



POLICY COMMITTEE

Council Chambers, City Hall, 800 Cushman Street, Fairbanks, AK

Meeting Minutes – December 21, 2016

1. Call to Order

Mayor Bryce Ward called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

Attendee

*Bryce Ward, Chair
 *Karl Kassel, Vice Chair
 *Michael Meeks for Jim Matherly
 *Ryan Anderson
 *Lance Roberts for Van Lawrence
 *Jerry Cleworth
 *Denise Koch (via telephone)
 **+Donna Gardino
 **Alicia Stevens
 **Deborah Todd
 **Margaret Carpenter
 +Judy Chapman
 +Lee Borden
 Jeff Jacobson
 Kellen Spillman
 Bill Hao

Representative Organization

Mayor, City of North Pole
 Mayor, Fairbanks North Star Borough
 Mayor, City of Fairbanks
 Director, DOT&PF, Northern Region
 FNSB Assembly
 City Council, City of Fairbanks
 DEC, Division of Air Quality
 FMATS MPO Coordinator
 FMATS Transportation Planner
 FMATS Administrative Assistant
 DOT&PF Planning
 DOT&PF Planning
 DEC Air Quality
 City of Fairbanks Public Works
 FNSB Planning
 Bettisworth North

**FMATS Policy Committee Members, **FMATS Staff Members, +FMATS Technical Committee Members*

3. Public Comment Period (3 minute limit)

No public comment.

4. Approval of the December 21, 2016 Agenda

Motion: To approve the December 21, 2016 Agenda. (Kassel/Roberts).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Approval of the November 9, 2016 Meeting Minutes

Motion: To approve the November 19, 2016 meeting minutes. (Cleworth/Meeks).

Discussion: No further discussion.

Vote on Motion: Six in favor. 1 abstention (Roberts). Approved.

6. Committee Reports

a. Coordinator's Office Report and Technical Committee Action Items

Ms. Gardino provided information and highlights for all meetings, briefings, conferences, seminars, open houses, workshops, presentations, forums, and field trips she or FMATS staff had attended or participated in since the last meeting.

b. Coordinator's Office Reorganization Update

Ms. Gardino stated that a Transition Plan was approved to be included in the Draft TIP and once that was approved, they could develop a plan and move forward with the reorganization.

7. Old Business

a. FMATS 2017-2020 TIP Public Review Draft

Ms. Gardino stated that comments were received on the Draft TIP and the Yankovich project seemed to be a topic of interest. Ms. Gardino stated that FMATS also received a comment regarding getting a city bus route for the Ballaine/Sheep Creek loop which she passed on to the Fairbanks North Star Borough. Ms. Gardino stated that getting the Advance Construct tool into the TIP had proven difficult and they had removed the TAP Program from the TIP, as they were notified that FMATS was not eligible for that program.

b. Public Participation Plan Public Review Draft Update

Ms. Gardino explained that the Plan was still out for public comment and they had only received two comments and it was out for comments until 12/26/16. Ms. Gardino stated that she had attached the existing and modified Bylaws and received comments on the Bylaws. Ms. Gardino stated that they would address the comments in detail next month when all comments were received.

c. Bylaws Update (Action Item)

Ms. Gardino explained that action had been postponed last month. Ms. Gardino stated that FMATS received comments from DOT and thought they were good comments. Ms. Gardino stated that she wanted to present this version to them with the DOT comments so they could see what the comments were and what had been changed. Ms. Gardino stated that it had been suggested to them that the Bylaws be amended, passed, and attested to instead of having signatures from all the entities as they did for an Agreement. Ms. Gardino stated that FMATS wanted to furnish them with a clean copy to review at the next meeting.

Mr. Cleworth asked if delegation of duties was going to be included in the Operating Agreement.

Ms. Gardino stated that currently it was in the MOU for the Coordinator's Office.

Mayor Ward stated it was really a contractual agreement so they did not think it was redundant, but should be done through an MOU and if that was in there, entities could not leave without a majority vote.

