



TECHNICAL COMMITTEE

Meeting Minutes

February 4, 2026 • 12:00 – 2:00 P.M.

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK

Web Conference at: <https://fastplanning.us/keepup/zoom/>

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 886-1636-3589

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:01 pm.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano	FAST Planning
*Deborah Todd	FAST Planning
*Randi Bailey	DOT&PF Planning
*Don Galligan (absent)	FNSB Community Planning
**Michael Bredlie	FNSB Rural Services
**Kate Dueber	Alaska Railroad Corporation
**Tim Glidden	City of North Pole
**Alexa Greene	Eielson Air Force Base
**Michelle Denton	FNSB MACS Transit
**Brett Nelson	DOT&PF Planning
**Jason Olds (absent)	ADEC Air Quality
**John Netardus	DOT&PF Preconstruction
**Robert Pristash	City of Fairbanks Engineering
**Corey Richardson	Tanana Chiefs Conference
**Walker Ringstad (absent)	FNSB Planning Commission
**Lt. Mike Roberts (absent)	Alaska State Troopers
**William Rogers	City of Fairbanks Engineering
**Kellen Spillman	FNSB Community Planning
**R.J. Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**John Weinberger	Fort Wainwright
Patrick Cotter	RESPEC
Philip Wight	Citizen

Al Beck	DOT&PF Preconstruction
Ethan Graetz	DOT&PF Preconstruction
Ivet Hall	DOT&PF Preconstruction
Randy Warden	FHWA Alaska Division
Emily Haynes	FHWA Alaska Division
Jack Barnwell	Fairbanks News Miner

***FAST PLANNING Staff members ** FAST PLANNING Technical Committee members**

3. Approval of the February 4, 2026 Agenda

Motion: To approve the February 4, 2026 agenda. (Pristash/Rogers).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the January 7, 2026 Meeting Minutes

Motion: To approve the January 7, 2026 Meeting Minutes. (Pristash/Rogers).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

At the January 21, 2026 meeting, the Policy Board had no action items on the agenda. The Project Enhancement Committee (PEC) has open seats they need to fill. FAST Planning will advertise these vacancies on their website and various social media. The Walk, Ride, & Roll Advisory Committee (WRRAC) has three vacant seats to fill. A form will be posted on the FAST Planning website and social media to fill these vacancies. WRRAC is gearing up for Bike Month in May 2026, and volunteers will be needed for that. FAST Planning created a Community Grant Program modeled after the GVEA Good Cents Program to provide small grants to non-profits for transportation-related activities such as purchasing and placement of bike racks or purchase and distribution of bike helmets. The applicant would need to submit an application to FAST Planning for review and approval. There will be information on the FAST Planning website, social media posts, and a letter will go out to interested non-profits.

6. Public Comment Period

Patrick Cotter: I wanted to comment on the Trainor Gate and F Street Safety Improvements. I am commenting as both someone who worked on the Safe Routes to School project back in 2012, and a parent with a Tanana Middle School student. I would support any kind of safety improvements that could be implemented. I drive it every morning and drop my son off. It's kind of chaotic. There is tons of traffic. They do have a crossing guard. Frankly, the crossing guard really just helps traffic turn left. There is a surprising number of movements that aren't just going in and out of the school but across from the school going in and out of that neighborhood. Every now and then the train will go by which blocks traffic a little bit. We've seen a few car accidents in that spot just waiting to make our turn. I know one potentially extenuating factor is when the bus company changed their routes and pickup times. So, for families like mine, suddenly the pickup time, if we were to send our son to school on the

bus, would be at like 6:15 am or some obnoxiously early hour. So, I think a lot of parents were like us and decided they couldn't do that and just drive their kids to school. I feel like after they did that, the amount of traffic going in and out of the school has really picked up. I just wanted to comment that I would be fully in support of any safety improvements that could be made and I think the HAWK beacon came up in previous discussions and analyses.

