



TECHNICAL COMMITTEE

Meeting Minutes

May 6, 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: 839-3092-4554

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:03 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 Planning
**Michael Bredlie	FNSB Rural Services
**Kerynn Fisher for Jennifer Campbell	FNSB Planning Commission
**Steven Hoke for Michelle Denton	FNSB MACS Transit
**Kate Dueber	Alaska Railroad Corporation
**Tim Glidden	City of North Pole
**Alexa Greene	Eielson Air Force Base
**Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Jason Olds	ADEC Air Quality
**Corey Richardson	Tanana Chiefs Conference
**Lt. Mike Roberts	Alaska State Troopers
**Kirsten Loaiza for 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
**Tim Zinza	City of Fairbanks Engineering
Brian Lindamood	Alaska Railroad Corporation
Jeremiah Cotter	City of Fairbanks Public Works

Technical Committee Meeting Minutes

Albert Beck	DOT&PF Preconstruction
Pam Golden	DOT&PF Traffic & Safety
Ben Glenn	DOT&PF Traffic & Safety
Ivet Hall	DOT&PF Preconstruction
Carl Heim	DOT&PF Preconstruction
Tim Spry	DOT&PF Traffic & Safety
Nathan Stephen	DOT&PF Traffic & Safety
Ben White	DOT&PF Planning
Emily Haynes	FHWA Alaska Division
Clay Anderson	FNSB School District
Julie Jones	Festival Fairbanks
Brett Johnson	Ft. Wainwright
Phoebe Bredlie	Kinney Engineering
Megan Flory	RESPEC
Audin McIlroy	RESPEC
1-907-687-6782	Unknown

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

3. Approval of the May 6, 2026 Agenda

Motion: To approve the May 6, 2026 agenda. (Zinza/Nelson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the April 1, 2026 Meeting Minutes

Motion: To approve the April 1, 2026 Meeting Minutes. (Zinza/Loaiza).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- At the April 15, 2026 meeting, the Policy Board:
 - Approved purchase of the land from the Alaska Railroad for the Chena Riverwalk Stage III project.
 - Requested that DOT&PF present a range of design alternatives for the Chena Riverwalk Stage III project at the next meeting.
 - Approved changing the frequency of the Project Enhancement Committee (PEC) meetings from quarterly to every other month.
 - Approved deletion of a section of the FAST Planning Bylaws to allow FAST Planning staff to serve as non-voting chair and vice chair of the PEC.
 - Eight applications were received for the FAST Planning Community Transportation Grant Program. One application was withdrawn and will be submitted again next year. The Project Enhancement Committee will score and rank the applications. The Policy Board will hold a special meeting to approve and award the grants.

6. Public Comment

No public comment.

7. Old Business

a. Chena Riverwalk Stage III Project Alternatives (Action Item)

Review of Newly Developed Project Alternatives and Recommendations to the Policy Board

The Policy Board approved purchase of the land from the Alaska Railroad for construction of the Chena Riverwalk path along the riverfront. DOT&PF was asked to provide a range of alternatives for the path. The Chena Riverwalk Commission provided a new letter of support for the project. They emphasized that they would like the pathway to be as close to the river as possible and do not support an alternate route connecting to Chena Landing Loop Road. Ivet Hall of DOT presented the design options for the path to the Technical Committee.

Public Comment:

Julie Jones, Festival Fairbanks: I just want to say that my concern would be we've always, from the very beginning of the design, had an elevated walkway in this area because of the ebb and flow of seasonal water. So, I guess my biggest concern would be, based on conversations with my friends at Fish and Wildlife, are we respecting that flow of water into that flood area? If we were to do the second option, which would be my second choice, are we filling in an area that would normally have some kind of seasonal water flow and are we going to be causing the water to flood under the other side of the bridge even more because it can't flow there anymore? Those are my concerns. However, I will say again, the \$7.1 million is a ridiculous price tag that I don't think we would want to do. I was hopeful that this might somehow go out to bid or something and come in with a better alternative price for an elevated walkway which is a feature that Fairbanks doesn't really have right now, and it would be a really neat attraction, I think, for our town. So, I'm still vying for the boardwalk, but not at that price. Those are my concerns.

