

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS  
POLICY COMMITTEE MEETING**

**Mayor's Conference Room, 8th Floor  
632 W. 6th Avenue  
Anchorage, Alaska**

**March 19, 2026  
1:00 PM**

*This meeting is available for viewing at  
[Transportation Planning / AMATS Meetings \(muni.org\)](http://Transportation Planning / AMATS Meetings (muni.org))*

Policy Committee Members Present:

<u>Name</u>	<u>Representing</u>
Katherine Keith	Acting Director Alaska Dept. of Transportation & Public Facilities, Central Region
Graham Downey	Deputy Chief of Staff, Mayor's Office
Jared Goecker**	MOA/ Municipal Assembly

Virtual

Morgan Frank	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
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Also in attendance:

<u>Name</u>	<u>Representing</u>
Aaron Jongenelen	AMATS
Christine Schuette	AMATS
Rhiannon Brown	AMATS
Emily Weiser	AMATS
Leifiloa Felise	AMATS
Kate Dueber	Alaska Railroad Corporation (ARRC)
Mélisa Babb*	MOA/Planning Department
James Starzec	DOT&PF
Craig Lyon	
Connor Eshleman	DOT&PF
Brad Coy*	MOA/Traffic Engineering Department
Lindsey Hajduk	Director of Community Engagement & External Affairs & BPAC
Adam Bradway	DOT&PF
Nichollette Dent	MOA/Parks & Recreation Department
Kristina Huling	DOT&PF
Jenna Lowry	
Zakary Hartman	MOA/Traffic Engineering Department
Melinda Kohlhaas*	MOA/PM&E
Sandra McMahan	
Renee Eddy Harvey	
Bart Rudolph*	MOA/Public Transportation Department
Sarah Davenport	
Shannon McCarthy	DOT&PF
Adeyemi Alimi*	ADEC
Marnie Isaacs	Turnagain, North Star, and South Addition Community Councils
Stephen Stone	MOA/People Mover

Emily Haynes	Federal Highway Administration (FHWA)
Mark Eisenmann	DOT&PF
Katie Peck	DOT&PF
Dave Gamez	Lounsbury & Associates
Nancy Pease	

*\*AMATS Technical Advisory Committee Member*

*\*\*Designated Assembly Alternate*

**1. CALL TO ORDER / ROLL CALL**

CHAIR KEITH called the meeting to order at 1:01 p.m. Graham Downey represented Mayor LaFrance. Designated Assembly Member Alternate Jared Goecker represented Assembly Member Baldwin Day. Assembly Member Volland was excused. A quorum was established.

**2. PUBLIC INVOLVEMENT ANNOUNCEMENT**

AARON JONGENELEN encouraged public involvement in this meeting of the AMATS Policy Committee. He explained staff would first make their presentation, followed by any comments from Committee members, and the floor would then be open to public comment.

**2. APPROVAL OF AGENDA**

MR. DOWNEY moved to approve the agenda. ASSEMBLY MEMBER GOECKER seconded.

*Hearing no objections, the agenda was approved.*

**4. APPROVAL OF MEETING MINUTES – February 19, 2026**

ASSEMBLY MEMBER GOECKER moved to approve the minutes. MR. DOWNEY seconded.

*Hearing no objections, the minutes were approved.*

**5. ACTION ITEMS**

**a. Congestion Mitigation Air Quality (CMAQ) Funding Request**

MR. JONGENELEN noted that AMATS has been made aware of approximately \$18.6M in CMAQ funding possibly available from the state. DOT&PF and AMATS have been working together to see if it is possible for them to utilize some of that money to help with the Anchorage Downtown Transit Center. DOT&PF informed AMATS that they needed to submit a formal request for the funding. Staff recognized that the state may have other needs for this funding, so any level of funding would be appreciated. The efforts for the Downtown Transit Center is about \$25M. The difference between what AMATS receives from the CMAQ

funding and what is needed for the Downtown Transit Center will be covered by AMATS' STBG and/or CRP funding. The transportation department is seeking a grant for this, which is typically an 80-20 split, meaning it would be a 20% match of about \$5M.

