

ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE

February 21, 2023

1:33 p.m.

MEMBERS PRESENT

Senator James Kaufman, Chair
Senator David Wilson, Vice Chair
Senator Löki Tobin
Senator Jesse Kiehl

MEMBERS ABSENT

Senator Robert Myers

COMMITTEE CALENDAR

PRESENTATION: ROADS~ HIGHWAYS AND BRIDGES BY THE DEPARTMENT OF
TRANSPORTATION AND PUBLIC FACILITIES (DOTPF)

- HEARD

PREVIOUS COMMITTEE ACTION

No previous action to record

WITNESS REGISTER

KATHERINE KEITH, Deputy Commissioner
Department of Transportation and Public Facilities
Anchorage, Alaska

POSITION STATEMENT: Delivered the presentation "Roads, Highways
and Bridges."

LESLIE DAUGHERTY, Chief Bridge Engineer
Division of Statewide Design and Engineering Services
Department of Transportation and Public Facilities
Juneau, Alaska

POSITION STATEMENT: Participated in the presentation "Roads,
Highways and Bridges."

WOLFGANG JUNGE, Regional Director
Central Region
Department of Transportation and Public Facilities
Anchorage, Alaska

POSITION STATEMENT: Participated in the presentation "Roads, Highways and Bridges."

LANCE MEARIG, Regional Director
Southcoast Region
Department of Transportation and Public Facilities
Juneau, Alaska

POSITION STATEMENT: Participated in the presentation "Roads, Highways and Bridges."

JOE KEMP, Acting Regional Director
Northern Region
Department of Transportation and Public Facilities
Fairbanks, Alaska

POSITION STATEMENT: Participated in the presentation "Roads, Highways and Bridges."

ACTION NARRATIVE

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CHAIR JAMES KAUFMAN called the Senate Transportation Standing Committee meeting to order at 1:33 p.m. Present at the call to order were Senators Wilson, Tobin, Kiehl and Chair Kaufman.

PRESENTATION: ROADS, HIGHWAYS AND BRIDGES BY THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOTPF)

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CHAIR KAUFMAN announced the committee would hear a presentation about roads, highways and bridges by the Department of Transportation and Public Facilities (DOTPF).

KATHERINE KEITH, Deputy Commissioner, Department of Transportation and Public Facilities, Anchorage, Alaska, introduced herself.

LESLIE DAUGHERTY, Chief Bridge Engineer, Division of Statewide Design and Engineering Services, Department of Transportation and Public Facilities, Juneau, Alaska, introduced herself.

MS. KEITH delivered the presentation "Roads, Highways and Bridges." She began with slide 2, "DOT&PF Organizational Chart." She detailed the chart beginning with Commissioner Ryan Anderson who oversees the three regions represented: northern, central and south coast. The commissioner also oversees the deputy commissioners including herself and John Binder. The deputy commissioners oversee several divisions including the

international airports, program development, statewide design, engineering and the Alaska Marine Highway System. She highlighted the Intelligent Transportation Systems (ITS) program also known as the Iways program. She noted that the Glenn and Seward Highways utilize Iways. The ferry system also benefits from ITS.

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MS. KEITH continued with slide 3, "Functional Resources." She explained that the slide was created in response to legislator queries about how the department shares resources in Alaska. The slide depicts the three regions displaying project delivery programs. She added that functional resources like procurement, communications, human resources, recruitment and planning are shared throughout the regions. The commissioner's office is working to develop project teams that cross regional boundaries. She provided an example of a high risk project that benefits from multiple people working together. The high risk projects are termed Transportation X projects. With workforce depletion, sharing resources is even more important. She opined that the department's new strategies are effective.

CHAIR KAUFMAN asked if the model on display was fully implemented.

MS. KEITH said yes. She remarked that the statewide teams are less focused on boundaries and employ a modal approach. She mentioned options for a hybrid approach when experts are involved.

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MS. KEITH continued with slide 4, "Performance Management (EVM)." She noted that EVM is a project management technique that includes key metrics of project performance against an established baseline. The metrics include scope, schedule and budget. She mentioned status reports from the system that exclude earned value, performance indexes or schedule variance. One change initiative for the department involves best practices for project management, so common metrics are especially valuable.

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MS. KEITH continued with slide 5, "Project Delivery Methods." She remarked on the waterfall approach to project management. Funding authorization is often based on stage gates with authority to proceed following the achievement of a certain developmental stage. She spoke about the value of agility with

reference to project management and delivery. Project management tends to follow initiating, planning, executing, monitoring and closing phases. The department strives for agility throughout the phases, which allows time for community engagement and federal partnerships.