Jeremiah Cotter: I had a question on the maintenance of it. Even though I heard that the Borough is going to be doing the maintenance, which is great. Are they going to be allowed to snowblow the snow off to the side of that path as far as getting it off of there, or is that going to be one of those DEC is not going to allow you to blow clean snow off to the side of the path? Does anybody know that question? That's a huge maintenance-important question especially when you're out in the middle of that path. I know they'll let you plow it off to the side, but will they let you blow it off to the side? If anybody knows that it would be great. It would surely help out the Borough.

Mr. Fox: We haven't delved into it that far at this time, but my assumption is they would be permitted if they blow it to the right up the hill as opposed to towards the river. If the

Borough accepts the maintenance for that path, that is something they would have to delve in to.

Motion: To recommend to the Policy Board to move forward with Option 2, the partial boardwalk [for the Chena Riverwalk project]. (Zinza/Loaiza).

Discussion:

Mr. Zinza: Again, I kind of know where the City stands on Option 1. So, I don't see why we would even bother. The cost. That's an issue. That's just from my perspective. But I also don't like the fact that we're not building the Chena Riverwalk, hence the name. We might as well call it the Peger Road Walk or whatever if we go with one of those other options. So, I don't agree with them. The partial boardwalk is a good price. It tackles the concern of potential flooding. Also, with that partial boardwalk it will address Ms. Jones' concern because that will allow water to go in and out. Maybe if we get two for one, maybe the Chena Landing Loop because that path needs to be improved from the bridge to the road. Then we don't have to do anything to the road. Then we probably don't even have to do anything to that little connector. That right in, right out. I believe that was already put in. So, it's just an improvement to the path.

Mr. Spillman: I like the motion. I'm going to support it. My concern is that it might come across that we want either Option 2 'or' Option 4. I'll be the first to say Option 4 is kind of a non-starter to me if it doesn't include a walkway on the river. A river walk. That's the forty-year vision of this project and this is just one piece of that. I just want to make sure that's clear in the motion that we're voting on.

Mr. Fox: The language they came up with was to recommend to the Policy Board to move forward with Options 2 and 4. So, it's not 'or' it's 'and'. If you all want to do a friendly amendment to say that it's a combined project.

Mr. Nelson: For clarification, did Ms. Hall say that Option 4 was going to be done either way?

Mr. Fox: It's not an approved project in the TIP so it has no funding for Option 4 at this time. It would have to be added to the scope, and the scope would have to be adjusted.

Mr. Spillman: My concern with that too is that we'd have to crack open the whole NEPA process and redo the whole document from the get-go because we're significantly rescoping this.

Mr. Fox: Option 4 could be a FAST Improvement Program project because it's just a mill and pave of the existing path and adding roadway shoulders.

Mr. Zinza: Then I'd like to amend my original motion to move forward with Option 2 and pull Option 4 because those are legitimate concerns. My new motion is that we proceed with Option #2, the partial boardwalk.

Mr. Fox: Do we have concurrence from the second?

Ms. Loaiza: Yes.

Discussion:

Mr. Netardus: I don't want to leave Option 3 off the table because given some more hydrological data we might find that Option 3 is totally sufficient. When we specifically model the area for this project and figure out how high the river will be and if Option 3 is already well above that, there may be no actual need for the boardwalk. So, I don't want to leave that one out in this vote when it could totally meet the needs of the project and be way cheaper.

Mr. Spillman: I agree with some of the comments that Mr. Netardus made as well. One thing I want to point out is that we still don't have a maintenance commitment. The Borough did not agree to maintain this and we need somebody who can do that. The City Council's Resolution very specifically said they didn't support maintenance or match as currently designed. So, I think there's additional conversations that could occur. Again, I'm not an engineer or public works director. I don't know with these bridge elevations if it's significant or if it's minor.

