ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
POLICY COMMITTEE MEETING

Planning & Development Center
Training Conference Room, 1st Floor
4700 Elmore Road, Anchorage, Alaska 99507

Draft Special Meeting Minutes
July 15, 2026
2:00 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
Kent Kohlhase	Public Works Director
Erin Baldwin Day	MOA/Municipal Assembly
Morgan Frank	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Virtual	
Daniel Volland	MOA/Municipal Assembly

Also in attendance:

Name	Representing
Aaron Jongenelen	AMATS
Christine Schuette	AMATS
Rhiannon Brown	AMATS
Emily Weiser	AMATS
Leifiloa Felise	AMATS
Luke Bowland*	DOT&PF
Lindsey Hajduk	Community Engagement/External Affairs at NeighborWorks
Ryan Harris	DOT&PF
Stephanie Mormilo	HDL
Julie Trudeau	Jacobs

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

1. CALL TO ORDER / ROLL CALL

CHAIR KEITH called the meeting to order at 2:00 p.m. Kent Kohlhase represented Mayor LaFrance. 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.

3. APPROVAL OF AGENDA

MR. KOHLHASE moved to approve the agenda. ASSEMBLY MEMBER VOLLAND seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – None

5. ACTION ITEMS

a. AMATS Transportation Plan (MTP) 2052

MR. KOHLHASE requested to address the non-motorized topic first.

ASSEMBLY MEMBER BALDWIN DAY is currently in transit to the meeting and requested to discuss another topic first as she has multiple amendments to put forward.

CHAIR KEITH noted that the transit projects were approved at the last meeting, but there were questions regarding the impacts and the reasoning for budget changes. She asked Brian Lindamood of ARRC to brief the committee on the railroad changes.

MR. LINDAMOOD informed the committee of the following railroad changes and variances:

- 1% for transit security has been done for years and is required by MTA.
- They have used most of the Preventative Maintenance 5307 funds for maintaining the vehicle fleet.
- 5307, shown on Line 2, are partially funded statewide maintenance costs of passenger, vehicle railcars and locomotives. Maintenance is moving to 5337, which is why they would zero out the 5307 pieces of that.
- 5337 is generally a fixed guideway and 5307 is generally preventative maintenance. There is a substantial amount of capital flowing through both of those programs, so the finance department either needed to move the money from one to the other or 5337 just works better for the preventative maintenance side. There are specific restrictions between the 5307 and the 5337 programs, and sometimes one leans more heavily into one than the other depending on what their capital needs are on a year-to-year basis.

MR. KOHLHASE clarified that the finance department is proceeding in the best interest of the railroad. The interest of the committee was just making sure those changes proposed by the railroad did not end in some inadvertent way, being detrimental.

Assembly Member Baldwin Day arrived in person at 2:09 p.m.

There were no public comments.

This was not an action item. The committee moved forward with hearing the Non-Motorized projects.

Non-Motorized Project List

MS. BROWN briefed the committee on the project.

Topics discussed by the committee are as follows:

