



## TECHNICAL COMMITTEE

Meeting Minutes – December 1, 2021

Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>

Telephone Number: 1 (253) 215-8782, Meeting ID: 849-9261-8674

### 1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:00 p.m.

### 2. Introduction of Members and Attendee

The following were present:

<b>Name</b>	<b>Representing</b>
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
**Andrew Ackerman	City of Fairbanks Engineering
**Bob Pristash	City of Fairbanks Engineering
**Bill Butler	City of North Pole
**Steven Hoke	ADEC Air Quality
**Kate Dueber	Alaska Railroad Corporation
**Randi Bailey for Judy Chapman	DOT&PF Planning
**Sarah Schacher	DOT&PF Preconstruction
**Jason McComas-Roe	FNSB Planning Commission
**Kellen Spillman	FNSB Community Planning
**Michelle Denton	FNSB Transportation
**John Weinberger for David Sanches	Fort Wainwright Planning
**Justin Burgess	AES Transportation
**Jakob Theurich	UAF
*Deborah Todd	FAST Planning
*Don Galligan	FNSB Community Planning
Adam Moser	DOT&PF Headquarters
John Netardus	DOT&PF Preconstruction
Ivet Hall	DOT&PF Preconstruction
Peter Stern	BPAC
Kathryn Wenger	FHWA
Andrew Ooms	Kittelson & Associates
Geoff Gibson	Kittelson & Associates
Alan Hoza	Citizen
* FAST PLANNING Staff members	
** FAST PLANNING Technical Committee members	

### 3. Approval of the December 1, 2021 Agenda

**Motion:** To approve the December 1, 2021 Technical Committee Agenda.  
(Ackerman/Denton)

**Discussion:** No comment.

**Vote on Motion:** None opposed. Approved.

**4. Approval of the November 3, 2021 Meeting Minutes**

**Motion:** To approve the November 3, 2021 Meeting Minutes. (Pristash/Denton).

**Discussion:** No comments.

**Vote on Motion:** None opposed. Approved.

**5. Committee/Working Group Reports (including the Chair's Report)**

Mr. Fox noted the following updates:

- The Policy Board accepted the Technical Committee recommendations to incorporate the enhancements for the 5<sup>th</sup> Avenue and Airport/Cushman Intersection Reconstruction projects recommended by the Project Enhancement Committee.
- The Policy Board approved sending the letter to law enforcement regarding motorized vehicle use on non-motorized sidewalks and paths and it was signed and sent.
- The Bicycle/Pedestrian Advisory Committee nominated a small section of path on Davis Road from the soccer fields to Lathrop Street to the FAST Improvement Program.

**6. Public Comment Period (Non-Action Items)**

No public comment.

**7. Old Business**

No old business.

**8. New Business**

**a. 2045 Metropolitan Transportation Plan (MTP) Update**

- ***Kick-off Work Session on MTP Update, Including Presentation of Project Scope, Schedule, and Committee's Role, and Review Visions, Goals, & Objectives***

Mr. Fox introduced Andrew Ooms and Geoff Gibson of Kittelson & Associates, who provided a presentation about the timeline and other elements of the upcoming 2045 MTP Update.

**b. 2022 Safety Performance Measure Targets (Action Item)**

- ***Consideration of Supporting 2022 Safety Targets Adopted by DOT&PF***

Mr. Fox explained that the meeting packet contained the 2022 DOT-established Performance Measure Safety Targets which were set in May 2021. Mr. Fox explained that after DOT&PF set those targets, FAST Planning and AMATS had until February 27, 2022 to either support those targets or set their own. Mr. Fox explained that if the DOT targets were accepted and were not met by DOT, there were potential penalties to the State but there were no penalties to MPOs. Mr. Fox explained that when those safety targets were being set, they did not take into consideration the new regulation changes approved by the Governor regarding allowing ATVs and side-by-sides on public roadways that would likely lead to more fatalities but there was no data yet to back that up.

**Public Comment:** No public comment.

**Motion:** To recommend to the Policy Board to support the State's [2022 Safety Performance Measure] Targets. (Pristash/Denton).

**Discussion:** Mr. Ackerman stated that he was in favor of showing support to the State for the targets, thought that the 2022 proposed targets were good, and they

were moving in the right direction. Mr. Ackerman stated that the thing that he had a problem with was that they were not able to utilize local regional tools to create safety performance measures of their own. Mr. Ackerman stated that the State did their own analysis to come up with those targets and they were not specific to the MPOs.

Mr. Weinberger asked what it entailed to say “no,” to adopting the State’s numbers as proposed.

