ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
POLICY COMMITTEE MEETING

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

May 21, 2026
1:00 PM

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

Policy Committee Members Present:

Name	Representing
Katherine Keith	Acting Director Alaska Dept. of Transportation & Public Facilities, Central Region
Morgan Frank	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Kent Kohlhase	Deputy Chief of Staff, Mayor's Office
Erin Baldwin Day	MOA/Municipal Assembly
Daniel Volland	MOA/Municipal Assembly

Also in attendance:

Name	Representing
Aaron Jongenelen	AMATS
Rhiannon Brown	AMATS
Emily Weiser	AMATS
Leifiloa Felise	AMATS
Kate Dueber	Alaska Railroad Corporation (ARRC)
Luke Bowland*	DOT&PF
Connor Eshleman	DOT&PF
Ben White*	DOT&PF
Mark Eisenman	DOT&PF
James Starzec	DOT&PF
Alexa Dobson	Bike Anchorage Executive Director
Adeyemi Alimi*	ADEC
Nancy Pease	
Zakary Hartman	MOA/Traffic Engineering Department
Craig Lyon	
Lindsey Hajduk	Bike Anchorage
Kristina Huling	DOT&PF
Alex Bell	RSG
Christopher Post	DOT&PF
Alex Read	DOT&PF
Stephanie Mormilo	HDL
Stephen Stone	MOA/Public Transportation
Donald Handeland	MOA/Assembly Member
Sarah Riopelle	DOT&PF
James Starzec	DOT&PF
Sam Tyler	DOWL
Pannapa Puttong	

Robert Kinnaird	PM&E
Renée Eddy Harvey	
James Marks	HDR
Ryan Harris	DOT&PF
Sean Baski	DOT&PF
Galen Jones	DOT&PF
Steve Noble	DOWL

**AMATS Technical Advisory Committee Member*
***Designated Assembly Alternate*

1. CALL TO ORDER / ROLL CALL

ACTING CHAIR KOHLHASE represented Mayor LaFrance, acted as chairperson, and called the meeting to order at 1:00 p.m. 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

ASSEMBLY MEMBER VOLLAND moved to approve the agenda. ASSEMBLY MEMBER BALDWIN DAY seconded.

MR. JONGENELEN requested to add discussion regarding the scheduled time for the next meeting as Informational Item 6.f.

Hearing no objections, the agenda was approved, as amended.

4. APPROVAL OF MEETING MINUTES – None

5. ACTION ITEMS

a. AMATS Transportation Climate Action Plan

MS. WEISER noted that the PC postponed this item to May with a request for a worksession in the meantime. The worksession was held April 8th.

ALEX BELL with RSG noted that the following three tasks are part of the original scope of work and will be completed with no additional cost:

1. Stakeholder Meeting #3
2. Public Open House
3. Public Comment, response, and resulting plan revisions

The following small changes add no additional cost, and will be completed unless instructed otherwise:

4. Bus Fuels: clarify language (alternative fuels, not electric, unlikely to be the full fleet and roughly estimate how this will change emissions reductions. Alternatively, see item 9 below.
5. MOA LRTS: Ensure it is mentioned in the relevant places.
6. Glenn Highway Toll: Clarify whether was included in the model.
7. PM-10: Include mention of continuing to support mitigation.
8. Implementation matrix:
    a. Clarify roles of AMATS vs. partners, and leadership vs. support roles
    b. Revise the levels of difficulty icons (committee input welcome here)
    c. Include increasing transit service and make sure all the other strategies are included.