- Add a replacement for **#5 and #6** due to concern that they were removing the projects at the bottom of the list as a way to free up the approximate $16 million in order to accommodate the Hyder project.
- **Line 32**, the Gambell/Ingra Streets from East 6th to East 3rd Avenues, is now incorporated in a separate project, so it is duplicate funding of $5.5 million that is currently in short-term funding that could be removed altogether.
- **Line 77** in the Complete Streets is the road diet. Line 132 is Ingra Street, and **Line 138** is the rehabilitation of Gamble Street.
- Duplicative projects in the MTP are a 16th Avenue to East 3rd Avenue with $5.5 million for pedestrian infrastructure. Several other projects are HSIP, meaning we could be combining projects. For example, the lane reduction that has non-motorized separations.
- **Line 32** could be removed from the Non-Motorized list because it is included with other projects on the Complete Streets list. It shows the short-term timeline and the projects they are considering removing from the Complete Streets long-term and if it would have a substantive impact.
- Assurance that Fairview will still get sidewalks in the same timeframe.
- **Line 34**, Denali Street from East International Airport Road, roughly Eagle Street to East Fireweed Lane, is reflected in the Complete Streets Table **Line 29**, Fireweed Lane to Tudor Road. The recommendation would be to add the Eagle segment as a neighborhood greenway, since it is on the opposite of the Tudor intersection. Otherwise, this project to construct a separated by infrastructure is part of the Denali Complete Streets Plan. The suggestion is to remove **Line 34** from the Non-Motorized table, except for the Eagle Street segment, and make accommodations for the section between Tudor and International with other funding sources. $3.46 million will be added to the $16.5 million to be able to incorporate the Hyder PEL.
- **Line 39**, 5th and 6th Avenues from M Street to Reeve Boulevard, is reflected in Complete Streets Project **#126**, which is 5th and 6th Avenue from I Street to Reeve Boulevard. This is also duplicative of a project and could be removed. Need to amend the project name and description to extend it to either L Street or M Street. The Complete Streets project stops at I Street, so the description should be amended to go to L Street. This would be a good opportunity to amend the scope to go to Airport Heights because there is that stretch of 5th Avenue between Reeve and Airport Heights. In summary, this would be **removing #39 in Non-Motorized and amending the description in #126.**

- Significant difference in the amount of funding for **Line 126** is $30.5 million and what is programmed on the Non-Motorized list is less than half of that on **Line 39** for $13.6 million. Remove the lesser programmed amount and go with the more expensive cost option.
- **Line 40** is removed from short-term to long-term, but this particular stretch of 40th Avenue suggests construction of an enhanced shared roadway. The current design of 40th Avenue has non-contiguous chunks of sidewalk adjacent to it and is already a rather wide road. Suggesting moving this line from short-term to long-term and requesting a re-evaluation to do speed treatments and raised crossings to mitigate the speeds, and change the project scope. The cost estimate would remain the same but just shift from short-term to long-term.
- **Line 50** is a Fairview non-motorized street network study, which could be moved from long-term to short-term and moved up the project timeline to coincide with the other Fairview projects in the short-term.
- **Line 66** could be moved from short-term to long-term since there are similar projects happening in the vicinity that would be improving adjacent non-motorized infrastructure.
- **Line 68** is the Glenn Highway Non-Motorized overhead crossing Boundary Avenue to Pathway and the Regional Commercial Center, which is Tikahtnu. It seems there are some technical and logistical challenges to making this project possible. Suggested removing this from long-term into illustrative. There is the adjacent pedestrian crossing that accesses Tikahtnu just up the highway at Muldoon.
- It would be interesting to know how much the highway overcrossings that do exist are used. For example, the one that had the roof blown off just south of Brayton. How much benefit is there in building a $10 million crosswalk over a divided highway?

CHAIR KEITH opened the floor to public comments.

LINDSEY HAJDUK

ASSEMBLY MEMBER BALDWIN DAY moved to substitute A through G for Items 5 and 6. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

ASSEMBLY MEMBER BALDWIN DAY moved to approve the new list of non-motorized projects for the 2052 MTP. MR. KOHLHASE seconded.

ASSEMBLY MEMBER BALDWIN DAY amended her motion to further include staff's recommendations from the meeting with the Fairview Community Council and others, numbers 1 through 3. MR. KOHLHASE seconded.

ASSEMBLY MEMBER BALDWIN DAY amended her motion to substitute for Items 3 and 4 currently on the non-motorized list; update projects on Lines 15 and 16, and add new Hyder Pedestrian Boulevard projects to match the PEL with Items 1 through 3 under PC action dated June 18, 2026; update termini; add three additional projects: Chester - 20th to 15th and 8th to 3rd and 3rd to Ship Creek, and remove project Line 29, instead of numbers 3 and 4 on the non-motorized. MR. KOHLHASE seconded.