Amendment to the Motion: To amend the motion to recommend the Policy Board consider Alternatives 2 and 3 for reevaluation of the environmental document and additional public feedback. (Spillman/Netardus).

Discussion:

Mr. Spillman: I agree with everyone's comments here today. I first got involved in this project in 2010. I found drawings and resolutions on this thing going back to the 80's. I'm pretty narrowly focused right now on getting something. It seems just a couple of months ago that this project was on life support. So, I really would like to see something built because this is just really the first phase in this longer, more prolific Chena Riverwalk that could include up to three more pedestrian bridges on the Chena River. I'm open to whatever the options may be. It sounds like we're in a very positive place with the Railroad and the right-of-way negotiations. The price tag was a big hiccup before the Policy Board and the City Council. I'd be willing to put it back in the Policy Board and the public's court on Option 2 or 3.

Mr. Glidden: Option 3 is just to stay where the ground is currently? There's minimal fill, so it shouldn't affect seasonal water versus Option 2 that would potentially put some fill in and fill in where the water could go currently that it won't be able to go afterwards?

Mr. Fox: Yes. Or there's a boardwalk through those low stretches.

Mr. Glidden: Right. The boardwalk would allow it to go through but if it's infill it wouldn't. Right?

Mr. Fox: Correct.

Mr. Glidden: Are they planning to do infill and boardwalk or just stick on the high spots and have boardwalk over the low spots?

Mr. Fox: It hasn't been designed yet.

Mr. Spillman: A portion of this project is in what's called the Regulatory Floodway. There are borough and federal regulations that whatever happens here, even if one cubic foot of fill is added to that regulatory floodway, there needs to be a document called an H&H Analysis, a Hydraulic and Hydrologic Analysis, showing that the base flood elevation wouldn't come up even by .000001 percentage of an inch. There can be no rise to the base flood elevation. Regardless of the fill being added, DOT needs to model that no flood levels would change anywhere in the community. This could look like a number of things. If fill is added, there could be additional excavation made elsewhere in the river to make that conditional no rise. Regardless of what's done there cannot be any rise to the base flood elevation levels, and the project can't move forward without that document. Regardless of any of the options, the floodplain levels can't and won't change.

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

b. FFY2027 FAST Improvement Program Project Selection (Action Item)

Review of Subcommittee's Proposed Project List and Recommendations to Policy Board

A subcommittee meeting was held April 30, 2026 and was well attended. A list of project nominations was put together and prioritized. Mr. Netardus will be performing site visits and providing cost estimates for each project.

Public Comment:

No public comment.

Motion: To raise the budget from \$1M to \$2M for the 2027 construction season, and \$2M for the 2028 season as well [for the FAST Improvement Program]. (Zinza/Netardus).

Discussion:

Mr. Netardus: I like the level of \$2 million.

Vote on Motion: None opposed. Approved.

8. New Business

a. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8 (Action Item)

Review of Minor Changes to Multiple Projects for Approval by Policy Board

Mr. Fox explained the specific changes that were made to the TIP.

Public Comment:

No public comment.

Motion: To accept as read [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8]. (Zinza/Theurich).

Discussion:

Mr. Spillman: I'm hoping after the meeting DOT could just follow up on that Old Steese project and make sure we really did expend all the statewide funds. We got a ton of money for that. It was when DOT wanted to connect it up to McGrath Road through Creamers Field. It was a big state appropriation. I just want to make sure that we scraped that whole pot dry.

Mr. Nelson: I can look into that, but I'm pretty sure that we've spent most of that.

Amendment to the Motion: To add a new program block to the TIP for the FAST Improvement Program, Project #NFHWY01221, for 2027 to 2029 and include all current programmed funding; and move the Holmes Road Rehabilitation utilities phase from 2026 to 2027. (Netardus/Zinza).

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

Amended Motion: To accept as read [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8]. To add a new program block to the TIP for FAST Improvement Program, Project #NFHY01221, for 2027 to 2029 and include all current programmed funding; and move the Holmes Road Rehabilitation utilities phase from 2026 to 2027.