MR. DOWNEY noted that the mayor sent a similar letter to the commissioner with a positive response. He is excited to work with AMATS and figure out ways of saving taxpayers some money and also get federal dollars obligated.

CHAIR KEITH asked for clarification of the schedule if they were to find funding.

MR. RUDOLPH explained that the transportation department is preparing to put out the RFP for design and engineering, and it will happen in 2026. It would be ready for construction in late 2027-2028. However, with this funding, they could obligate it at any time and transfer it to FTA until they are ready to use it.

CHAIR KEITH added that DOT&PF is moving forward with their Statewide Transportation Improvement Program, which will be out for a 45-day public comment period within the next week. They are looking to evaluate the available CMAQ funds and any carbon reduction program funds that could also be used to help with the capital cost of a project like this.

There were no public comments.

MR. DOWNEY moved to approve. ASSEMBLY MEMBER GOECKER seconded.

*Hearing no objections, the motion passed.*

**b. Transportation Plan (MTP) Amendment #2 – Comment Response Summary**

MS. BROWN noted that this amendment is following the 45-day public comment period that was originally released January 1 and closed February 15, during which 21 comments were received. The update included the description of the Seward Highway: O'Malley Road to Dimond Boulevard project to match with the TIP, based on the actions taken by the Policy Committee at their October 2025 meeting. The two projects added in this amendment are safety and access projects that the MOA is seeking grant funding for. The TAC recommended approval with no changes but did express concerns regarding the 8 public comments received about the Seward Highway project. The TAC did request that the Policy Committee have the project team provide a presentation as early as possible to address the public's comments.

The committee discussed keeping the project moving, the necessity of the safety access roads, and not anticipating any future amendments.

There were no public comments.

ASSEMBLY MEMBER GOECKER moved to approve. MR. DOWNEY seconded.

*Hearing no objections, the motion passed.*

**c. 2023-2026 Funding Program (TIP) Amendment #4 – Air Quality  
Conformity Demonstration – Comment Response Summary**

MR. JONGENELEN noted that this is the last amendment for the 2023-2026 Funding Program. A lot of the changes are just keeping projects moving forward where possible, but there are some delays in this amendment. The four additional changes that came in as part of the public comments period required releasing the amendment for an additional 15-day public comment period because they had met the amendment threshold. The first of the four changes was in Table 3 – Non-Motorized for the Campbell Creek Trail, which received considerable evaluation by the project team after the project had started, determining there will be significant impacts to housing in this area if we continued forward with a grade-separated crossing only because it has to be rather large to cross over Lake Otis in order to meet the ADA requirements, so the request is to have it as a crossing for Lake Otis. The second is in Table 4 – Plans and Studies for the Seward Highway to Glenn Highway PEL, which showed an additional \$200,000 for funding needs in FY26. This is not for additional work but for work that has already been done. The project team did a lot of additional work that they needed to receive back pay for. This project was originally removed from the TIP because there was no funding in the 2023-2026 cycle, so it had to be added back in and show the \$200,000 in 2026. The third item is in Table 7 – HSIP for the Tudor Road at Wright Street and Dale Street, which is a high-need project. Lastly, there is the Radio Tower Road – NF Campbell Creek Culvert Replacement project in Table 10 that DOT&PF requested to put in because they found some money for this culvert replacement, which is sorely needed. Following the additional 15-day public comment period, no additional comments were received regarding the four changes. In the initial 45-day public comment period, 40 comments were received and responded to. With regard to the Fireweed Lane Rehabilitation project, there is \$3.25M in 2026 for design and right-of-way work, but this project is not far enough along to request that money in FY26, so an edit will be needed to zero that funding out in FY26, and then as the project continues to move forward, reprogramming it can be looked at later.

There were no comments.

MR. DOWNEY moved to approve with the TAC's recommended edits. ASSEMBLY MEMBER GOECKER seconded.