Michelle Denton: I don't know if this Committee is aware, but they changed the start time for Ladd Elementary, which is the school next door to Tanana Middle School. So, the need for safety improvements is even higher, in my opinion, because now they're not utilizing the same crossing guard. So, at the beginning of this school year, there was no crossing guard for the elementary school age kids that are at Ladd for their new start time which is 9:15 am and the new end time which is 3:45 pm. That was taken care of for a while, but after the Christmas break holiday there has been no afternoon crossing guard. So, again, I would encourage this group that anything we can do for that intersection. At any time the School District could change times again, and even though they've made a commitment to parents that they are not keeping by promising to have crossing guards, or in my case, now my kids are eligible for the bus which is helpful, but they didn't tell me that for the first half of the year. Really, I think it's important for the safety of our children that we do something about that intersection. So, thanks Mr. Cotter for your comments.

7. Old Business

a. FFY2023-27 Transportation Improvement Program (TIP) Amendment #2 (Action Item)

Review of Comment Response Summary and Corresponding Revisions to TIP Amendment, and Recommendation to Policy Board for Approval

TIP Amendment #2 was advertised for 40-day public comment from December 21, 2025 to January 30, 2026. Mr. Fox briefly explained the revisions that were made.

Public Comment:

No public comment.

Motion: To forward TIP [Transportation Improvement Program] Amendment #2 to the Policy Board for approval. (Pristash/Netardus).

Amendment to the Motion: To move all Phase 4 [construction] funding for the Parks Highway MP 356 Auxiliary Lane project from 2026 to 2027. (Netardus/Pristash).

Discussion:

Ms. Hall: This project started as a need from the anticipated Parks Highway/Sheep Creek Signal Installation project. I was hoping to get it all designed and obligated in this fiscal year. Back when I nominated the project in November, it was doable. It looked like the TIP would be approved in January (inaudible) and with the timeline slipping, I don't see that I will be able to make that happen. I will try to get the project start initiated as soon as I can.

Vote on Amendment to the Motion: None opposed. Approved.

Discussion:

Mr. Spillman: Mr. Nelson, Do you have an estimated timeline for the new STIP?

Mr. Nelson: I heard that it should be publicly noticed on February 13th. The plan sounds like it's going to be a rolling STIP. So, every two years I think I heard. So, this will be a new STIP.

Amended Motion: To forward TIP [Transportation Improvement Program] Amendment #2 to the Policy Board for approval and move all Phase 4 [construction] funding for the Parks Highway MP 356 Auxiliary Lane project from 2026 to 2027.

Vote on Main Motion as Amended: None opposed. Approved.

b. Electric Vehicle (EV) Charging Stations Project Nominations (Action Item)

Discussion and Recommendation for Next Steps to Prioritize Project Nominations, Including Discussion of Estimated Project Costs

The Technical Committee discussed the cost of installation for the different levels of charging stations and whether the Level 2 or Level 3 charging stations would be most appropriate for each site. Level 2 charging stations take up to six hours to charge. Level 3 stations can charge a vehicle in 15 minutes. Fred Meyer West installed Level 3 charging stations.

Public Comment:

Philip Wight: Thank you guys so much for having this conversation today. I think it's really important. My name is Phil Wight. I live in Ester. My day job is as an Energy Historian at the University. I'm speaking as a private individual today. I'm an EV owner and I research electrification and mobilities, so this subject is very close to my heart. I think if I really had just one thing to say to the Committee today, I would encourage you guys to take action on dispersing these grants sooner rather than later. In the conversation that was just had about moving forward with a small bundle; would be meaningful progress. I've attended FAST Planning EV sessions and asked and have offered written comments, and I'm really eager to see some action. One question I'd have for the Committee is when should the public expect FAST Planning to move forward with these crucial grants? I understand it's in conjunction with DOT. As an EV owner in town right now, I will say that I know of no publicly available Level 2 chargers. If I want to drive in town from Ester and plug my car in, my options are basically GVEA or just recently, the Tesla chargers at Fred Meyer. Those Level 3 chargers are a lot faster but they're also a lot more complicated and they're a lot more expensive, other than GVEA. I'm all for Level 3 chargers, but I think they're overkill for what the majority of EV owners in the Borough need on a daily basis. Again, I'm not saying that we don't need a critical mass of those. I've often gone to GVEA and both of the stalls have been full, so I've not been able to charge there. But I think my high-level takeaway is that I would really encourage this Committee to move forward with something. What we know from energy history is that we learn by doing. The sooner we start installing these Level 2 or

Level 3 chargers, the better we're going to get at it and the better it's going to be for our community. I think this is very important because study after study shows that people are hesitant to buy EVs, especially in the far north, when they don't have certainty on charging infrastructure. So, the more charging infrastructure we can provide, I think we're going to encourage more people to buy EVs. And finally, that's good for our community. It's good for air quality. If we can sell more electrons, we're all member owners of our electric cooperative, that's a way we can help bring down costs. If we can sell more electrons while keeping the cost steady it means that each of those electrons can be sold at a lower cost per kilowatt hour. I bought my EV in Ohio and drove it up to Alaska. I'm a true believer in this stuff and I'm just eager for FAST Planning to move forward with these important grants for our community.