CHAIR KAUFMAN wondered about other states' project management systems and benchmarking.

MS. KEITH replied that a few states' transportation agencies provide valuable data. She pointed out that Texas and Oregon utilize online project management resources. She noted the lack of background in agile deployment within transportation communities. She remarked that the department plans to establish further partnerships.

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SENATOR TOBIN asked about functional resources and the diffusion of planning resources. She asked if regional planning offices are obsolete.

MS. KEITH replied that a statewide approach to program development and planning is evolving. Local offices provide community involvement, but the transition is toward a unified planning approach.

SENATOR TOBIN asked about the deputy commissioner's comment about resource constraint.

MS. KEITH responded that the department is resource constrained. When a necessary skillset is not available within a regional boundary, the department seeks expertise from a different region.

CHAIR KAUFMAN voiced support for lean management operations where resource constraint is expected.

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SENATOR WILSON asked about slide 5 and the term "release."

MS. KEITH replied that the term release indicates a final product like an engineering study. She compared the linear waterfall approach where the release phase is approached differently.

SENATOR KIEHL wondered if the transition from the waterfall to the agile approach to project delivery might result in additional change orders.

MS. KEITH replied that the goal is to mitigate risk in the early stages of a project. The move to cyclical planning allows for external engagement while continuing to follow the stage gates required by federal agencies. The project ends up with buy-in from participants leading to less change orders.

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CHAIR KAUFMAN commented that the lean management process guards against waste.

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MS. KEITH slide 6, "Cooperative Partnerships."

RPO

- Copper River Valley - RTPO statutes
- Others on the way - FNSB, NSB, and more.

AML MOU

- Clearinghouse "The HUB"
- AML Hosting NHI Courses

State Agencies

- AEA MOA - NEVI Plan & STEP
- DNR MOA - ASTAR PEL

Business Partnership

- AGC
- ACEC
- Labor Unions

Team-Embedded Consultants Federal Land Managers More Local Planning

- Coordinate with land-use, 'Plan for People'

Looking for more Partners!

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SENATOR TOBIN asked for further information about local planning.

MS. KEITH highlighted the department's focus on community driven planning. She stated that the agency area plans work well with local community plans. She mentioned that the Rural Planning Organization (RPO) provided state funding for the planning and creation of a rural Transportation Improvement Program (TIP). She remarked that communities are empowered to identify their needs and submit them to the department.

SENATOR TOBIN highlighted her graduate degree in asset-based community development. She asked if the funding was distributed differently for rural organizations than larger municipalities.

MS. KEITH replied that the RPO funding is a new structure with only two agreements formally signed. The funding will be renewed on an annual basis.

SENATOR TOBIN asked about funding sources.

MS. KEITH replied that the department's planning budget is approved by The Federal Highway Administration annually. The workplan shows funding allocated toward the RPO. The federal highway funding is provided to the rural communities.

SENATOR TOBIN wondered how state funding shifts from metropolitan to rural areas.

MS. KEITH clarified that the RPO funding does not diminish the Municipal Planning Organization (MPO) dollars.

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MS. KEITH moved to slide 7, "Roadmap of Transportation Project." She reported that the slide was from the Oregon Department of Transportation. She stated that the commissioner suggests viewing the diagram as a racetrack versus a pathway. She highlighted the project stage gates including preliminary engineering and environmental studies.

SENATOR KIEHL noted that Oregon retains regional planning structures. He expressed concern about the unified statewide approach for Alaska. He pointed out the variation in state geography.

MS. KEITH replied that the slide depicts various project methodologies including project initiation and project charter. She remarked that the transition to a statewide resourcing model allows Alaska to leverage resources to different locations as needed. The new model does not remove expertise that individual planners have, but instead allows them to address other areas of need. She noted that work needs ebb and flow among regions, while the department strives to provide equal levels of service. She stressed that expertise among planners is utilized flexibly among the regions.

SENATOR KIEHL understood that planning and design staffing requires the use of contract employees.

MS. KEITH stated that the vacancies lead to confusion about community projects and their managers. She mentioned a department engineer working on a variety of projects. The engineer lives in Juneau but has northern expertise and is often assigned to northern region projects.

MS. KEITH passed the presentation to Ms. Daugherty.

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MS. DAUGHERTY continued the presentation with slide 8, "Bridges: Alaska Statistics."

DOT&PF inspects 1,055 bridges and 4 tunnels on publicly owned roads.