CHAIR KEITH restated that the motion is swapping out line items 3 and 4 with the June 18 items 1 through 3 on the non-motorized list.

Hearing no objections, the motion passed.

MR. KOHLHASE moved to accept non-motorized items 1 and 2, as written in the staff briefing. ASSEMBLY MEMBER VOLLAND seconded.

Hearing no objections, the motion passed.

CHAIR KEITH clarified that non-motorized numbers 1 and 2 are as is and items 3 and 4 are substituted with the June 18 items 1 through 3 in the briefing; item 5 is removed, item 6 is removed and substituted by items A through G.

MR. KOHLHASE moved to approve the Non-Motorized MTP draft as previously amended and articulated by the Chair. ASSEMBLY MEMBER BALDWIN DAY seconded.

Hearing no objections, the motion passed.

ASSEMBLY MEMBER BALDWIN DAY moved to amend the draft 2052 Complete Streets Project List Item 126 to change the project termini from I to Reeve to L to Airport Heights and also amend the project description accordingly. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

COMPLETE STREETS

MS. BROWN briefed the committee on the projects.

MR. JONGENELEN pointed out that regarding the budget increase for **Line Item 6**, staff did receive a cost estimate from DOT&PF and only need to increase it to $66 million total. Additional money is needed to help with a grade-separated undercrossing and shared-use pathway. The current budget in the TIP will mostly be used for the top three priorities, which are Brayton and other changes in the area. There was a little bit of money left over, so they need a little more to be able to do the undercrossing.

ASSEMBLY MEMBER BALDWIN DAY referred to **Line Item 7**, noting that she has a long list of questions on this and based on the funding needs, she wondered if this is something that could be tabled to a future meeting as an administrative modification later.

MR. KOHLHASE had similar thoughts regarding **Line Item 7**. This was a late-breaking request from the MOA Traffic Engineering Department, and he was not sure he had the information Assembly Member Baldwin Day was looking for.

ASSEMBLY MEMBER BALDWIN DAY questioned if the cost estimates show where the $34 million in additional funding is needed and what, specifically, it would be used for.

MR. JONGENELEN noted that his understanding of **Line Item 6**, based on the email from the project manager, that additional money is needed to help with a grade-separated undercrossing and shared-use pathway. With the current budget and the TIP, most of it will be used for the top three priorities, which are Brayton and other changes in the area, with a little bit left over. They will need a bit more to get to the point where they can do the undercrossing. The Stakeholder Advisory Committee identified the Scooter Avenue undercrossing as its highest priority solution. If additional funding becomes available, it directly addresses the east/west non-motorized connectivity gap and would provide a grade-separated shared use pathway and vehicle connection beneath the Seward Highway. The project manager did have a summary that he had provided you, noting that all the comments that have been heard as part of that stakeholder effort explaining the priority for the undercross, and also outlines the budget information as well.

ASSEMBLY MEMBER BALDWIN DAY would like to understand more about **Line Item 7** and what it is they are doing and the wisdom of using this to fund the staff position.

MR. JONGENELEN explained that the funding for **Line Item 7** would not be an issue. CMAQ funding is not eligible for that kind of position. Traffic is wanting to put the position in the CMAQ table, so it would need to come from STBG. There would also have to be further discussions about what is the appropriate project and where to put it. This did come up at the TAC meeting but there was not a lot of discussion. Is the municipality willing to accept a new position because he would regret putting the funding in place and it is not utilized.

CHAIR KEITH opened the floor to public comments for Items 6, 7, and 8.

ALEXA DOBSON
LUKE BOWLAND
RYAN HARRIS

MR. KOHLHASE noted for the record that the project team for O'Malley to Dimond will coordinate with the Academy/Vanguard project team to ensure that both designs work well with each other to accommodate the impacts on the neighborhood, no matter what the final design is for O'Malley to Dimond.