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

b. Highway Safety Improvement Program (HSIP) New Projects

Mr. Fox introduced Pam Golden and Nathan Stephen of DOT&PF to provide an overview of the three new HSIP projects.

- **Airport Way Connected Corridor (Action Item)**

Consideration of TIP Amendment to Add New Project Funded Under 2026 HSIP

Public Comment:

No public comment.

Motion: To recommend to the Policy Board to direct staff to prepare an Amendment to the TIP to add the Airport Way Connected Corridor project, conduct an interagency consultation for air quality conformity, and release the Amendment for a 30-day public comment period. (Zinza/Dueber).

Discussion:

Mr. Spillman: My only question is I see Item #1 recommends it to the Policy Board but also says, "release the amendment for a 30-day public comment period" but the other two options don't have that. Is there a reason for that?

Mr. Fox: Yes, there is. For the College Road three lane and the Badger Road Roundabouts, DOT would like to know the Technical Committee and Policy Board support those before they move forward so those are not in the funding plan yet for us to consider adding into our TIP. The Airport Way Corridor is already funded with HSIP.

Vote on Motion: None opposed. Approved.

- **College Road Three Lane Configuration (Action Item)**

Recommendation to Policy Board on Support for Potential New Project Nomination

Public Comment:

No public comment.

Motion: To recommend the Policy Board support implementation of the three-lane configuration for College Road. (Zinza/Theurich).

Discussion:

Mr. Spillman: I don't even really know where to start. The first thing I'll start by saying is that I was one of the eight members on the College Road Corridor Study project team. We kicked it off in 2012. I think we completed it in 2013. I would encourage everyone to read that study. Most of it was data driven. It was a high crash location. If you look at the crash types, there were a lot of rear-end crashes. There are two lanes going each way. There's a lot of driveways on College Road. I'm sure we've all been in this situation if you've driven College Road. You stop in the travel lane to make a left-hand turn and there's a higher chance than normal of getting rear-ended because of that. So, everything made perfect sense. The whole committee was in agreement with the project. We voted to approve the study and approve the project. It went to the Technical Committee and Policy Board. All the approvals were there and then DOT started doing some open houses. I've never seen open houses like this. Hundreds of people showed up. There was a standing room only meeting at the Fairgrounds for the project. Folks were extremely passionate about this project and the ideas. I'd say many more folks on the negative in my recollection. A lot of press was on this. One of the factors why the Policy Board ultimately voted it down is that we didn't have bus turnouts at the time. That was one of the factors that the bus would actually have to stop in the travel lane to board people on and off the bus. Since then, we've actually constructed bus turnouts/pullouts in many of the locations that were originally identified. I think, on paper, it still makes sense. It is a proven countermeasure of reducing crashes, particularly rear-end crashes. I'm being very cautious. I think I have a lot of wounds from the last one. My advice to everyone at the table, particularly to DOT, would be to be very cautious with this. I would even start by reaching out to many of the involved folks through the 2014 project. I still have a lot of contact information if you'd like. End of comment.

Mr. Theurich: What was the main resistance? Why did they not want it?

Mr. Spillman: I could summarize some of the main factors. One of them was the delayed travel time. It would take them longer to get from one end of the corridor to the other. We did an analysis and it was somewhere between 30 and 60 seconds if I remember correctly. There was a lot of concern that it would take emergency response, fire trucks, and ambulances, longer to get from one end of the corridor to the other. There were a lot of interesting ideas brought up on different things. There were a lot of

comments on citizens who didn't believe it would actually reduce the crashes, and many felt the opposite, that it would actually increase the crashes. There were a lot of ideas. I'm sure I'm missing quite a lot that came up. Again, at the Fairgrounds meeting I mentioned, I think there were two hundred people present and probably 100 of them spoke at one point.