The following intermediate changes would require a total additional cost of $11-$12K and would partially address the larger concerns:

9. Bus fuels (alternative, not electric, and partial fleet): Rerun model and update text. ($820)
10. Implementation matrix: Show the % reduction per item. ($820)
11. Reference scenario: Highlight % reduction expected without intentional changes. ($1,640)
12. Tone of report: Reword to frame more positively as a shift toward expanding mode choices rather than reducing the negative (VMT). ($1,640)
13. VMT fees (select one option; alternatively, see item 18 below):
    a. Option 1 – Retain. In text, add info on how VMT fees would be administered, what might code changes might be needed, and how they would come back to the Muni/AMATS as revenue for transit and non-motorized infrastructure. ($3,280)
    b. Option 2 – Remove the fees, but do not change other strategies based on the change in expected revenue. Update the expected % reduction (roughly, from previous model runs). Revise the text to include a paragraph highlighting the expected costs of the proposed strategies beyond existing revenue/federal funds, and mention possibilities of how additional revenue could be generated (VMT fees, parking fees, gas tax, property taxes, sales tax, grants). ($2,050)
14. Cost per strategy: Develop an order of magnitude estimate ($, $$, $$$, $$$$, $$$$$) and add to implementation matrix. ($4,100) Alternatively, see item 15 below

The following thorough changes would require a total additional cost of $22K and would fully address the larger concerns.

15. Cost per strategy: Provide refined cost estimates per strategy (actual dollar amounts). ($8,200)
16. Rideshare: Model what difference that could make, in addition to fixed-route transit. ($2,460)
17. EV adoption: Research AK EV adoption rates, re-run model, update text ($4,100)
18. Remove user fees and adjust other strategies based on the reduced expected revenue. Rerun the model and update text. Re-evaluate the % reduction goal: would it be lower, or could we increase the other strategies to still try to get to 30%? ($6,560)

The committee discussed stakeholder engagement with the agencies involved, the need to include how user fees are calculated and how they could be implemented, and rerunning models.

There were no public comments.

ASSEMBLY MEMBER VOLLAND moved the Technical Advisory Committee's recommendation to implement the full set of changes. Amend the language in Item #18 to read, "Provide modeling that removes user fees and adjusts other strategies based on the reduced expected revenue…" "Provide modeling already performed retaining user fees." ASSEMBLY MEMBER BALDWIN DAY seconded.

MR. JONGENELEN clarified that the motion contains two options. One without the user fees and what that would look like, and one with what we already have, which is the user fees included. Staff is to bring back to the committee as part of the draft document when releasing for public review and comments showing both options.

ASSEMBLY MEMBER BALDWIN DAY moved to amend to include a scenario in the modeling in which federal carbon reduction funding is eliminated. ASSEMBLY MEMBER VOLLAND seconded.

MR. JONGENELEN restated the amendment is to include a scenario in the modeling, which has CRP funding eliminated and what it would do to the plan. He was assuming this is to be brought back before the committee to show both with and without it, and to have that included as part of the whole process.

1st Amendment

Hearing no objections, the amendment passed.

CHAIR KEITH moved to amend to include early deliverables of the workbook. ASSEMBLY MEMBER VOLLAND seconded.

MR. JONGENELEN clarified that the scenarios are to be reviewed after they run them to see the background of what went into the scenarios.

The committee discussed impacts and if there were external timelines or if this is freeform,

2nd Amendment

Hearing no objections, the amendment passed.

ACTING CHAIR KOHLHASE passed the gavel to Chair Keith, noting that in relation elated to the user fees, some concern given the overall state of the economy and the challenges residents are facing already with respect to costs across the board explicitly introducing the option for user fees, which are another form of taxes that are also of concern. As it is currently written, it would explicitly cost out some of those user fees, which is of concern. Right now, he probably would not support the motion, as amended, but is open for discussion.

Acting Chair Kohlhase assumed the gavel.

ASSEMBLY MEMBER VOLLAND noted that he would like to have the public weigh in on this during the public process. He did not think the committee was at the point of making a concrete recommendation on the plan, but it could be good in a draft saying the committee has looked at both of these things. What do you think? Engage a response. He could see the final version of this plan that maybe does not make a concrete recommendation for the EMT but has an appendix with the modeling that we did, and here is what it would look like if we did have this fee in place. He could also see a plan that takes a little bit of a more nuanced approach and provides some type of flow chart showing if we are to move forward with this, then we would have this revenue, and would be able to do XYZ. If the policymakers do not decide to do that, then here is how we will have to shift. He did not see any of this language as putting forward, at this point, maybe a recommendation for that. In the draft, there was discussion about the EMT fees, but his perspective was not to unpack that, provide the public with information, get their input, and then decide how we want to approach that.