- 851 bridges owned by DOT&PF
- 87 culverts 20' or greater in diameter
- 24 transfer bridges at AMHS terminals
- 3 bridges owned by other state agencies
- 171 bridges owned by cities and boroughs
- 1 Railroad tunnel
- 3 DOT&PF tunnels

CHAIR KAUFMAN asked about the term transfer bridges.

MS. DAUGHERTY responded that transfer bridges pertain to bridges at ferry terminals that enable cars to board ships.

SENATOR TOBIN asked who manages federal bridges.

MS. DAUGHERTY replied that several federal agencies manage bridges in Alaska. The majority of bridges on federal land are managed by the United States Forest Service.

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SENATOR KIEHL clarified that when a culvert exceeds 20 feet, a bridge is indicated.

MS. DAUGHERTY replied in the affirmative.

SENATOR KIEHL asked which state agencies own bridges in Alaska.

MS. DAUGHERTY replied that the Department of Natural Resources (DNR) owns three bridges in Alaska. She continued with slide 9, "Bridges; Federal Requirements." She explained to the committee that every public bridge in the United States must be inspected every 24 months. A bridge in poor condition is inspected more frequently. She reported that the department inspected approximately 500 bridges every summer. The information obtained in the inspections is entered into a Bridge Management System and the data is submitted to the federal government annually. Bridge inspection data is utilized for planning purposes. The state is required by federal law to have less than 10 percent of the bridges on the national highway system in poor condition. The target is for 40 percent of state bridges to be in good condition.

- Inspect all bridges open to the public (except federal ownership) at a minimum every 24 months
- Inspection results entered in Bridge Management System
- Report to FHWA annually on 21 Bridge Metrics
- States set their own targets for percent poor and good bridges

Alaska targets for National Highway System (NHS) by deck area:

- <10 percent poor
- >40 percent good

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MS. DAUGHERTY continued with slide 10, "Bridges: Components." She shared the bridge terminology and noted that three components are rated: the deck, the substructure and the superstructure.

MS. DAUGHERTY continued with slide 11, "Bridges: Condition Data." She remarked on the positive trends and stated that the bridges identified in poor condition are decreasing. She pointed out that two large bridges will be moved to "poor" condition in 2022. She expressed the goal of 1 percent of bridges in the "poor" category by 2027. She stated that bridges in good condition were decreasing, while the department is striving for a larger percentage. She stressed that older bridges require maintenance such as deck replacements or rehabilitation. The

goal for new bridge construction is to lessen maintenance needs with careful construction planning.

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SENATOR WILSON requested a breakdown of the bridge data by district. He pointed out that some bridges see more traffic than others.

MS. DAUGHERTY stated that she would provide the committee with the bridge data by district. She mentioned an interactive map available through the Federal Highway Administration that provides data about individual bridges within a district. She offered to assist staff with the use of the interactive map.

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CHAIR KAUFMAN asked about maintenance and the bias toward preventative maintenance in other states. He asked if Alaska had a similar bias.

MS. DAUGHERTY agreed that the state must focus on preventative maintenance. She noted that the bridge preventative maintenance is programmed in the Statewide Transportation Improvement Program (STIP).

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MS. DAUGHERTY continued with slide 12, "Bridge Design: Spotlight." She anticipated construction to begin in 2024 and last three years.

Sterling Highway 45-60 Bypass

Likely to be the longest, fully erected, launched bridge in the nation and state's highest crossing & longest main span bridge (922') built in the state in over 40 years.

MS. DAUGHERTY moved to slide 13, "Bridge Strikes: Spotlight."

15 Significant vehicle strikes in last 10 years

(+ Gastineau Channel Bridge barge strikes)

Anchorage Urban

- Hillcrest OC, Dimond Blvd OC, Huffman Rd. UC NB, 23rd Ave. OC A St., Tudor Rd.

Glenn Highway

- Hiland Dr OC, Artillery Rd OC, Eklutna OC, Tudor Rd OC

Richardson Highway

- E-N Loop Ramp, C-N Ramp OC, W-W Ramp OC

Eagle River Urban

- Peters Creek UC - NB

Alaska Highway

- Johnson River, Gerstle River

SENATOR WILSON asked who repaired the bridges that were struck.

MS. DAUGHERTY replied that the department attempts to recover costs and is often successful.

SENATOR WILSON asked about insurance for bridge strikes.

MS. DAUGHERTY replied that the state is self-insured.

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CHAIR KAUFMAN asked about electronic devices that might provide warnings for vehicles or vessels as they approach a bridge.

