followed by 34 percent who need transportation for medical purposes. This was followed by shopping trips and trips for social purposes with 13 percent and 10 percent, respectively. As expected, a small proportion of individuals reported that the primary purpose for riding was for recreation and other trips such as trips to the airport and trips that need to be taken as soon as possible.

Figure IV-5 Primary Purpose for Riding



Demographic Characteristics

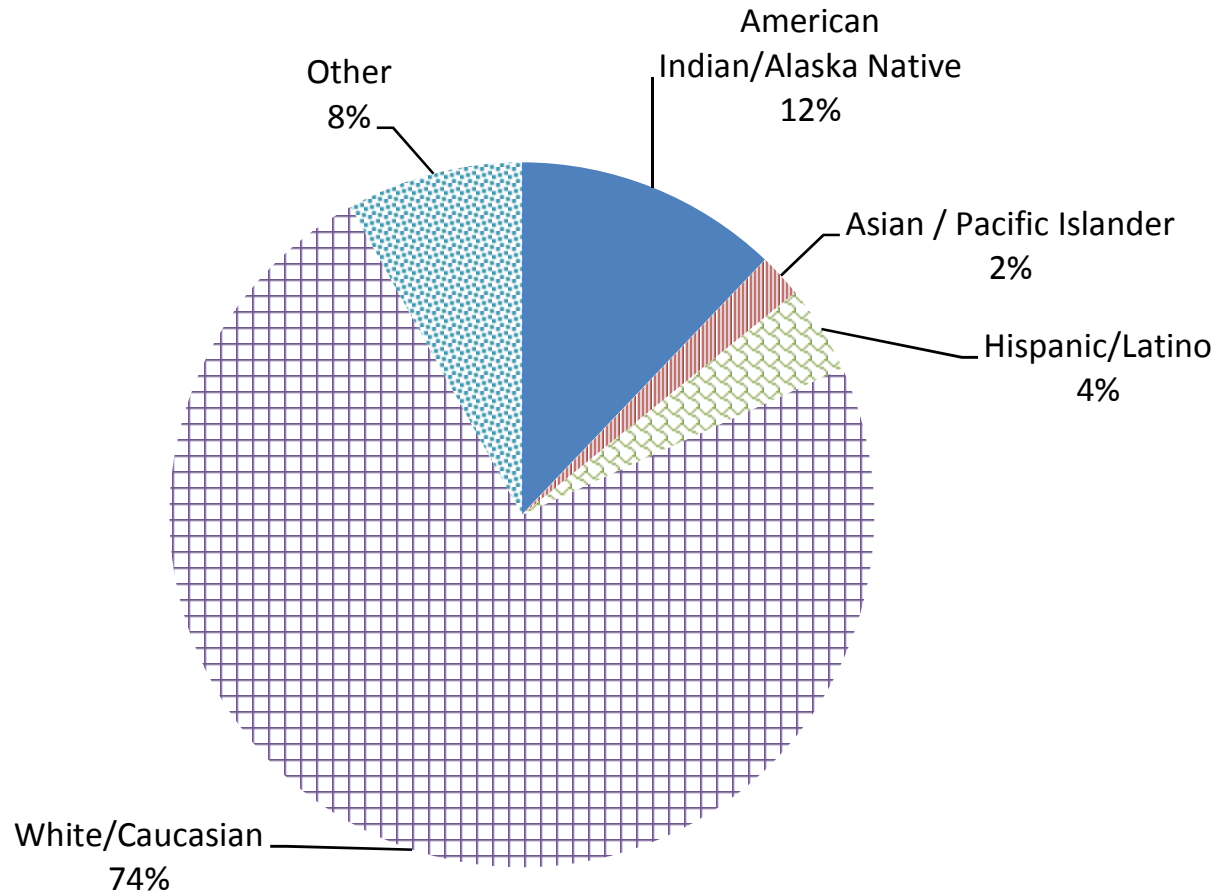
Gender

Approximately 54 percent of the respondents who responded to this question were female.

Age and Ethnicity

The average age of all the respondents was 50 years, ranging from 14 to 84 years. The majority of the respondents (78 percent) indicated that they were White/Caucasian. Approximately 13 percent indicated that they were American Indian/Alaskan, nine percent reported belonging to “Other” ethnicity, which was a combination of different ethnicities. The results of Ethnicity are shown in Figure IV-6.