Lt. Roberts: Thank you. I just wanted to jump in. On behalf of the Troopers, this project is fully supported by us. There are a couple things here. Not only are the rear-end crashes being an issue now, but vehicles trying to turn left across traffic is another issue. Trying to do that across two oncoming lanes versus having a turn lane and isolating it to just one oncoming lane significantly improves a person's success in doing that. The other thing is dealing with the public. Something that we've started implementing with DOT is when DOT has a project like this where they expect some public kickback, I throw some of my traffic troopers at the meeting to kind of help deal with some of the public because DOT catches flack that a uniformed trooper doesn't always catch when trying to talk about stuff. People think it may be just an engineering nerd that came up with some numbers and they don't understand reality. But the one-two punch of having a uniformed trooper there with them, I can say that about it because I have a brother-in-law that works over DOT and does engineering stuff, so we tease each other all the time. When we have that one-two punch where we're attacking it together, I think there's usually a considerable decrease in the public backlash. We've had a bunch of success with that at some of the other roundabout meetings and stuff that we've had. So, just to plant the seed with those in the room that the troopers are there. I'll throw my troops at that to jump in and kind of help deal with some of that public opinion. Not only just the people that are smarter than me that design, study, research, and develop this, but from a boots on the ground perspective of keeping people safe along that corridor, I think it's an awesome idea and we have uniforms ready and willing to lend support with the project.

Mr. Spillman: I really appreciate those comments, Trooper Roberts. I think that was one of the big missing aspects from the last time. There were a lot of folks, us and the public included, kind of guessing on the law enforcement's opinion on this. If we could have that solid, concrete backup during the process I think that could very much aid in the public involvement aspect.

Mr. Fox: I agree.

Mr. Johnson: As the public, I can point out places like Alaska Feed. Going out of either one of those driveways you just can't see the cars heading towards the University direction. If you're headed out towards Johansen, there's a visibility issue there with cars coming. If you have two sets of cars going 35 or 40mph, you punch it and go. It isn't the safest place to cross.

Mr. DiRutigliano: If I could add some context related to public safety. When the Trooper was there doing the walkthrough with us, they identified that they actually avoid

College Road because of this idea of delay. They found that because there was no shoulder for vehicles to yield in to, they would avoid taking College even though it may be the more direct route to some of these neighborhoods. They preferred to take the Johansen because vehicles can yield more appropriately and in a safer manner. The Troopers felt like they would be able to respond to events on College Road in a much safer manner if there was a shoulder that vehicles could move out of the way and into. That should be reflected in the comments in that report as well.

Lt. Roberts: It's still true.

Mr. DiRutigliano: Thank you.

Mr. Spillman: Again, I still support the concept. I think I've always supported it from when I participated in that study. College Road has changed significantly since the early 90s. This used to be the only, other than Airport Way, the only east-west connector in our community. I think it's the first page of that College Road Corridor Study that shows the traffic volumes. There were really high traffic volumes. I think it was in 1996 that they shot way down because the Johansen Expressway opened. If you were going from one side of town to the other, you were taking the Johansen Expressway. As part of that study, we looked at the number of cars going from one end of that corridor all the way through. So, it's being used more as an access corridor than a mobility corridor. I think it's still true today. Traffic volumes are consistent with what they were in 1996. More traffic hasn't been taking College Road. But one thing that really came to me is, as part of that study, I spent almost a whole day in the Beaver Sports parking lot. It was right after it snowed and you couldn't see the lanes on College Road. I took a whole bunch of pictures of this. If you were to show those pictures or little movie clips to anyone, they'd say it's a three-lane road, one lane going one each way and a center turn lane, and just instinctively that's how drivers were operating when they couldn't see the lanes on College Road. I think it's a really interesting concept. But the public involvement and taking and getting meaningful public comment as part of the project is going to be just as important as it was.

Mr. Nelson: I speculate that it'll be less of an issue than it was the last time. Last time, DOT had rolled out a couple projects at the same time.

Mr. Fox: We'll see.

Mr. Nelson: It's a change.