MR JONGENELEN reread the main motion is to move the TAC recommendation to implement the full set of changes, amending Item 18 to read, "Providing modeling that removes user fees and other strategies based on revenue. We should also provide modeling already performed for the user fees. The idea is to bring both forward for public consideration." The first amendment is to include a modeling scenario where the CRP funding is eliminated and what that would do. The Second Amendment is early deliverables of the background workbook information for the scenarios to be delivered to the Policy Committee members and have it ready for review at the July meeting." He commented that if there are any delays, the committee will be informed. The committee will review the scenarios, discuss it at the July meeting, make sure all are on the same page, and if all agree, include it in the full document. Bring the full document back in August or September depending on public release.

ACTING CHAIR KOHLHASE passed the gavel to Chair Keith and asked Assembly Member Volland to clarify that his motion is to include the full suite of TAC recommendations as written for Items 5 through 12, 13.a., and 15 through 18, plus the additions added.

ASSEMBLY MEMBER VOLLAND clarified that in the recommendation, it looks like the most thorough change when multiple options exist and some are overlapping. That would be to choose the ones that would be the most expansive in scope. The only one he was suggesting that could be edited is Item 18.

ACTING CHAIR KOHLHASE also clarified that Item 13.b. is still out because it was not included?

MR. JONGENELEN pointed out that the TAC recommended 13.a. because it kept text in the document, and 13.b. was not included in their recommendation to move forward.

ACTING CHAIR KOHLHASE explained that his reason for asking is that Assembly Member Volland's motion was to include the full suite, and he wanted to make sure it is the recommendation of the TAC.

Acting Chair Kohlhase assumed the gavel.

Hearing no objections, the main motion passed, as amended.

b. AMATS Funding Program (TIP) Administrative Modification #6

MR. JONGENELEN noted that an administrative modification to the AMATS 2023-2026 Funding Program (TIP) is needed to update Table 7: Highway Safety Improvement Program (HSIP), and Table 8: National Highway System (NHS). The changes meet the requirements outlined in the AMATS Operating Agreement, Section 6.6.2, and Policies and Procedures #5. All federal funding has match money utilized in this area, so the request is to add the match amount and update the total project cost.

The committee discussed having a briefing on the A Street Safety Improvements project, and funds in FY26 to cover the Climate Action Plan,

ACTING CHAIR KOHLHASE opened the floor to public comments.

> MARK EISENMAN with DOT&PF noted that the railroad project, Ocean Dock 2, does not require a match, however, the TIP was short a 10% match and should be $68,500.

MR. JONGENELEN clarified that the project needs to be increased by $6,850 to the total cost.

CHAIR KEITH moved to accept staff's additional items and the Technical Advisory Committee's items, as well as modifying Item 8 to the full project cost of $68,500. ACTING CHAIR KOHLHASE seconded.

ACTING CHAIR KOHLHASE offered a friendly amendment to approve Item 5.b. as recommended by staff and amend Line Item #8 to delete the words "add in Match line of $6,850, and change the last sentence to read, "Update total project cost to $68,500."

CHAIR KEITH agreed to the friendly amendment.

ASSEMBLY MEMBER VOLLAND suggested the language should read, "Update the total project cost to reflect an increase of $6,850 for a total of $68,500."

MR. JONGENELEN restated that the motion is to accept staff's comments, accept the TAC recommendations, amend Line #8 to remove the match line and state that the total project cost will be increased by $6,850 to a total amount of $68,500.

ASSEMBLY MEMBER BALDWIN DAY moved to amend to increase the project funding for the AMATS Climate Action Plan to $60,000 in FY26 to complete the changes made in Memo 5.a. and also the changes made today. CHAIR KEITH seconded.