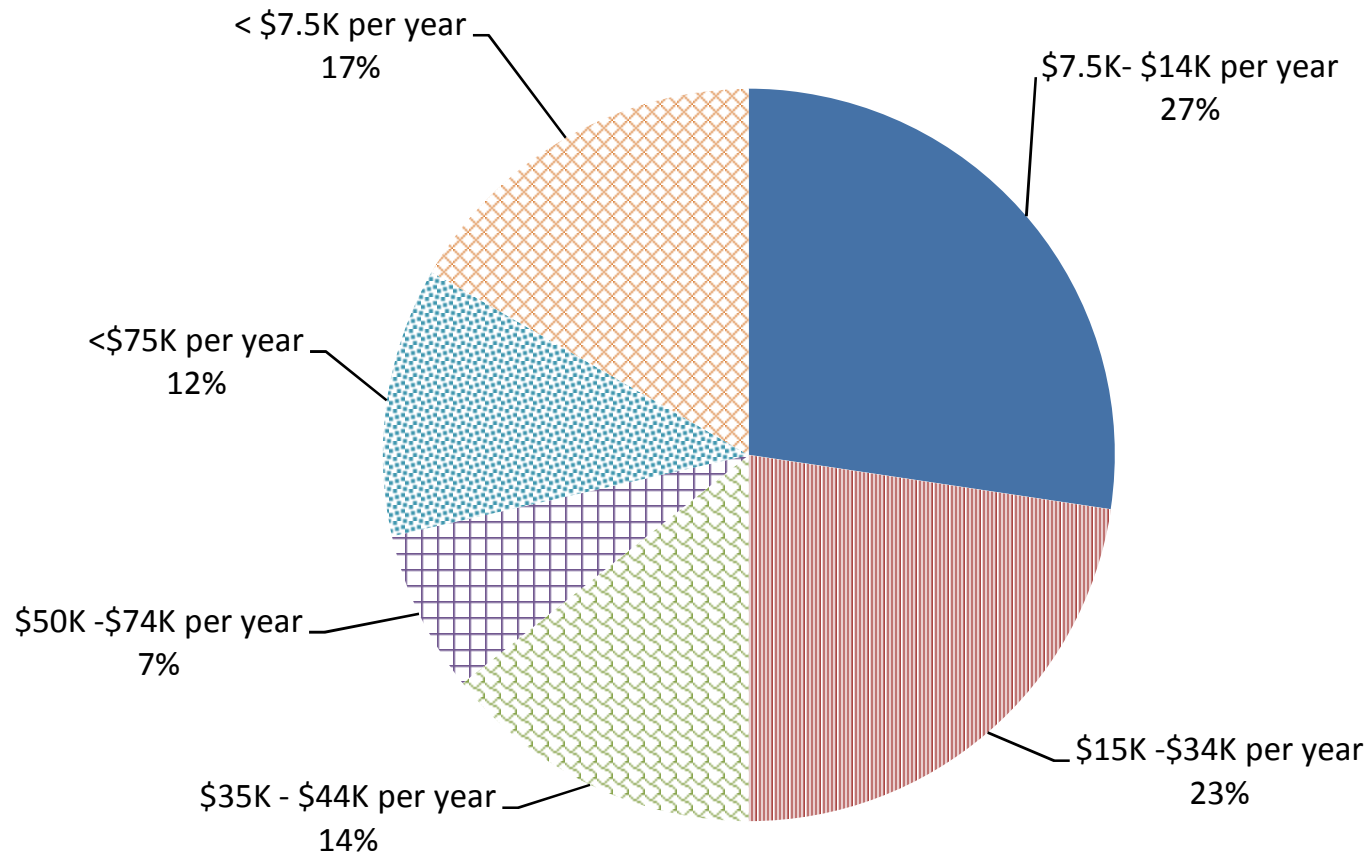
Figure IV-6 Ethnicity



Income

Income plays an important role in determining transit ridership and transit needs in the Central and Southern Kenai Peninsula area. Figure IV-7 shows the responses for annual household income. The highest response (27 percent) from the surveys on the annual household income was \$7,500 to \$14,999. This was closely followed by 23 percent of respondents who reported earning an annual household income of \$15,000 to \$34,999 per year. Approximately 12 percent of respondents reported earning more than \$75,000 household income per year.