Ms. Golden: If I might add. It's eyes wide open for us. We know this is not going to be an easy one, but we also think it's important to make room for it in the budget.

Vote on Motion: Fourteen in favor. (Bredlie, Dueber, Fisher, Glidden, Hoke, Loaiza, Nelson, Netardus, Olds, Roberts, Spillman, Stumpf, Theurich, Zinza). Two Abstentions. (Greene, Weinberger). One Absent for Roll Call. (Richardson). Approved.

- **Badger Road Roundabouts (Action Item)**

Recommendation to Policy Board on Support for Potential New Project Nomination

Motion: To extend the meeting to 2:15 p.m. (Dueber/Netardus).

Vote on Motion: None opposed. Approved.

Public Comment:

Ben Glenn, Badger Road Resident: I'll speak as someone who has lived on Badger Road for 10 years and dodged maybe a half dozen or so near misses at this intersection. Friends and family have passed away from accidents on this road. One of the things that we always experienced growing up here in our family was that it was right-hand turns and nearly getting rear-ended by people making a pass going into the head on left lane, but now it's the center shared left lane. Right-hand turn lanes don't exist on Badger Road. Something like a roundabout would slow people down significantly. That Badger Road intersection is something I'm intimately familiar with.

Motion: To recommend the Policy Board support consideration of roundabouts at the high crash intersections identified along Badger Road. (Netardus/Theurich).

Discussion:

Mr. Spillman: Of all three projects we're talking about today, this is the one I just don't feel like I have enough information on to make a decision today. I don't know what more information I would need. It's a big motion to recommend consideration of roundabouts at eight different locations. I personally would prefer something a lot more general like, "roundabouts or other intersection treatments." I'm willing to make that motion amendment when we get there. But again, I'm feeling really rushed and there's not a lot of information that I need to be able to make this decision right now.

Mr. Fox: Okay. Are you making that amendment to the language?

Mr. Spillman: Not at this time. I'm interested in what other folks think.

Mr. Glidden: Personally, when I drive in the winter, I prefer roundabouts to stop lights. In fact, if I know the roundabout is coming, I'm going to slow down on purpose because it's coming. The red lights, if it's green, I'm hoping it's gonna be green until I get to the other side. Right. So, I genuinely like on the Mitchell where it warns you, 'Hey get ready to stop.' So, I don't think putting stoplights is a safer option on fast roads than roundabouts. The point of a roundabout really is to slow people down so, I don't see that as a negative of the roundabout. If you put a bunch more red lights, then every mile or so you're hoping that you're going to make it, and you don't know until it turns red that you're not and you now have to stop on ice. But with roundabouts you know that two miles up when you get in the car that you have to slow down at the roundabout. It's a solid thing. I live on Badger and I drive down Peede every day and every winter I miss the stop sign at Nordale because it's not visible. It's just a little tiny sign in the trees that you just can't see. A roundabout you see it. You know it's there. There's no way you

don't know there's a giant concrete circle in the middle of the road. So, I think roundabouts are much better than a stop sign or a stoplight or any other situation that we have. Just as a guy that's lived on Badger Road for sixteen years now.

Mr. Nelson: When we were talking Nordale/Peede roundabout, several people commented that we should really be looking at Nordale or Badger Road instead. This doesn't say that they'll be eight roundabouts, it just says that they'll be roundabouts on Badger that are documented as high crash areas. There could be a couple, or it could be phased over time.

Mr. Netardus: The unintended consequence might be cut-through traffic so that might be something to look at on all these other roads. Holmes Road is like that too. That would be something that needs to be looked at too. For all the North Pole roundabout dislikers that might try to avoid them and take a different way.

Mr. Spillman: I appreciate Mr. Glidden's comments, and I agree with every single thing you just said. One concern I do have though is that we don't really have the public at the table right here. And when you start with an idea and take it to the public and the idea is 'Badger Road Roundabouts, consider roundabouts at high crash intersections,' that's somewhat of a predetermined alternative. If we can say 'Badger Road Intersection Review Project, and 'consider roundabouts and other intersection treatments.' I think it comes across that we're coming into this project as open-minded and not that we've already predetermined an alternative. I know we can change it at any point. I know we can consider those options, but something like the title carries a lot of weight when the public is not present and you go out to the public for the first time with that title right there.