MS. DAUGHERTY agreed that technological solutions exist, but the driver must participate and observe the law.

MS. DAUGHERTY moved to slide 14, "Bridges: More Information." She explained to the committee that bridge inventory is listed online for both state and federal entities.

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SENATOR TOBIN asked about the Bridge Investment Program with the Infrastructure Investment and Jobs Act (IIJA). She wondered how the legislature can advocate for communities requiring bridge replacement or maintenance.

MS. DAUGHERTY replied that the new federal funding enabled the state to complete a series of bridge projects.

SENATOR TOBIN requested a better bike path on the Government Hill bridge.

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WOLFGANG JUNGE, Regional Director, Central Region, Department of Transportation and Public Facilities (DOTPF) Anchorage, Alaska, moved to slide 15, "Anchorage Municipality 2023 Construction." The slide depicts 17 area-wide projects with an estimated

construction value of \$216 million. He highlighted the Dowling Road and Seward Highway interchange reconstruction project, which was the first original round-about in the state. The design standards have been modified since the initial construction. The estimated cost of the project is \$43 million. He pointed to the O'Malley Road reconstruction, phase 2, which will reconstruct O'Malley from Livingston St. to Hillside Dr. The estimated project cost is \$41 million.

CHAIR KAUFMAN asked about the O'Malley road construction and concerns about crosswalks.

MR. JUNGE offered to present the findings of a study related to crosswalk needs.

SENATOR WILSON asked if a community could design a crosswalk with DOTPF standards, paint and signage.

MR. JUNGE recalled communities implementing improvement actions on state routes, but safety, coordination and standard compliance were primary.

SENATOR KIEHL asked about a grant dedicated to frost-heave problems. He wondered if the department offered the same strategy to other designs.

MR. JUNGE replied that the applications were applied to other road structural sections.

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MR. JUNGE moved to slide 16, "Seward Highway O'Malley Road to Dimond Boulevard." He remarked that the total cost of the project is \$113 million.

- Improve safety throughout the corridor
- Improve connections between both sides of the highway
- New bike and pedestrian routes
- Increase capacity at O'Malley interchange
- Expand from two to three lanes in each direction

SENATOR TOBIN asked specifically about the Scooter-Academy Roundabout Interchange. She wondered about a more aggressive approach from the state to defund the project.

MR. JUNGE agreed that a resolution from the Rabbit Creek Community Council questions the vehicular undercrossing at 92nd and Scooter in Anchorage. He explained to the committee that the project was developed over the last 15 years. The impact of traffic moving from west to east affects neighborhoods east of the Seward Highway. He recalled similar concerns with construction on 76th avenue between Dimond and Dowling that eventually led to a good outcome. For both projects, the data and analysis are valid. An additional request to the Federal Highway Administration requires a rationalization for the reorganization of the well-vetted project.

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SENATOR TOBIN requested the traffic data and analysis related to the project. She sympathized with the effort to lessen vehicular transportation because it contributes to degradation of the environment and increases the chance of vehicular injury. She wished to respond appropriately to her community's needs.

MR. JUNGE offered to provide the requested data and project analysis to the committee.

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CHAIR KAUFMAN stated that the planning duration demands change. He shared that the planning cycle is quite long. With a planning duration of 15 years, new construction and community growth might affect the original plan. The long planning cycle can sometimes result in solving a problem whose time has passed.

MR. JUNGE responded that the department attempts to project needs appropriately via traffic modeling projections. Accident data is tracked to ensure a project is aligned with current goals and objectives.

CHAIR KAUFMAN encouraged future conversation about reducing the planning cycles.

MR. JUNGE responded that \$100 million projects require environmental assessments lasting five to six years. He shared concerns about property acquired for capital improvement when a project is discontinued. The department strives for a consistent message throughout the development of transportation projects.

CHAIR KAUFMAN stated that he understood the challenge.

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MR. JUNGE continued with slide 17, "Seward Highway O'Malley Road to Dimond Boulevard." He stated that 2022 bids for large capital improvement projects ran approximately 10 percent over the department's engineer's estimate. He hoped that prices might be lower now, as fuel prices dropped. He added that roadwork on a major highway presents challenges to the traveling public.

Risks/Challenges

- Increased costs due to inflation
- Travel impacts
- Unanticipated utility relocations

Opportunities/Solutions

- Collaboration to minimize travel impacts
- Public communication
- Process for addressing unknown utilities

SENATOR TOBIN asked about efforts to accommodate heavy utilization of Alaskan highways with the predicted increases in tourism.