Mr. Glidden: So, are you saying that we should focus on Level 2 chargers because you think EV owners would rather do that than go to a Level 3?

Mr. Wight: I guess what I'm saying is that if you guys are looking to take some action, I think Level 2s are a great place to start. I do think it's easier. I completely agree with Mr. Graetz comments. The other thing to be said, and I put this in the chat and GVEA can talk about this, is the lead times and the costs of transformers have gone through the roof recently. So, I worry that if FAST Planning were just focusing on Level 3s, it could be years before these chargers are actually installed. So, I do think there is a lot of wisdom and logic to focusing on Level 2. Level 2 is really about local transportation. Level 3 is more about if I wanted to travel between here and Healy or here and Delta. Both of them have their place, but I think it is absolutely appropriate to focus on Level 2s and I think there's a better bang for the buck with Level 2s.

Mr. Glidden: You said you live in Ester and you would want to use a Level 2 if you were driving into Fairbanks. Can you explain why that would be different than a Level 3? Is your plan to drive 15 miles and then leave your car there all day while you're doing something else and then come back?

Mr. Wight: Sure. Maybe not even all day. Maybe just for an hour or two. I would say a couple of things about this. The first is that EVs in the far north have additional challenges compared to more temperate climates. The battery itself is less efficient. You're converting electricity to heat when you're blowing that heat. That reduces your battery a lot faster. In the summer, my Chevy Volt gets 260 miles range. When it's -30, it's half that. That's a fifty percent reduction in subzero temperatures. What that means is that I want to plug in whenever I can. Like I said, right now there are no Level 2 chargers available. Even being able to plug in for an hour or two in town makes a big difference. The car is happier. I'm happier. I've got a little bit more range. I don't need a Level 3 to do that, but it offers an additional level of security. The other thing I'd say is that I'm a professor at UAF. UAF is a strange animal because there are a lot of people who park there and UAF does not want to be selling its electricity publicly. The reason for that is

it's a state-sponsored institution. They don't want to be competing. What that means, to my knowledge, is that UAF is not interested in moving forward with hosting chargers which means the burden falls to other community institutions to do that. You've got a lot of folks at UAF that are interested in EVs and would like a place adjacent to campus to plug in. Hopefully, that helps explain why Level 2s fulfill this really important niche role. Maybe I'm going to the grocery store for thirty minutes or maybe I'm going to get a beer at Black Spruce and I'm going to be there for an hour. That hour or half hour still makes a significant difference even with a Level 2, and it does that at a lower cost than Level 3. If you want to go and recharge it at Tesla. I don't know the exact cost of those but it's not uncommon for those to be about 50-60 cents per kilowatt hour, which is double the cost of our residential.

Mr. Rogers: Thank you for being here. It's very enlightening. I noticed that five out of the seven Level 3 sites we have on our list here could be eliminated if you say no private property, but my understanding is that's kind of a moot point as far as having more Level 3s so thank you for that information.

Mr. Wight: As a consumer, consumers often don't think about who owns the property; we just want the service. I understand that you guys have some serious questions to think through but at the end of the day however we can provide those benefits to the public, I think that's what's important.

Mr. Spillman: Mr. Wight, I appreciate the comments. I have one question. I think I know the answer because it's literally a question we're dealing with here today. Would you as a consumer rather have four to five Level 2 chargers or one Level 3 charger?

Mr. Wight: I would rather have four or five Level 2 chargers.

Motion: To recommend to the Policy Board to eliminate the private property locations in this Stage 1 [of awarding funds for electric vehicle charging stations] and consider only the non-private [public] property locations. (Pristash/Netardus).