Figure IV-7 Annual Household Income



Vehicles in Operating Condition

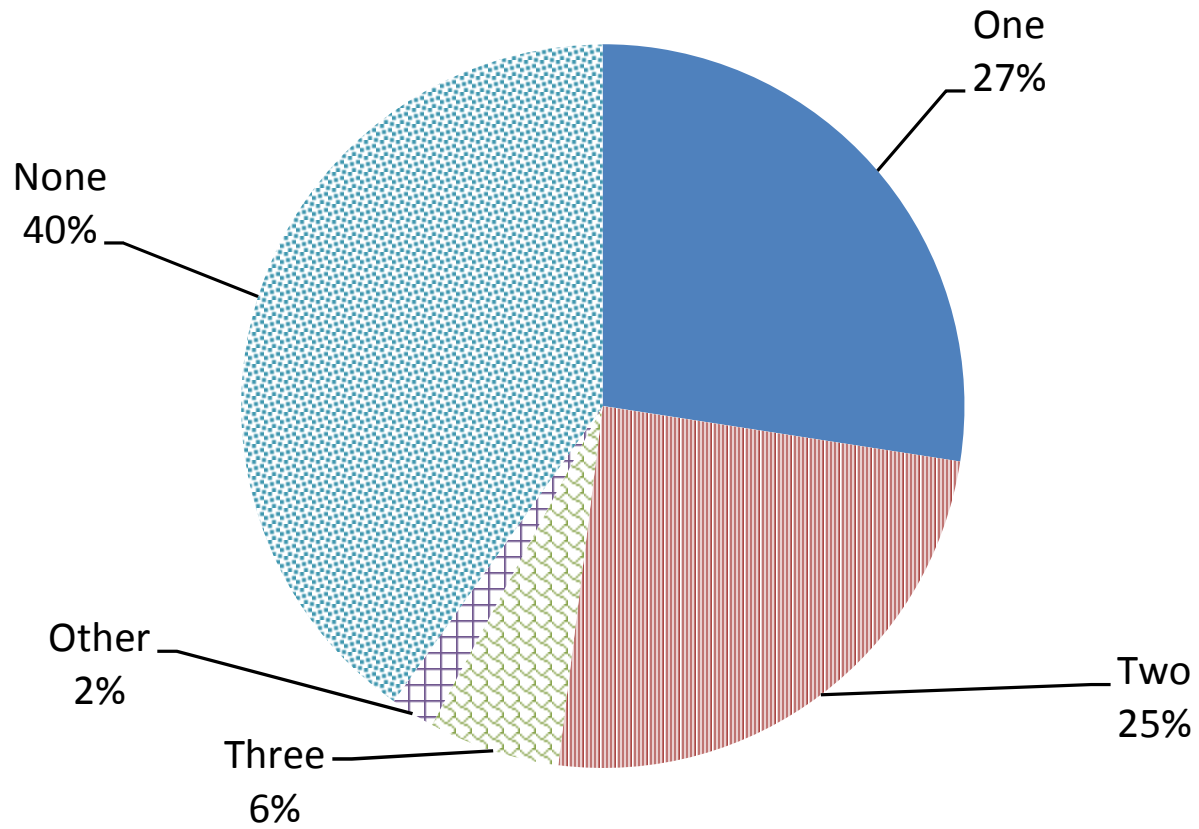
Vehicles in operating condition for households plays a key role in the demand for public transportation. Lack of an operating private vehicle influences people to use public transportation. This comparison provides an indication of the number of *choice riders* compared to those who are *transit-dependent*. Figure IV-8 shows the results. Approximately 40 percent of respondents indicated that they did not have an operating vehicle available in their household, which indicates that these riders are truly *transit-dependent*. Of course some percentage of the respondents who indicated that they have one or two operating vehicles in their household may not be able to use them because another member or members of the household may be using that vehicle.

Residence Location

Respondents were also asked where they lived. Table IV-6 shows the responses. As shown in the table, 34 percent of respondents were from Kenai, 31 percent were from Ninilchik, and nine percent were from Soldotna.

Table IV-6 Where do you Live?		
Live	Responses	Percent
Kenai	36	34%
Ninilchik	33	31%
Soldotna	9	9%
Nikiski	5	5%
Anchor Point	3	3%
Kalifornsky	3	3%
Sterling	3	3%
Anchorage	3	3%
Homer	7	7%
Kasilof	2	2%
Homer/Fritz Creek	1	1%
Total	105	
Source: LSC 2010 Survey.		