*Hearing no objections, the motion passed.*

**d. 2027-2030 Funding Program (TIP) – Narrative – Air Quality  
Conformity Demonstration – Comment Response Summary**

MR. JONGENELEN noted that the 2023-2026 TIP ends September 30, so the next TIP needs to be in place by October 1 in order to keep projects moving forward. Following a 45-day public review period, 70 comments were received, with 33 in support of the projects. Other comments received had requested clarification that staff provided or guidance from the project team or other agencies. Rabbit Creek Community Council provided a comment regarding the Rabbit Creek Road Rehabilitation project that they recognize there is a limit of funding and staff time, but they would like to see that project scaled down to smaller upgrades focusing on some of the intersections or safety improvements along that area that

may be more achievable in the 2027-2030 program, with the limited funding. They cite poor site lines, deep grades, numerous driveways, and no amenities for active transportation. Staff responded with uncertainty that it could be accommodated, so the recommendation is to forward this on to the project team to discuss and identify the best path forward and then come back before the PC with a recommendation on what to do with this project. There were also comments received regarding a new project to be added, which is the Eagle River Road out to the Nature Center. AMATS does have a project in there to rehabilitate Eagle River Loop Road to Oriedner Road but was removed from the TIP due to the estimated cost of \$60M. However, a portion of the pathway was kept in the program and is now the portion from Eagle River to Mile Hi Avenue. The community is requesting that the rest of the pathway be done from Mile Hi Avenue to Oriedner Road. During the TAC meeting, staff suggested that a compromise could be made by putting in an Illustrative project in the 2027-2030 Funding Program to study that area and find out what it will take and how impactful it would be to put a pathway along that roadway. The TAC recommended adding the Illustrative project for the non-motorized pathway study along Eagle River Road and updating the TIP narrative to correct the 3rd Avenue Signals and Lighting project name to the 3rd Avenue Reconstruction name, which is currently showing in the TIP. Now that the committee has approved TIP Amendment #4 for 2023-2026, any of those changes made that would impact the 2027-2030 program will be updated as well.

The committee discussed looking at the fiscal constraint proposed in the state's 2026-2029 STIP.

There were no public comments.

MR. DOWNEY moved to approve the Narrative Air Quality Demonstration and Funding Program Tables with the edits outlined in the memorandum, including the TAC recommendation of Eagle River Road and the name change to 3rd Avenue Signals, and updating projects based on changes to the 2023-2026 TIP. ASSEMBLY MEMBER GOECKER seconded.

CHAIR KEITH commented, from the state's perspective, that a placeholder in this relates to the MTP as well as the 2023-2026 TIP in that there are still ongoing conversations between the Federal Transit Administration and the state about how they manage those regionally significant projects and other critical safety improvements, such as the Safer Seward Highway, which has been of significant debate within the AMATS MPA. Moving forward in future meetings, the understanding of what actions needed to be taken as they resolve themselves between federal agencies and the state would be important to include moving forward. Approving the TIP itself to proceed over the next few years with the understanding that there are still some significant issues needing to be discussed so that the momentum of projects underway is not stopped.

*Hearing no objections, the motion passed.*

## **6. Informational Items**

### **a. Recreational Trails Plan Presentation**

NICOLETTE DENT presented the trails plan.

CHAIR KEITH opened the floor to public comments.

MARNIE ISAACS, Turnagain, North Star, and South Addition Community Councils

**b. People Mover – Transit on the Move Presentation**

STEPHEN STONE with People Mover presented Transit on the Move.

CHAIR KEITH opened the floor to public comments.

MARK EISENMANN, DOT&PF

**c. 32nd Avenue Project Presentation**

KATIE PECK with DOT&PF and DAVE GAMEZ with Lounsbury & Associates presented the 32nd Avenue project.

The committee discussed snow storage, adding the Anchorage Police Department to their outreach list, the rolled curb in front of Anchorage Sands Apartments not being consistent with Title 21, building responsiveness to projects, how projects are scoped, ways to help speed up projects using analysis, and achieving cost savings by building smaller, cheaper facilities.

CHAIR KEITH opened the floor to public comments.