Mr. Cleworth stated that he thought the delegation of duties was already listed in the MOU and, if so, how did it end up in here just to be taken out.

Mr. Meeks stated that on Page 38 regarding the attendance, they seemed to be very generous with the three consecutive unexcused absences.

Motion (at previous meeting): To approve the Bylaws, as presented. (Matherly/Cleworth).

Discussion: Mr. Roberts stated that he thought the phrase "whereas" should be taken out and those should part of a Resolution rather than being in the Bylaws. Mr. Roberts stated that as far as changing the Open Meetings Act to a reference, he thought that the Open Meetings Act was a generally known act and was not sure if there was any need to remove that section. Mr. Roberts stated that he actually thought they might end up having a problem as there

were little things that might apply to them, and just by saying Open Meetings Act, they provided a broader definition. Mr. Roberts stated that on Article 2 he wanted to point out that by having the Chair named at the regularly scheduled meeting in November you cut out the possibility of the Borough or City of occupying the Chair position. Mr. Roberts stated that he thought it would be just as easy to make that decision by the end of the calendar year for the next year to afford everyone the opportunity to be the Chair. Mr. Roberts stated that a roll call vote for all matters being voted on by the Policy Board was going a bit too far and eliminated the possibility of a vote passing without objection. Mr. Roberts stated that Article III-Section III talked about an agenda schedule and the whole Article IV was about the Agenda so he was not sure they needed to have an agenda section and thought it needed to be looked at as a duplication. Mr. Roberts stated that in Article VII-Section 2 under "Duties of the Chair" later on they had a section on committees that laid out the duties when a chair nominated and should just state the duties of the Chair as nominating committees and chairs was just a duplication that could be taken out.

Mayor Ward stated that there were two different committees that operated specifically and others that were created for a specific reason so they listed them separately as there would always be a Technical Committee.

Mr. Roberts stated that it should say "Committee Members and their respective Chairs", instead of committee chair since it was extra verbiage that could be removed.

Mr. Roberts stated that Article VIII-Section 3 referenced the Technical Committee shall have approval authority during construction and it seemed like giving them that kind of authority did not seem proper. Mr. Roberst stated that he would want an explanation of how it was currently done.

Ms. Gardino stated that was how the Technical Committee operated. Ms. Gardino stated that they had a policy that gave approval authority to the TC for changes during construction between \$250,000 to 500,000 but \$500,000 had to go to the Policy Committee to expedite approval so there were no delays during construction.

Mr. Roberts asked Ms. Gardino if that meant that they would have those limits of \$250,000-\$500,000 as they did now or that they had all the authority.

Ms. Gardino stated that they defined how much authority they had.

Mr. Roberts stated that Public Comment shall be limited to 3 minutes per speaker and should not be in the Bylaws, but in the policy and should have at least have some flexibility for the Chair to allow someone to speak longer. Mr. Roberst stated that there was a huge difference between 3 and 5 minutes given all the technical items that FMATS dealt with. Mr. Roberts stated that he spoke against the time limit and thought they were taking away FMATS' flexibility. Mr. Roberts stated that they should not put an exact time limit and if you had a meeting with a lot of people you could set a smaller time limits and adjust the time limit as needed.

Mr. Cleworth asked if the public testimony section was all new or replaced some language.

Ms. Gardino stated that it was there before and they had modified it, and then they modified it again because they wanted to make sure that the public had every opportunity to comment on every item.

Mayor Ward stated that it had been revised because the way it was worded that public comments be limited to three minutes per speaker, but once a Policy Board member made a motion, public comment was no longer accepted. Mayor Ward stated that they did not want to exclude any public comment.

Motion: To remove the first sentence in Article V, Section 3.
(Roberts/Cleworth).

Discussion: Mr. Roberts stated that it still allowed public comment on every issue and just took it out of the Bylaws.

Mr. Cleworth stated that five minutes was not an onerous length of time.