CHAIR KEITH asked if this was time and expense or lump sum.

MR. BELL did not have an immediate answer but will check.

MS. WEISER added that the invoices are itemized by hours.

Hearing no objections, the amendment passed.

Hearing no objections, the main motion passed, as amended.

c. Highway Safety Improvement Program (HSIP) AMATS Request

MS. WEISER noted that each year DOT&PF Central Region nominates projects to the Statewide Office for the federally funded Highway Safety Improvement Program. Central Region has asked AMATS for suggestions on projects to nominate.

ACTING CHAIR KOHLHASE commented on the strong collaboration between the Municipality of Anchorage, AMATS and DOT&PF staff, and various departments.

There were no public comments.

ASSEMBY MEMBER VOLLAND moved to approve the three projects that are nominated. ASSEMBLY MEMBER BALDWIN DAY seconded.

MR. JONGENELEN clarified that the committee is not actually nominating these projects as they are just request to forward to DOT&PF to be looked at for nominations. AMATS does not nominate projects for HSIP programs, which was discussed at the work session. He suggested using “request” in the motion.

ASSEMBLY MEMBER VOLLAND revised his motion to read, “approve the three projects for 2026 HSIP request from AMATS.” ASSEMBLY MEMBER BALDWIN DAY seconded.

ASSEMBLY MEMBER VOLLAND was excited to see that15th and Gambell was included in this with all the conversations around safety in this corridor. There is also a building on that corner that has been hit multiple times and has suffered substantial property damage, and it would be interesting, in addition to a list of potential treatments here, to consider some bollards to help both private property and pedestrians.

ASSEMBLY MEMBER BALDWIN DAY noted that with respect to the project on Muldoon, there is an upcoming public hearing on the speed limits on Tudor and Muldoon, which have historically prevented pedestrian crossing treatment and similar improvements because the speed is such on both Muldoon and Tudor that those types of interventions are not supported. She is hoping they will hear support for this intervention and will allow for a reduction of speed on Muldoon, so that some crossing treatments, parked crosswalks, curb ramps, pedestrian signalization would not have been possible with the current speeds.

Hearing no objections, the motion passed.

d. DOT&PF Tribal Consultant Policy Comments

MR. JONGENELEN noted that DOT&PF is updating its 2002 Tribal Consultation Policy and has asked AMATS to review and provide any comments on the policy. It is out for a 45-day tribal focus review period from March through May 11, but DOT&PF will still accept any comments from AMATS after the review period has closed. Staff appreciated the opportunity, but did not have any comments.

There were no public comments.

No action was taken due to the committee not having any comments.

a. AMATS Letter of Support – Northern Lights Boulevard Safety Enhancements

MR. JONGENELEN noted that the Municipality of Anchorage is submitting a Safe Streets for All application for safety improvements along East Northern Lights Boulevard. This is in the AMATS Safety Plan as a high-priority Tier II Corridor. Some pedestrian signal operation improvements, protected mid-block crossings, and other missing non-motorized connections with some of the trails in the area. The municipality drafted this report and asked AMATS to review and include it on the agenda. Staff reviewed and updated, and recommended support for this. He requested one amendment to add the mayor's office, since the municipality did submit this.

ACTING CHAIR KOHLHASE passed the gavel to Chair Keith to explain that, Michelle Nelson and her staff in the Chief Administration Office have been actively looking for a grant and federal funding opportunities in conjunction with staff in the Permit Center, and made his office aware of it. This section of the Northern Lights Corridor is on the high-crash network and some of the longer-term improvements would not be appropriate under the SS4A grant. The proposed spot treatments are relatively quick turn projects and are interspersed along the corridor. It is not reconstruction of the entire corridor. That is the reason multiple departments identified these projects for this grant opportunity. He believed it is from approximately UAA Drive east to Patterson.

Acting Chair Kohlhase assumed the gavel.

There were no public comments.

ASSEMBLY MEMBER BALDWIN DAY moved to submit the letter of support to the Secretary of Transportation on behalf of the MPO. CHAIR KEITH seconded.