MARNIE ISAACS  
LINDSEY HAJDUK

**d. Next PC Meeting Overview**

MR. JONGENELEN informed the committee that the April 2 agenda will have action items for the Alaska Railroad Transit Asset Management Targets and a revised BPAC letter coming back before the committee. The two information items will be the HSIP Minnesota Lighting update and the request from a committee member to provide the recent letter from the Department of Law on MPO authority.

**7. COMMITTEE COMMENTS**

CHAIR KEITH suggested having the next four or five meetings specifically on how we will get towards an MPO boundary that is amenable to all parties and could be submitted to the governor for approval. From previous discussions, there are still some things left on the table that need to be worked through. Bite-sized items could be addressed at each meeting to work through them in a systematic way. The same with the Operating Agreement because there was the understanding to not talk through some of the things that do not need greater clarification. While reviewing the Operating Agreement, the state has seen some things they

want to clean up to ensure that they are in compliance with the state statute, update signature items, and some consistency items. Looking ahead at what can be accomplished through the end of the year. We want to make sure our processes and our own procedures allow us to have those discussions. Not necessarily an action item at the next meeting, but talking through a roadmap of what the committee wants to accomplish over the next year and finding the milestones that would help us get there would be great.

MR. DOWNEY agreed that feedback would be appreciated regarding aligning the STIP, the TIP, boundary methodology, and the Operating Agreement. Part of the STIP and TIP conversations would include Safer Seward, the Fairview solution, and the downtown roads.

CHAIR KEITH expressed that the item of greatest concern is having an approved boundary by the end of December 2026. Without that, it could result in funding consequences to the MPO. There are project-level priorities that having an aligned STIP and TIP would impact.

MR. DOWNEY noted that with regard to the boundary, we should request a letter from the attorney general of what the concerns are. The last letter the committee approved was from Municipal Attorney Joe Busa.

*The committee briefly recessed at 2:13 p.m.*

MR. JONGENELEN stated that the Policy Committee had already approved a boundary, and staff sent it forward. If there is a desire to re-evaluate it, an action will be required because AMATS is moving forward with the MTP update with that approved boundary. If there is a desire for staff to not do this, it would put AMATS in a precarious position because the MTP has to be updated with the new boundary by December.

CHAIR KEITH pointed out that this is the concern schedule-wise because the MPO, itself, does not approve the boundary. This committee approves moving it forward to the governor for approval, and we do not have that approval yet. There are several reasons for this, and the committee needs to go through those reasons and come to a resolution to adjust the boundary, if necessary.

MR. JONGENELEN explained that the MPO approves the boundary and then forwards it to the governor for approval. Federal law specifically says approval by the governor, so AMATS has completed the one approval but not the other.

CHAIR KEITH thinks having feedback from the Attorney General's Office on where we need clarifying details is the goal. Being able to get this on the agenda to start working through it would be helpful. When working on the next iteration of the MTP, staff would need to have the PC approve it by December 29, 2026. She added that the recommendation will have to be focused on what is in the current approved boundary because until the governor has approved the boundary, it is not an officially approved boundary, even if it was recommended and moved forward by this committee. We need to work together to get that approval expeditiously.

MR. DOWNEY suggested having a letter from the Attorney General by the next meeting.

CHAIR KEITH replied, “Yes, it would.” If not a letter, then we could clearly highlight the boundary areas of concern.

ASSEMBLY MEMBER GOECKER preferred to have an official letter.

CHAIR KEITH suggested reviewing a letter and having the TAC make sense of the boundary description, then forwarding it to the PC to have some action taken.

MR. DOWNEY recommended starting with this as an informational item and taking it up as an action if needed.

ASSEMBLY MEMBER GOECKER agreed.

MS. MORGAN felt the plan as discussed sounded great.

CHAIR KEITH clarified that having an MPA boundary discussion as an information item for the next TAC and PC meetings. There is also a roadmap of what to accomplish over the next year.

CHAIR KEITH opened the floor to public comment.

BRAD COY

**8. PUBLIC COMMENTS - None**

**9. ADJOURNMENT**

MR. DOWNEY moved to adjourn. ASSEMBLY MEMBER GOECKER seconded.

*Hearing no objections, the meeting adjourned at 2:22 p.m.*