Discussion:

Mr. Netardus: It would increase difficulties at the very start of the project if we included the private ones because we don't know the process right now for getting a Federally funded maintenance and match agreement for a private entity. If we only go with public, it should be a lot faster because we've done match and maintenance with them before. This is slightly different than normal projects, but it's something that we would be able to navigate faster. If we do only go public though, then we're also not working on figuring out the private thing. So, that's another topic of discussion too. We just need money for us to try to figure that out. I don't know.

Mr. Fox: I thought about that too. Potentially picking one private site to try to work in and if we come to a dead end, we walk away from it.

Mr. Netardus: I would want that to be a separate effort but it's something that needs to be figured out if in the future we do want to include these private ones.

Mr. Fox: Good thought.

Mr. Nelson: I think we should reshape the motion to move ahead with three to four Level 2s on public property as our test cases and then investigate Level 3 and private property on the side. I said three or four because I don't know how high North Pole scored but I can picture the Policy Board and the Mayor asking for the North Pole side of town tests also.

Mr. Fox: Yes. The two North Pole locations, Three Bears, and the North Pole Utility property. There's the library and there's also the private property adjacent to Taco King. So, there are actually four locations in North Pole that were nominated, but the highest scoring was the Utility property. The North Pole Library is a good one. In my evaluation criteria that I created, it just didn't score as well as these other places. But that doesn't mean that you'd recommend it anyway.

Mr. Glidden: I don't personally think that the North Pole Mayor is going to have any want for one of these. So, I don't think it's going to be his push.

Mr. Fox: But the North Pole Library is public and it's in the Borough, right?

Mr. Glidden: It's Borough. Right. I did put one in for the City of North Pole at the utilities there, but I don't think he's going to be as aggressive to join the push at all.

Mr. Spillman: Question for Mr. Graetz. That \$68K per Level 2 charger that you included was just for construction and not for design and procurement, etc?

Mr. Fox: These would be two chargers which is four ports.

Amendment to the Motion: To move forward with three to four of the Level 2 charging stations on public property and investigate Level 3 charging stations and private property next. (Nelson/Pristash). Motion withdrawn.

Discussion:

Mr. Glidden: Is there any benefit to doing only three or four or would it mess anything up with five? There are only five Level 2 options on the table. If we were going to do four of them, we could theoretically knock out the five Level 2s in this first one. That's only \$67K each or \$300K. That's not even a quarter of the amount. When doing the design, we could just knock out all five of those in one go. I don't know how the Borough feels about that or if they have the match.

Mr. Spillman: My preference would be to not limit it to three or four. The City of North Pole utility lot are both Level 2 and Level 3. That would be \$68K times six. That would be \$400K. That's not even a third of the funding that's set aside for these. That would be my preference. To do all the Level 2s and get them out of the way and figure out what we don't know through the procurement process, etc. And in the next round, hopefully be able to do private property which I really appreciate. I guess I would speak against the amendment on the table to do just three or four.

Mr. Pristash: The estimate for \$68K. Is that for two chargers?

Mr. Netardus: That would be for two stations per site.

Mr. Pristash: In my discussions with the contractors at Fred Meyer, it's efficient for the providers to put in more than two chargers, like four. That's why there's so many over there. Once you mobilize, once you put the transformer in, once you start doing the conductors and everything else, and the converter from AC to DC, to put only two chargers is hard to work with. We could be making projections on something that doesn't sound right.

Mr. Fox: The federal requirement is that you must have a minimum of four ports per site.

Mr. Theurich: If it's a Level 2 site and you're just doing Level 2s versus a Level 3, it would be better to do all the Level 2 at once rather than do two and then say you want to do a Level 3 later and demob a couple times. It would be really expensive.

Mr. Fox: Mr. Graetz clarified that the \$68K would be for installation of one charger and not two.

Mr. Fox: I think there's plenty of money here to do what you're talking about.

Amendment to the Motion: To move forward with all nominations on public property with the ability to remove Level 3 chargers if it is going to add significant time or cost to the project delivery. (Spillman/Pristash).

Discussion:

Mr. Spillman: I don't know about a hundred things on these. I'm trying to be flexible here. If the designer gets into this and decides it's easy to stub power here for Level 3s as part of the project, maybe that's something we can do. Or if transformers are two years back, and we can't put in a Level 3, let's just keep some flexibility and be able to say four or five months down the road; "Let's just cut the Level 3s." Let's just get something out the door right now, start work on the project, and make these calls when we get more information.