MR. JONGENELEN explained that the letter would be submitted to the municipality since they are submitting the grant application and would include it as part of the application.

ASSEMBLY MEMBER BALDWIN DAY agreed and revised her motion to read, "Submit the letter of support to the municipality." CHAIR KEITH also agreed to the revision.

ASSEMBLY MEMBER VOLLAND moved to amend to add the mayor's office as a carbon copy (cc). ASSEMBLY MEMBER BALDWIN DAY seconded.

Hearing no objections, the amendment passed.

Hearing no objections, the main motion passed, as amended.

6. Informational Items

a. Academy/Vanguard Drive Project Presentation

RYAN HARRIS with DOT&PF and STEPHANIE MORMILO with HDL Consultants provided the presentation.

The committee confirmed that the constructed sidewalks will connect to existing pedestrian facilities.

There were no public comments.

b. Tudor Road Interchange Project Presentation

GALEN JONES with DOT provided the presentation.

The committee discussed 10-foot pathways on either side of the road, striping and raised curbs to separate pedestrians from bicyclists, traffic barriers and pedestrian railings versus snow maintenance, and the cross-section of the bridge. They also discussed that when heading eastbound over the bridge, it is common to have someone in the northbound turn lane from the Seward Highway onto Tudor pull out in front of high-speed traffic. This is a challenging site-distance issue.

There were no public comments.

c. AMATS Tribal Consultation Process

MR. JONGENELEN noted that Chair Keith had requested this be added to the agenda to discuss AMATS' Tribal Consultation process. There is an agreement in place between the Municipality of Anchorage and the Native Village of Eklutna, that outlines what that process is when updating our TIP and MTP updates. The agreement was noted in the last certification review by FHWA as needing to be looked at again, since it is from 2007. We might want to wait until our boundary is finalized, so that we know whether the Native Village of Eklutna is still within our boundary, before updating this formal agreement.

There were no comments.

d. Roadmap for AMATS

CHAIR KEITH distributed copies of boundary updates regarding the Seward Highway project and the ineligibility of funding expended on that project due to the reduced termini after the project was removed from the MTP. Pertaining to the boundary, the Policy Committee should ask the TAC to review the boundary and a list of beneficial items, and put forward their recommendations, even if it is exactly as is, giving this committee the ability to take action, whether in whole or in part, and move this process along.

ACTING CHAIR KOHLHASE opened the floor to public comments.

ALEXA DOBSON
NANCY PEASE

ASSEMBLY MEMBER VOLLAND moved to extend the meeting to 3:05 p.m. ASSEMBLY MEMBER BALDWIN DAY seconded.

Hearing no objections, the motion passed.

e. Next PC Meeting Overview

This item was not addressed to due meeting time constraint.

f. Time Schedule for Next Policy Committee Meeting

MR. JONGENELEN informed the committee that the Policy Committee's future meetings will be held in the main conference at the Development Services and Planning Building. The committee agreed to retain the 1:00 p.m. start time. The next meeting will be on June 18.

The next meeting's agenda will include the MTP projects covered in the work session.

The committee preferred to review all the boundary documents prior to adding it as an action item.

ASSEMBLY MEMBER BALDWIN DAY mentioned that she continues to have two AMATS Policy Committee calendar invitations. One is at 1:00 p.m. and the other is at 1:30 p.m. The designated alternate also has two invites on his calendar.

CHAIR KEITH asked to have the boundary as an informational item and have the TAC forward their recommendations. She also asked if the Roadmap could be moved up in the list of informational items to allow for adequate dialog and feedback.

MR. JONGENELEN explained that typically the consultants that have presentations are placed first and not have to wait, but could add the Roadmap after their presentations.

7. COMMITTEE COMMENTS - None

8. PUBLIC COMMENTS - None

9. ADJOURNMENT

ASSEMBLY MEMBER VOLLAND moved to adjourn. CHAIR KEITH seconded.

Hearing no objections, the meeting adjourned at 3:04 p.m.