Secretary Blake left the meeting at 3:15 p.m.

ASSEMBLY MEMBER BALDWIN DAY expressed that she is hesitant to move in a direction that feels very distinct, particularly when one of the challenges with the Academy/Vanguard project was the amount of traffic to be routed into a neighborhood that currently only has a one-way access road as its point of both ingress and egress, unless going around to Abbott. She understood a public process is occurring, but the committee has a responsibility to think about what kind of precedent is being set in terms of allocating funds to projects. Related to that is the reality the committee continues to run up against, which is the fact that they do not have, at least on the municipal level, a cohesive strategy about where they do intend to allocate significant funding to non-motorized projects. Because they do not have that strategy mapped out, they do not have that non-motorized highway network developed, making it harder for her to agree to doubling the cost of a project from an additional $34 million to $66 million to facilitate an undercrossing that may or may not have utility in a non-motorized network.

The committee discussed the following topics:

- Academy undercrossing.
- Stakeholders developed 6 different options for Scooter/Academy.
- Grade-separated crossings for bicycles and pedestrians that connected pathways and a motorized crossing.

ASSEMBLY MEMBER BALDWIN DAY so moved.

CHAIR KEITH restated that the motion is not to approve Item #7 in the Complete Streets, with direction back to the Technical Advisory Committee to provide more clarity on the approvals that it is that we have the approvals necessary for the position and also where the funding recommendations would come from.

MR. KOHLHASE seconded.

MR. KOHLHASE believed that in regard to the timeframe, the drop-dead time would be when the Assembly picks the budget up in November, ideally so that the administration could look at it, so possibly mid-to-late August would be beneficial.

MR. JONGENELEN suggested waiting for this and bringing it back to the committee as part of the public comment period for discussion, work with the municipality, getting everything in order, and providing that as a comment from staff. Because it is a small dollar amount that includes any of the approvals or the process that the municipality has and recommendations from staff on how to fund it. This could be a good way to avoid staff having to rush to get you something and asking you to vote on it before everything is in place.

ASSEMBLY MEMBER BALDWIN DAY offered a friendly amendment to her motion to reject this item in that further information is needed on approval of the position and where the funding would need to come from and requested AMATS staff work in the interim and provide additional context as part of the public comment. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

CHAIR KEITH clarified that Item #7 is not approved at this time. It will be going back to the TAC with more information and staff will work with them to do so. The committee has officially acted on all items with one outstanding action item, which was tabled to tomorrow, July 16.

CHAIR KEITH commented that these are just some things we need to do repeatedly throughout projects as they expand, especially these longer complex projects, so she would appreciate tabling Item #8.

There were no public comments.

CHAIR KEITH moved to table Item #8 to take it up with an amended agenda at the July 16 meeting. MR. KOHLHASE seconded.

MS. BROWN noted that the document she had laid out for the first project is the PEL and the second is the MTP Ingrid/Gambell projects. The committee is being asked to approve the update of the MTP project to match the PEL descriptions and include the pedestrian facilities for Ingrid/Gambell that were previously taken out of non-motorized.

CHAIR KEITH stated that Lines 132 and 138 need to be updated with the current PEL name and scope.

ASSEMBLY MEMBER BALDWIN DAY so moved. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

CHAIR KEITH clarified that Lines 132 and 138; Ingra Street: 3rd to 15th and Gambell Street: 3rd to 15th, are both being updated to reflect the PEL's current description.

MS. BROWN added that the only remaining items are the fiscal assumptions and fiscal constraints.

There were no public comments.

CHAIR KEITH moved to table action on the funding source table to the July 16 regular AMATS Policy Committee meeting as an amended agenda item. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

6. Informational Items - None

7. Committee Comments - None

8. Public Comments - None

9. Adjournment

The meeting adjourned at 4:36 p.m.