Mayor Ward stated that he was not opposed to five minutes, but thought there should be a limit to ensure that they were respectful of everyone's time.

Mr. Roberts thought five minutes would be better than three minutes, but they should not have it in the Bylaws since they might want to change it in the future and it allowed for future flexibility.

Mayor Kassel stated that he did not have a problem with removing it and the Committee or the Chair had the flexibility of setting the time when necessary. Mayor Kassel stated that the sense of fairness needed to be that at any particular meeting and on each issue, each speaker needed to be treated the same so that there was equal opportunity. Mayor Kassel stated that he thought that spoke to not putting it in the Bylaws and they could set that time threshold when they set the agenda. Mayor Kassel stated that he thought it was better to just not have it in the Bylaws and they were stuck with it.

Vote on Motion: Six in favor. One opposed. (Ward). Approved.

Amendment to the Motion: To have the Director bring a clean copy of the Bylaws back next month so it can be up for discussion. (Roberts/Kassel).

Vote on Amendment to the Motion: All in favor. None opposed. Approved.

8. New Business

a. List of Projects for the Investment Element of the State Freight Plan (Action Item)

Ms. Gardino explained that the State had been working on their Freight Plan and invited FMATS to participate in that discussion and include a list of projects as investment priorities for the Plan. Ms. Gardino stated that a lot of the projects were directly from the PEL Study done by the State. Ms. Gardino stated that the projects included the Steese/Johansen Interchange, the Old Rich Interchange and Richardson Highway Milepost 359 Overpass.

Ms. Gardino stated that they did have some recently completed studies that did cite the type of projects that fit the bill for the National Freight Program.

Mr. Anderson stated that the National Highway Freight Network was what the term was for this particular portion of the FAST Act and looked at the truck and freight routes which included the Parks Highway, Airport Way from the Parks Highway to Geist Road/Johansen, and Johansen to Steese. Mr. Anderson stated that it might not include University north to Airport Way. Mr. Anderson stated that the majority of the projects looked eligible and would have to look

into University Avenue to see if that was eligible or not. Mr. Anderson stated that there was also an additional amount of mileage that they could look at for freight funding such as the Dalton Highway that might be eligible.

Mr. Cleworth asked what the funding mechanism was for this.

Mr. Anderson stated that it was through the NHPP and they needed to prioritize where those funds would go.

Ms. Gardino stated that they did not have this task before them at the time of the Technical Committee meeting, so it had not gone through the Technical Committee.

Mayor Kassel commented that he was frustrated because if they looked at this list the most expensive item on the list was the railroad grade crossing on the Richardson Highway. Mayor Kassel stated that at-grade crossings were dangerous, people died, and they needed to get it addressed. Mayor Kassel stated that they had been discussing this for quite some time which was why he was frustrated. Mayor Kassel stated that the Statewide Rail Plan was not a statewide plan and they commented in the Plan that rail issues in Fairbanks were so complicated that they could not be addressed in the Statewide Rail Plan. Mayor Kassel stated that DOT had been doing a great job of trying to fix those crossings but they were not addressing the long range solution to this problem. Mayor Kassel stated that at the Chamber meeting, Commissioner Luiken had dodged the issue about getting a plan for this area. Mayor Kassel stated that they needed to a long term plan for how they were going to deal with this in our community. Mayor Kassel stated that they did not have a plan and he was not sure what that plan would be, but the rail yard would not be where it was. Mayor Kassel stated that they needed to address this because they were spending hundreds of millions of dollars to put bandaids on this broken system. Mayor Kassel stated that he agreed that this was a dangerous situation that needed to be resolved and they needed a plan with a better long-range vision. Mayor Kassel stated that he did not like wasting money and they were potentially wasting money.

Motion: To approve the List of Projects for the Investment Element of the State Rail Plan. (Kassel/Roberts).