Mr. Netardus: Who has the discretion to say this is too much or define how much is too much? Will the Engineering Manager be able to just present to this Committee and say, "Hey, the right-of-way is clogged up?"

Mr. Fox: I think that would be appropriate since there's so many unknowns here. Maybe we have the Project Manager check in with us and let us know what challenges they might be experiencing. Also, in the case of the City of North Pole, if it goes to the Council and they don't want to support the match, that site may come off the list. These decisions can be made outside by the sponsor, as far as their want for Level 2 or if they don't want it anymore.

Mr. Glidden: Do we know if all these locations only did the four minimum ports? I feel like for the Level 2s we are going to need more than four. I feel like if we're just doing Level 2s, we should do more than four. Also, if it's \$68K for just one charging station, I don't know if the library is going to want eight of these. It changes the amount quite a

bit. My other question is if the \$68K is just for one? You mentioned \$300-\$400K for a Level 3 was that for the whole site with four ports or was that just for one station?

Mr. Graetz: That would be just for one station. Two plugs, one station.

Mr. Spillman: I can speak to the Borough's nominations. Our thought was that no one or very few people would ever be at these charging stations for six to eight hours. They would only be doing one to two hours. So, we did limit that to smaller numbers and that was our intent with these nominations.

Mr. Weinberger: I will probably abstain from my vote. I just wanted to chime in for a Level 2 but the fact that these are several hours of charge for each, what I would refrain from is, since this is a public service, is to put something in like two of these Level 2s and there's somebody that works nearby and they use it every single day for hours. At that point it's not public anymore, it's private. So, I think there's some point to some Level 3s because they are high volume and high flow. You just have to be aware of the person who thinks they'll get one right near their place, it'll be theirs every day. At that point, it will not be public, and it will be just one person taking advantage of the offer.

Mr. Spillman: I support the motion on the table. I don't want to lose sight of the private property stations. I want to keep working through that somehow because I think that's going to be a benefit. I know that it will probably be a bigger pain and more complicated because we haven't done that before, but I do want to keep that going.

Mr. Pristash: For private property we just purchase the land. We buy it and then we put the chargers on it. There's a reasonable number we have to put in so that the owners of the chargers get a reasonable return. We can get a price on these transformers by tomorrow. If they only put one in, they won't get their money back so it would have to be more than one. I think the motion is to go ahead and move forward as quickly as we possibly can and then go ahead and move forwards with the Stage 2s for private property.

Mr. Glidden: Now that I know that it's \$68K per unit for Level 2s, that doubles the cost. If we agree on six sites that is almost a million for the six Level 2 sites and doesn't leave any money for Level 3s.

Amended Motion: To move forward with all the nominations on public property with the ability to remove Level 3 chargers if it is going to add significant time or cost to the project delivery.

Vote Taken on Amendment Carrying the Main Motion: Twelve in favor. One absent. (Theurich). One abstention. (Weinberger).

8. New Business

a. Chena Riverwalk Stage III Project Update

 **Update on Right-of-Way Acquisition, Current Design, Construction Estimate, and Scope and Funding Considerations.**

Mr. Pristash, Fairbanks City Engineer, and Ivet Hall, DOT Project Manager, provided the update for the Chena Riverwalk Stage III project.

b. Safety Improvements at Trainor Gate and F Street Intersection

Discussion of Mayor O'Neill's Request for Intersection Improvements and Next Steps

Mr. Fox explained that FAST Planning received a letter from Mayor O'Neill requesting the installation of safety improvements at the intersection of Trainor Gate and F Street. Members discussed additional lighting and speed tables as measures that could be implemented quickly.

9. Informational Items

a. FFY2026 Obligations & Offsets

Mr. Fox explained the FFY2026 Obligations and Offsets.

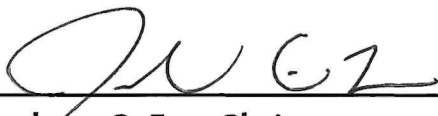
10. Other Issues

No other issues.

11. Committee Member Comments

No comments.

12. Motion to Adjourn: (Netardus/Pristash). The meeting was adjourned at **2:03 p.m.** The next Technical Committee Meeting is **Wednesday, March 4, 2026.**

Approved:  Date: 3/4/2026
Jackson C. Fox, Chair
FAST Planning Technical Committee