Figure IV-8 Operating Vehicles



Additional Public Input

There was space left at the bottom of the survey for individuals to make additional comments. Appendix C lists the actual comments received which are categorized based on where respondents live. In Anchor Point, Homer, and especially in Nikiski, most of the comments expressed were the need for a general public transportation service or a bus service in that community. In Kenai, the comments varied from doing nothing at all or keeping things as they were to those who needed public transportation.

PEER COMMUNITY ANALYSIS

An important step in a “new” and “coordinated” public transit system is a basic estimation of the type of service, operating budget, and performance measures that need to be met based on “peer” systems in other communities. Data for the comparisons were taken from the National Transit Database summaries and from recent LSC-completed projects. The peers selected for comparison are as follows:

- Transportation Lincoln County (TLC), North Carolina
- North Country Transit (NCT), New Hampshire
- Cherokee Transit (CT), North Carolina
- Valley County Transit (VCT), Montana
- South Central Council of Governments (SCCOG), Colorado
- Sitka Tribe of Alaska (STA) - “The RIDE,” Alaska

The communities selected for comparison were chosen using general criteria. The characteristics that were considered in this selection were similar population, rural characteristics of the area, and coordinated transportation efforts. The performance measures presented provide a model depicting the approximate levels of service that need to be met for a new and coordinated transit system to provide public transportation in the most cost-effective way.

Even though care was taken to find the closest matching peer communities, no two systems are exactly alike. Factors such as the type of service (deviated fixed-route, demand-response, etc.), local fare policies, and quality of capital equipment can substantially impact the performance of the individual systems. This peer

analysis, therefore, should be viewed as a rough gauge of a representative sample of similar systems, rather than an exact reporting.

Peer Statistics

Table IV-7 shows the compilation of data on the peer communities. The averages for each of the categories are listed at the end of the peer communities. The peer comparison helps come up with a realistic target productivity level that a transit service in the Central and Southern Kenai Peninsula area can use to see how other peer communities are performing in public transit services. The peer communities were not restricted to a particular type of service offered by a transit system, but deviated fixed-route with demand-response service seemed to be the types of service offered by most similar-sized communities.

All the populations listed were higher than the study area (42,900 people) except for the Transportation Lincoln County. The populations of the peers ranged from the Sitka Tribe of Alaska transportation program with the lowest population of 8,747 people to the Transportation Lincoln County which had the highest population with approximately 76,043 people.

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**Table IV-7
Peer Community Analysis
Performance Measures**

Transit System - Location	Type of Service	Duration of Service	Area Population	No. of Vehicles	Annual Miles	Annual Hours	Annual Ridership	Operating Budget	Pass per Hour	Pass per Mile	Cost per Pass	Cost per Hour	Cost per Mile	Trips per Capita
Transportation Lincoln County (TLC), NC	Deviated Fixed-Route, Demand-Response	M-F 5am -6 pm	76,043	15	439,531	22,880	38,506	\$761,665	1.7	0.09	\$19.78	\$33.29	\$1.73	0.51
North Country Transit (NCT), NH	Deviated Fixed-Route, Demand-Response	M-F 7am -5 pm; Sat and Sun (limited)	32,000	12	146,253	17,268	55,808	\$602,298	3.2	0.38	\$10.79	\$34.88	\$4.12	1.74
Cherokee Transit (CT), NC	Fixed-Route, Deviated Fixed-Route, and Demand-Response	7 days a week, 5:30 am -12:30 am	13,000	24	620,377	38,100	73,208	\$1,758,703	1.9	0.12	\$24.02	\$46.16	\$2.83	5.63
Valley County Transit (VCT), MT	Demand-Response	7 days a week, 24 hours of service	6,771	8	115,432	1,303	48,662	\$331,136	37.3	0.42	\$6.80	\$254.13	\$2.87	7.19
South Central Council of Governments (SCCOG), CO	Demand-Response, Flex Service	M-F 6am -6 pm	23,578	12	74,000	9,300	28,000	\$516,066	3.0	0.38	\$18.43	\$55.49	\$6.97	1.19
Sitka Tribe of Alaska (STA) - "The RIDE," AK	Fixed-Route, Paratransit Service	M-F 6:30 am - 6:30 pm	8,747	4	109,155	9,928	39,230	\$515,034	4.0	0.36	\$13.13	\$51.88	\$4.72	4.48
AVERAGE			31,163	14	250,791	16,463	47,236	\$ 747,484	9	0.29	\$15.49	\$79.31	\$3.87	3.46

Sources: NTD Data, LSC, 2010.