Discussion: Mr. Anderson stated that he agreed that the at-grade crossings were a real problem for DOT as well because they had operating costs associated with those crossings that they were responsible for so they wanted out of those at-grade crossings. Mr. Anderson stated that grade separating got them out of those, so they were real focused on that. Mr. Anderson stated that they were addressing three things in that \$30 million dollar project which was the reason it was higher. Mr. Anderson stated that they were addressing bridge reconfiguration and troop movement through there so the price tag was not just for the railroad crossing.

Mr. Roberts stated that while he completely agreed that they needed a long-term railroad plan and was curious whether FMATS had ever sought funding to do any type of railroad plan or if it was outside of their jurisdiction.

Ms. Gardino stated that FMATS had done the environmental study for the North Pole Road/Rail Reduction Crossing Project, so they had spent some FMATS allocation for that particular segment of the railroad.

Mr. Meeks stated that in the late 90's and 2000's there were many studies done for railroad realignment and wondered where those studies were now.

Mayor Kassel stated that studies did exist and there were some on file at the Borough, but nobody had ever moved forward with any of them. Mayor Kassel stated that it was just this ongoing issue and he believed that the latest philosophy was that the State Rail Plan was going to address some of this, but when this Plan came out, it totally dodged the issue. Mayor Kassel stated that he did not think that they thought it would not totally resolve the issue in Fairbanks but was a step towards a more improved plan. Mayor Ward stated that the Plan pointed out that it was a complicated issue and they knew that, but how long did they dodge it because it was complicated.

Mayor Ward stated that he wanted to point out that this particular motion was about the Freight Plan. Mayor Ward stated that when it came to freight he was frustrated because they were in the middle of trying to develop their own freight plan and had not had one before. Mayor Ward stated that they were being asked for a list of their projects and did not have one yet so he was frustrated with this whole process when it came to the freight aspect of it. Mayor Ward stated that he understood the timelines, but thought it would be appropriate to let the State know that they did have projects that would have the backing of a State Rail Plan within the next six months.

Ms. Gardino stated that they pointed out that the Plan could be amended annually so she would suggest that they include a request for an amendment to the plan, if necessary, to include projects that might not have come out today.

Vote on Motion: None opposed. Approved.

b. FMATS Programs Table and Policy Clarification (Action Item)

Ms. Gardino stated they had discovered a discrepancy between what it said in #1 under the Surface Transportation Project Table and then at the very bottom of the page for how they would rank and score the Sidewalk Improvement Program projects. Ms. Gardino stated that the question was whether or not they should score those projects.

Motion: To strike the last sentence regarding scoring sidewalk improvement projects using the non-motorized criteria and not score the projects. (Cleworth/Anderson).

Discussion: Mr. Roberts stated that he wanted to point out that the percentage of non-motorized projects did not match the actual percentage of use that those facilities got, and they might want to think about why that allocation was so unbalanced as to actual use but had nothing against this motion.

Vote on Motion: None opposed. Approved.

c. FMATS Sign Replacement Project Match (Action Item)

Ms. Gardino explained that this was the Stage III project for the sign replacement around town and the bulk of the signs were in the City of Fairbanks and were already done, so now they were moving to other types of signs including street signs.

Discussion: Mr. Roberts was curious why the design was so expensive for signs.

Mr. Anderson stated that he believed this was a City estimate and some of the challenges with sign projects were the environmental issue of changing the character of things around historical structures and parks, and any right-of-way concerns so that could be the cost of surveying in the right-of-way.

Mr. Cleworth asked if the primary reason for this was the changed reflectivity of these signs.

Mr. Anderson stated that he would have to report back since he was not familiar enough with this project to comment on it.

Mr. Cleworth stated that this was a mandatory project, so he felt that the City should not have to come up with the match for this project.

Ms. Gardino stated that if they did not pay the non-federal share they would have to look to the State to pay the non-federal share and would not want to do that right now.

Motion: To provide the funding necessary to initiate the project start for the FMATS Sign Replacement Project, Stage III on behalf of the City of North Pole who will reimburse FMATS by January, 2018, using State funds. (Cleworth/Kassel).