Mr. Fox stated that they had never done that before, but his assumption was that they could get the traffic data from DOT to show what the fatalities were for a certain area. Mr. Fox explained that the issue would be that it was old data from 2017-18 so we would be using old data for our area and the number of fatalities and serious injuries would be much lower, and it would be somewhat subjective for us to pick out our targets. Mr. Fox stated that he thought the data would be interesting for us to look at, but we did not necessarily need to hire a consultant. Mr. Fox explained that he did not see the necessity for having our own targets since Fairbanks did not have the amount of serious traffic fatalities that they had in Anchorage so we would be looking at some very small numbers and old data. Mr. Weinberger asked if the performance numbers were only in the urban areas or elsewhere as well.

Mr. Fox explained that these numbers were statewide numbers so the data was good data but might not be complete.

Mr. Weinberger asked what the penalties were for not achieving the goals and targets.

Mr. Fox explained that there were no penalties for MPOs and the funding they received, but the penalties to the State might be that their funding would be somewhat restricted to focus that funding on the areas that had those fatalities and the implementation of safety measures in those areas. Mr. Fox did not believe that the penalties would take money away from DOT, it would just divert it somewhere else to address those targets.

Ms. Schacher clarified that to her knowledge the DOT crash portal system did not have boundaries that could define the MPO but could define the Borough and City of Fairbanks. Ms. Schacher explained that it could change that to just MPO data. Ms. Schacher explained that they would have to implement manual data entry. Ms. Schacher stated that they were not proud that their crash data was so low. Ms. Schacher explained that it was the way the municipality of Anchorage uploaded the data, and they could not upload their data and it required manual entry so that was why they were lagging and not keeping up with current crash trends. Ms. Schacher stated that it was an issue that she and Pam Golden were working on and trying to improve the efficiency of.

Mr. Spillman explained that they had the same conversations last year about setting our own targets versus State targets. Mr. Spillman explained that DOT sent over all their crash data from 2009-2017 and the Borough had georeferenced it all by the FAST Planning boundaries. Mr. Spillman explained that they had the start for it if they were interested in doing that and the key was getting it into geodata rather than the tabular data of previous years.

Mr. Ooms explained that they got MPO area crashes from DOT and filtered them so they would be able to pull this summary data for the MPO area if needed.

Mr. Ackerman stated that as Ms. Schacher said, it was four year old data. Mr. Ackerman stated that it was available, but it was just older than what we would need for target setting. Mr. Ackerman asked if we wanted to use this target setting process to try to reduce our fatality/injury rates or as Mr. Fox was saying that we had a handle on it. Mr. Ackerman stated that the point of this was that they were annually tracking it and based on that trendline they were taking specific targeted actions to try to move the trendline downward. Mr. Ackerman explained that he would think that any fatality rate above zero would be something that they could work on reducing.

**Vote on Motion:** None opposed. Approved.

c. **FFY19-23 Transportation Improvement Program (TIP) Amendment #5 (Action Item)**

• ***Consideration of Releasing TIP Amendment #5 for 30-day Public Comment Period***

Mr. Fox explained that Amendment #5 to the TIP was included in the meeting packet for their approval, and, if the Policy Board approved it, it would be advertised to the public from December 16-January 16, 2022. Mr. Fox explained that the main changes made to TIP Amendment #5 were as follows: Delayed the construction phase of the Chena River Walk, Stage III Project from 2022 to 2023 in consideration of providing more time for the right-of-way phase, advanced the North Pole Street Lights Project from 2023 to 2022 and increased its funding, captured the project increases for the right-of-way phase of the Chena River Walk Project and Old Richardson Highway Intersection utilities phase, and also fully funded the drainage improvements at the 6<sup>th</sup> Avenue and Lacey Street intersections as part of the Northern Region ADA Project. Mr. Fox then went over all the other minor changes that were made to different projects in the TIP.

**Public Comment:** No public comment.

**Motion:** To recommend to the Policy Board to release TIP Amendment #5 for a 30-day public comment period. (Denton/Pristash).

**Discussion:** Mr. Pristash commented that delaying the construction of the Chena River Walk until the summer of 2023 was a good idea due to the unresolved right-of-way concerns and the issue of the elevated structure across the floodplain portion of the path on the north side of the river also needed more work.

**Vote on Motion:** None opposed. Approved.

d. **Infrastructure Investment & Jobs Act (IIJA) Overview**

Mr. Fox explained that this item was his personal overview of the new IIJA approved by the Senate and House and signed by President Biden. Mr. Fox explained that he looked at the Bill and put together a spreadsheet of what the State of Alaska will receive for each one of the different programs and included it in the meeting packet for their information.

9. **Other Issues**

No other issues.

**10. Informational Items**

**a. Obligations and Offsets**

Mr. Fox explained the obligations and offsets included in the meeting packet.

**11. Technical Committee Member Comments**

- No committee member comments.

**12. Adjournment**

**Motion to Adjourn:** (Schacher/Hoke). The meeting adjourned at 1:42 p.m. The next Technical Committee meeting is Wednesday, January 5, 2022.

Approved:  \_\_\_\_\_ Date: 1/5/2022  
Jackson Fox, Chair  
FAST Planning Technical Committee