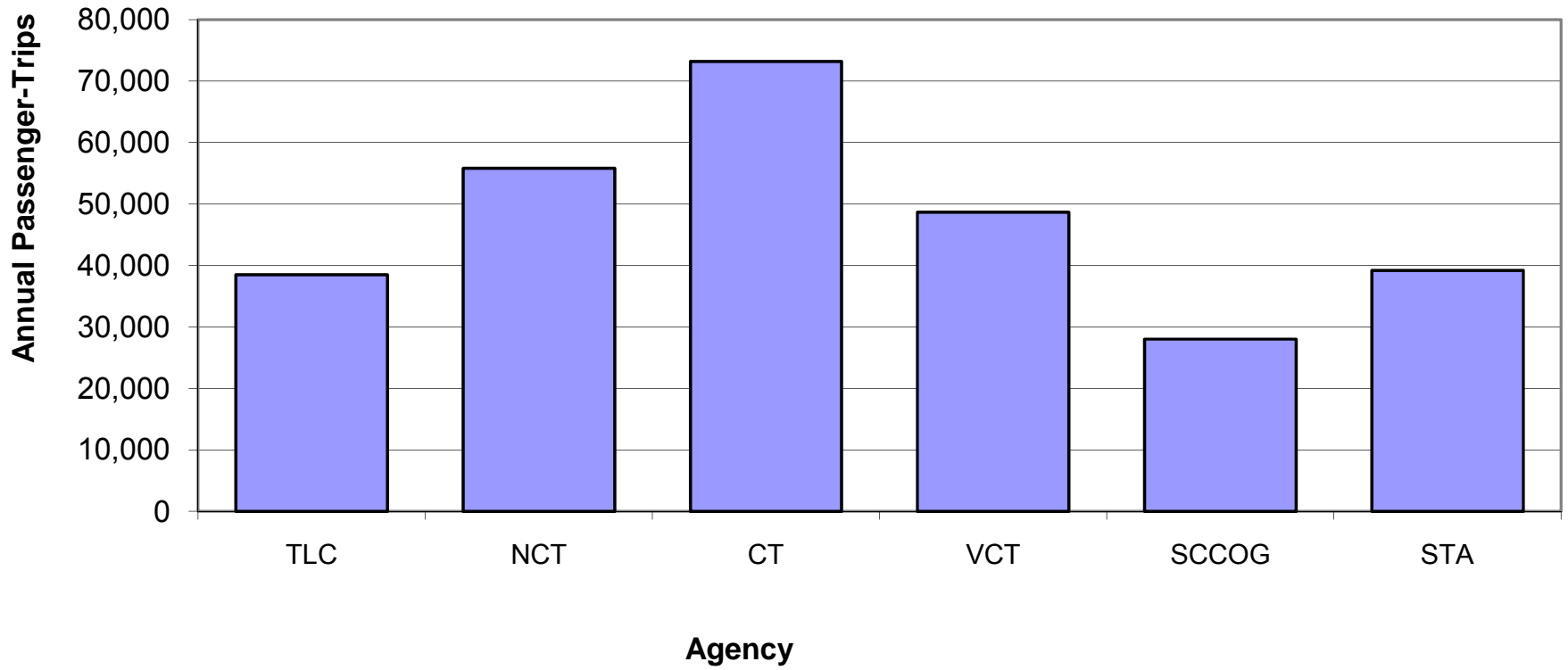
Existing Transportation Resources

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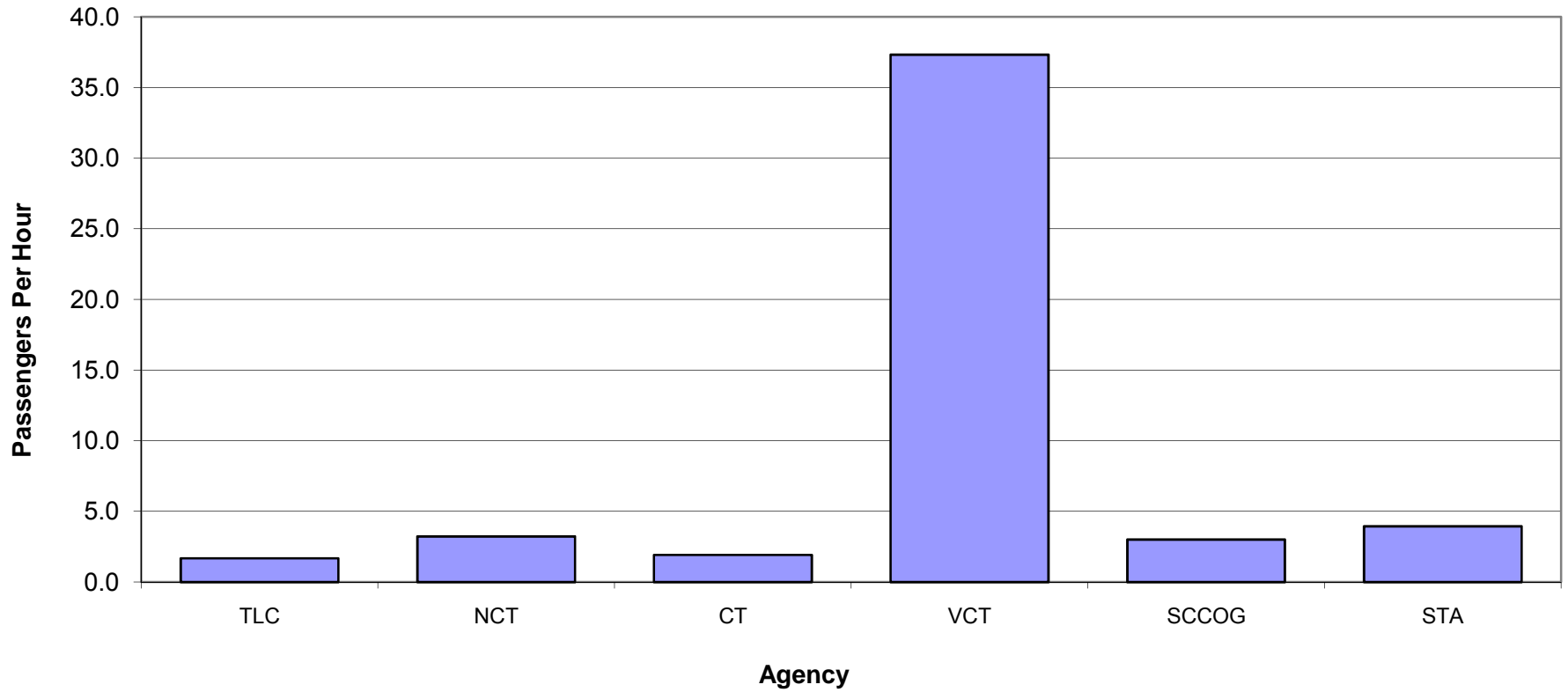
The following is a short narrative on the results of the peer analysis. The figures provided below reflect the peer communities' data in a graphical manner. Figure IV-9 presents the comparison of the annual ridership for the peer communities. The average of the six agencies was 47,236 annual trips. The highest ridership was from Cherokee Transit with 73,208 annual passengers. The South Central Council of Governments (SCCOG) had the lowest ridership of 28,000 annual passengers.

Figure IV-10 shows the comparison of passenger-trips per hour by agency. Passenger-trips per hour were calculated for each of the six agencies, with an average of nine passengers per hour. It is generally held that a productivity measure of three passengers per hour or fewer is the threshold for conducting demand-response operations. If a system exceeds the three to six passengers per hour threshold, the system should be considered for a switch to flex-route or deviated-route service to be able to meet those needs. If the passengers per hour exceeds the six passengers per hour, the system could consider a fixed-route service. South Central Council of Governments falls within the range for demand-response operations serving three passengers per hour. Valley County Transit had the highest passenger per hour with 37.3 passengers per hour, and Transportation Lincoln County had the lowest passenger per hour with 1.7 passengers per hour.