Discussion: Mr. Roberts stated that he would just like to mention that this was just one more example of the type of strings that were attached when they received these types of funding. Mr. Roberts stated that it would be interesting if they could be apprised at some future meeting how much those signs actually cost.

Vote on Motion: None opposed. Approved.

d. UPWP Review Discussion (Action Item)

Ms. Gardino stated that the estimate received from the State was \$446,000 for planning purposes and received a letter that said they actually received \$2,228 more in Federal funds. Ms. Gardino stated that the recommendation from the Technical Committee had been to use that additional funding in the interim towards the MTP update. Ms. Gardino stated that they had not begun negotiations yet so they might not need that money. Ms. Gardino added that the FMATS printer of seven years bit the dust the day before and would be at least \$3,000 or more to replace and that was an unexpected cost that they would likely incur this year.

Motion: To allocate the additional \$2,228, in the interim, to the Metropolitan Transportation Plan. (Cleworth/Meeks).

Discussion: No further discussion.

Vote on Motion: All in favor. None opposed. Approved.

e. Goldhill Road Bicycle and Pedestrian Facility PH4 Increase (Action Item)

Ms. Gardino explained that late last year in the construction season, after all the obligations had been made, FMATS told them that they could get the funding in this new fiscal year and the change order was for additional overruns in engineering, ICAP, and traffic control.

Motion: To approve the increase of \$343,104 for Phase 4 of the Gold Hill Road Bicycle and Pedestrian Facility project, using CTP funds. (Cleworth/Anderson).

Discussion: Mr. Meeks wanted clarification of whether the Contractor made a bidding mistake or if it was a change during construction,

Ms. Gardino stated that there were changes during construction. Ms. Gardino stated that every time there was a change during construction, they had to pay for it and the State had to include their cost to oversee the project during construction.

Vote on Motion: All in favor. None opposed. Approved.

f. Letter Regarding Fairbanks Area Rail Plan (Action Item)

Ms. Gardino stated that the answers to the questions from the Commissioner were included in the meeting packet for their review.

Motion: To forward the letter to the Commissioner on the Fairbanks Rail Plan. (Kassel/Roberts).

Discussion: Mayor Kassel stated that he was not sure what the Commissioner was confused about and what clarification he needed, but certainly this was a step in the right direction to find out what his questions were and help motivate this process.

Mayor Ward asked Mr. Anderson if it was his understanding that there was lack of someone willing to take the lead on this project or if it was a possibility that FMATS could do that.

Mr. Anderson stated that from the DOT perspective, the part they struggled with was that some of the challenges faced on the railroad side were not necessarily going to be DOT funded but were railroad

Vote on Motion: All in favor. None opposed. Approved.

g. Transportation Alternatives Program (TAP) FHWA Determination

Ms. Gardino stated that FMATS received a letter from FHWA and it turned out that FMATS was not allowed to conduct its own TAP Program and should be participating with the State on their program. Ms. Gardino stated that FMATS had developed a more robust program and were going to have another meeting last week, but it was cancelled since they were only allowed to participate in the statewide program.

Mr. Anderson stated that this had been unfortunate and they had forwarded the packet, which was very well done, on to Headquarters to use as a model for the creation of their program.

h. Title VI Review Findings

Ms. Gardino explained that two deficiencies were noted during the recent FMATS Title VI Review. Ms. Gardino stated that they were told that they needed to have a separate Title VI Implementation Plan. Ms. Gardino stated that they had drafted it and presented it to the Technical Committee for their comments and would present it to the Policy Committee for review at their next meeting. Ms. Gardino stated that the other deficiency noted was the lack of reasonable accommodations on the FMATS website. Ms. Gardino stated that they were told that the FMATS calendar should have a text blurb for a link of where to go to request special accommodations to attend meetings.

i. State Transportation Fund

Mayor Ward stated that this was a presentation he gave and spoke as himself and not as the MPO Chair or as the Mayor. Mayor Ward stated that he spoke

about looking at the transportation infrastructure as an asset which meant that you planned for that and also looked at funding as an aspect of that.