Amendment to the Motion: To change the name of the project to 'Badger Road Intersection Review Project' and add "...or other intersection improvements..." after the word 'roundabouts.' (Spillman/Netardus).

Discussion:

Ms. Golden: To clarify, we're not proposing eight Badger Road Roundabout projects. It would be individual projects we would propose. We're not saying one project would do eight roundabouts. I just wanted that to be clear. It could be two roundabouts. We could do Nordale and Peede/Holmes. It could be any sort of variety of that. At this point, we just wanted to present that here are eight locations that could be roundabouts. Is there an appetite to pursue any of these? And if there's not, we'll (inaudible). What we found with Nordale/Peede is that some of the other things people wanted us to consider don't pencil out. Good or bad, based on a particular mitigation of the crash problems. It is somewhat predetermined with then the ability to select a solution whatever that might be, but we do have to allow for some solution.

Mr. Johnson: As far as you said that they need to vet the cost. Does that mean that they need to vet the cost to review the intersection for potential realignment or different additions at the intersection versus specifically meets if for the cost of a roundabout?

Ms. Golden: It meets it for us nominating it to be in the program.

Mr. Johnson: Okay.

Ms. Golden: So, it's at the threshold that we would consider advancing it to be a project.

Mr. Johnson: To review the intersection for improvements?

Ms. Golden: It's a nomination to the point that it becomes a project. It's a nomination at the point that it goes to be in the TIP.

Mr. Glidden: So, this isn't really a project? I feel like you're just saying; "Hey are you guys cool if we look at this?" This is not going out to the public. There's no funding involved. It's just, "Hey, should we not look at this because you guys don't want to do it?"

Mr. Fox: Yes. I think you summarized that really well.

Vote on Amendment to the Motion: Five in Favor. (Hoke, Nelson, Spillman, Stumpf, Theurich). Eight opposed. (Bredlie, Dueber, Glidden, Loaiza, Netardus, Olds, Roberts, Zinza). Two Abstentions. (Greene, Weinberger). Two absent for Roll Call. (Fisher, Richardson). Motion Failed.

Vote on Main Motion: Thirteen in Favor. (Bredlie, Dueber, Glidden, Hoke, Loaiza, Nelson, Netardus, Olds, Roberts, Spillman, Stumpf, Theurich, Zinza). Two Abstentions. (Greene, Weinberger). Two Absent for Roll Call. (Fisher, Richardson).

Motion: To extend the meeting to 2:30 pm (Netardus/Dueber).

Vote on Motion: None opposed. Approved.

c. Federal Transit Administration (FTA) Section 5307 Funding Split (Action Item)
Consideration of Funding Split Between MACS Transit and Alaska Railroad Corporation

Mr. Fox introduced Brian Lindamood with the Alaska Railroad to provide information about the FTA Section 5307 funding split.

Public Comment:

No public comment.

Motion: To postpone to the next meeting [Federal Transit Administration (FTA) Section 5307 Funding Split]. (Hoke/Netardus).

Vote on Motion: None opposed. Approved.

9. Informational Items

a. FFY2026 Obligations & Offsets

Mr. Fox explained the FFY2026 Obligations and Offsets.

10. Other Issues

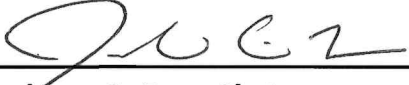
No other issues.

11. Committee Member Comments

No Comments.

12. Adjournment

Motion to Adjourn: (Netardus/Zinza). The meeting was adjourned at 2:29 p.m. The next Technical Committee Meeting is Wednesday, June 3, 2026.

Approved:  Date: 6/3/2026
Jackson C. Fox, Chair
FAST Planning Technical Committee