**Figure IV-9
Annual Passenger-Trips**



**Figure IV-10
Passengers Per Hour**



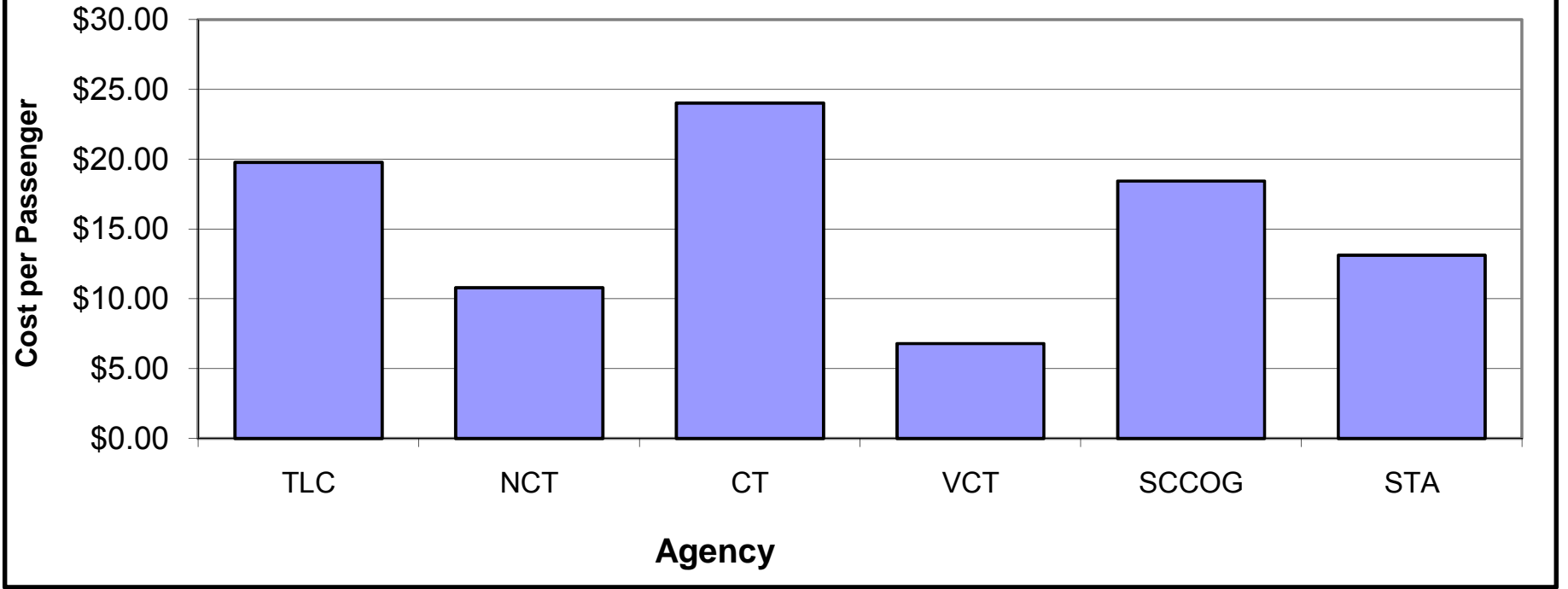
Existing Transportation Resources

The average cost per passenger of \$15.49 was calculated for the six agencies. Figure IV-11 shows the comparison of the cost per passenger. The most cost-effective transit system of the peer systems is Valley County Transit with a \$6.80 cost per passenger. The most costly peer system is Cherokee Transit with a \$24.02 cost per passenger.

Other averages calculated were the passengers per mile (at 0.29 passengers), the trips per capita (at 3.46 trips), the average cost per vehicle-hour (\$79.31), and the average cost per vehicle-mile at \$3.87.

The operating budget was also reported by each agency with an average of \$747,484. The highest operating budget of the peer communities is Cherokee Transit at \$1,758,703. Based on the peers, \$800,000 would be the general operating budget for a public transportation service in the Central and Southern Kenai Peninsula area, based on its similar-sized populations.

**Figure IV-11
Cost Per Passenger**



Peer Community Transit Services

In order to get a better sense of the approximate cost of providing public transportation in the Central and Southern Kenai Peninsula area, it is important to examine the types of services that peer communities provide. Two peer systems exclusively operate a deviated fixed-route and demand-response services, two peers generally operate a demand-response service, one peer operates a fixed-route with a paratransit service, while one peer operated a combination of services from a fixed-route, a deviated fixed-route, and a demand-response type of service. The type of transit system used by each peer system is shown in Table IV-7 (presented previously). Based on the peers and based on the rural characteristics, a deviated fixed route might be appropriate for the study area.

Summary

In the analysis of the information presented in Table IV-7 and the previous figures, a pattern does arise. Based on the peer community analysis, the Central and Southern Kenai Peninsula area may need to choose their type of service depending on their budget and population. Ridership and trips per capita, on the other hand, are highly dependent on the quality and type of service in place.