9. Public Comment Period (3 minute limit)

No public comment.

10. Other Issues

No other issues.

11. Informational Items

a. STIP Amendment #1 Response to FMATS Comments

Ms. Gardino stated FMATS received response to their comments on STIP Amendment #1 and was modifying the TIP to remove the Illustrative Code since the State had commented that it was a bit deceiving and were asking them to remove it. Ms. Gardino stated that they did talk about the Rail Plan and were encouraging FMATS to work with the Railroad to come up with funding possibilities for the Plan.

b. Governor's Budget

Ms. Gardino stated that Governor released the FY2018 Budget and she had included an overview in the meeting packet. Ms. Gardino stated that DOT was facing downsize and privatizing of their Design section staff.

Mr. Meeks asked Mr. Anderson if they had looked at having the City of Fairbanks design projects.

Mr. Anderson stated that they were supposed to increase the work to the private sector and reduce the number of DOT employees. Mr. Anderson stated that impacts to FMATS could be SSE being done by a consultant. Mr. Anderson stated that they had been reduced by one employee on the Planning Side and currently had one person that was dedicated to working with FMATS. Mr. Anderson stated that they were working very hard on what DOT was going to look like in two years in terms of project development and allocation of resources. Mr. Anderson stated that they worked with multiple communities where they had arrangements and MOA's for those communities to do the work and had no guidance on how that would work.

Mr. Meeks stated that the City of Fairbanks was going to push to have right of first refusal to develop and design projects inside the City limits rather than outsourcing and whether Mr. Anderson saw any potential pitfalls with that process.

Mr. Anderson stated that the main limitation was how to maintain that core competency and loss of flexibility with their procurement process.

Mr. Anderson stated that he appreciated the comment and thought their concerns were very much DOT's as well.

c. Interior Delegation Briefing

Ms. Gardino stated that FMATS had presented a brochure to the Interior Delegation and it was a good meeting. Ms. Gardino stated that they went over a list of the projects and some of the issues they had regarding air quality. Ms. Gardino stated that she thought it was a good positive meeting and they did say that they thought Fairbanks had the best planners in the State.

d. USDOT Finalizes MPO Coordination Rule

Ms. Gardino stated that FMATS commented on this rule and it had been approved and was supposed to be implemented within two years, but had been delayed. Ms. Gardino explained that there was some grandfathering available and the actual implementation would be during the 2020 Census. Ms. Gardino stated that FMATS would not be impacted, but there were some significant changes and impacts as a result of this rule.

e. APA Awards

Ms. Gardino stated that the City of Fairbanks, FMATS, FNSB and several other Fairbanks entities had received awards at the APA Conference. Ms. Gardino stated that the FMATS awards were displayed in the FMATS Conference Room.

f. Obligations and Offsets

Ms. Gardino explained the obligations and offsets included in the meeting packet.

12. Policy Committee Comments

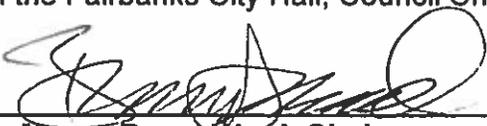
- Mr. Cleworth commented that one of the concerns mentioned previously was about FMATS and the health care. Mr. Cleworth stated that they had talked about making FMATS autonomous in the past, thought it was about time they did that, and wondered whether there was anything that prohibited them from forming a nonprofit. Mr. Cleworth stated that they needed to look at an alternative to what was going on right now. Mr. Cleworth stated that the problem was that FMATS was currently under the IBEW and when the union got a package increase, the City could allocate it any way they desired and the City employees had chosen to put it towards salary and not towards medical. Mr. Cleworth stated that the City had chosen not to pay the medical and consequently FMATS was seeing a large medical hit because of how that particular package was handled and they needed to think of an alternative to it. Mr. Cleworth stated that they should have done this at the outset and he did not know what the proper procedure would be to start looking at an alternative, but thought they needed to make a change. Mr. Cleworth stated that at the last City Council meeting they had looked at applying for a pilot program for funding towards City engineering, but did not get it completed in time, and he felt saddened that they did not get that in. Mr. Cleworth stated that he had a pet peeve that when they designed a road project they need to consider the lane width and snow storage capacity for blades. Mr. Cleworth stated that when they did Cushman they looked at lane widths. Mr. Cleworth stated that if they had heavy snowfall, the main thing was to get the roads open and look at storing the snow later. Mr. Cleworth stated that the rationale of narrow lanes was to slow traffic down near a school and if they had major functions at Herring and they dumped onto Airport Way, he thought that was a mistake. Mr. Cleworth stated that he realized that some plans might be too far along to make changes and he had noticed that Noble Street had 11-foot turn lanes and just put out an email to Public Works to take a look at that to see if that was a comfortable number. Mr. Cleworth stated that they needed to come up with a base standard for what the lane width would be to accommodate snow removal that made sense to everyone involved and the City would be addressing standard lane width in the future. Mayor Cleworth wished everyone a Merry Christmas.
- Mr. Meeks stated that he added IBEW Health Benefits to his to-do list with Ms. Gardino and if they wanted him to discontinue that effort, to let him know.
- Mayor Ward stated that Mr. Meeks should continue to research that issue.

- Mr. Anderson wished everyone Happy Holidays.
- Mayor Kassel wished everyone Happy Holidays.
- Mr. Roberts stated that they used lane configurations to address driving issue and trying to force people to use public transportation. Mr. Roberts stated that the purpose of roads was to get people somewhere and the quicker and better you could do that was directly tied to economic development and air quality. Mr. Roberts stated that they tried to design intersection signaling to get clean air benefits from that. Mr. Roberts stated that he was against the agenda of trying to use the streets to accomplish some social benefit. Mr. Roberts stated that if they had problems they should do something with enforcement, but don't affect the functionality of the road. Mr. Roberts stated that the safety issue should be looked at when designing these projects.
- Ms. Koch stated that there had been a number of significant items that had occurred with air quality. Ms. Koch stated that the Moderate SIP for the PM_{2.5} non-attainment area that had impact on the TIP and the reason Ms. Gardino had been preparing the 2017-2020 TIP. DEC made it very clear to EPA that it was important to them that it be approved. Ms. Koch stated that Headquarters was almost completed with their review and was cautiously optimistic that the Moderate SIP might be approved but would not know for certain until January 2017 when it was published in the Federal Register. Ms. Koch stated that the reclassification from Moderate to Serious had been expected to happen for a long time and on December 16, 2016, EPA published their proposal to reclassify the Fairbanks North Star Borough from moderate to serious. Ms. Koch stated that there was public process associated with this proposal and EPA was accepting comments until 1/17/17. Ms. Koch stated that the deadline set by EPA for DEC to submit the Serious SIP was December 31, 2017 which was a challenging deadline for DEC to meet. Ms. Koch stated that the implications for FMATS were sanctions that came into effect as a result of this process. Ms. Koch stated that FMATS might want to consider submitting comments about the deadline as well. Ms. Koch wanted to make local governments aware that VW was accepting proposals through their website to pay for zero emission vehicle investments such as charging stations for electric vehicle and the deadline for submission was January 17, 2017. Ms. Koch stated that DEC was planning on doing studies around the monitoring area in North Pole to find out if the levels were representative of the larger area around that monitoring site and moving forward with that study after receiving funding.
- Mayor Ward wished everyone a Merry Christmas.

13. Adjourn

Motion to adjourn. (Cleworth/Meeks). The meeting adjourned at 2:18 p.m. The next Policy Committee Meeting is scheduled Wednesday, January 18, 2017, at 12 p.m. in the Fairbanks City Hall, Council Chambers

Approved: _____


Mayor Bryce Ward, Chair
FMATS Policy Committee

Date: 1-18-17