MR. JUNGE shared that the department requires contractors to submit traffic control plans to minimize delays for the traveling public. He mentioned traffic control price adjustment penalties in place. Frontage roads are often utilized for alternate routes during reconstruction of main thoroughfares.

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MR. JUNGE continued with slide 18, "Mat-Su Area." He pointed to the 12 projects displayed with an estimated construction value of \$230 million. He highlighted the Seward Meridian Parkway Road upgrade and the Glenn Highway milepost 34-42, Phase II.

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MR. JUNGE moved to slide 19, "Knik Goose Bay Road Reconstruction." He stated that the project will improve the safety and capacity of the segment of the Knik Goose Bay Road by constructing the four-lane highway. The project includes constructing bike and pedestrian facilities, implementing appropriate safety engineering and accessing management strategies. Construction will be complete in 2024 with Phase II beginning in 2025 for a cost of \$75 million.

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MR. JUNGE reviewed risks and challenges for "Knik Goose Bay Road Reconstruction" on slide 20.

Risks/Challenges

- ROW Acquisition - 13 parcels remaining at bid
- Utility Relocations - MEA, MTA, GCI, & Enstar

Opportunities/Solutions

- Scheduling Double Shifts - Day and Night
- Project Phasing - Split project into two halves

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MR. JUNGE continued with slide 21, "Kenai Peninsula 2023 Construction." The estimated construction value is \$314 million for all projects except the Cooper Landing Bypass, estimated at \$690 million. The project will upgrade 12 miles of the Sterling Highway from Anchor Point to Baycrest Hill. Upgrades include widening, passing lanes, resurfacing, drainage improvements and scenic pull outs. The total project cost is approximately \$100 million.

MR. JUNGE moved to slide 22, "Sterling Highway MP 45-60 (Cooper Landing)." He noted that the project will construct a new roadway north of Cooper Landing. The project will provide widened shoulders, bring roadway curves into compliance with design speeds, and add passing lanes, pathways and wildlife crossings. A new Resurrection Pass trailhead and parking lot will be constructed. The project began in 2021 and is slated to be completed in 2027 with an estimated cost of \$690 million.

CMGC: Phase 1-6 from 2021 to 2027

New CMGC contractor March 2022

Cost Estimate: \$690 million

Phase 1A under construction-west end, creating Alaska's first wildlife overcrossing, bringing highway up to modern design

Phase 1B-east end is scheduled to start in 2024 with completion in 2026

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MR. JUNGE continued with slide 23: "Sterling Highway JP 45-60 (Cooper Landing)." He stated that the largest project risk involves the long timeline relative to delivery.

Risks/Challenges

- Increased costs due to inflation
- Short construction season in the Pass

Opportunities/Solutions

- Collaboration with local planning and development
- Collaboration with other agencies

[2:45:19 PM](#)

LANCE MEARIG, Regional Director, South Coast Region, Department of Transportation and Public Facilities (DOTPF), Juneau, Alaska, began with slide 25, "Juneau Area 2023 Construction." He spoke about projects in Southeast Alaska. He continued with slide 25, "Juneau Area 2023 Construction." He detailed the list of projects. He highlighted the Egan Yandukin Intersection improvements, a safety improvement project to reduce crashes in the intersection between Fred Meyer and the airport. He spoke about multiple resurfacing projects in Juneau.

SENATOR KIEHL asked about the Egan Yandukin Intersection improvements and the collaborative planning process. He assumed the project involved preliminary work, but the more comprehensive repair would connect Glacier Highway to Yandukin Dr.

MR. MEARIG concurred and highlighted the phased implementation recommendation. The initial effort involves a seasonal speed zone change to encourage slower speeds in winter. Another improvement lies in separation between left turn lanes to allow for better visibility.

SENATOR KIEHL looked forward to collaborating with the director on the rest of the project, which he deemed essential.

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MR. MEARIG continued with slide 26, "Ketchikan Area 2023 Construction." He highlighted the Wolfe Point slope stability improvements. Three projects aim to improve connections between the town and airport. He pointed to a series of projects on Tongass avenue.

MR. MEARIG continued with slide 27, "Haines Highway Reconstruction."

Project constructed in three phases from MP3.5 to MP25:

- Phase I - MP3.5 to MP12 (completed)
- Phase II - MP12 to MP20 (underway)
- Phase III - MP20 to MP25 (2024 const.)

**Total project cost ~\$120 million
(Phase III estimate \$40 to \$50 million)**

The Project widens shoulders, realigns most curves, and improves sight distance to provide more passing zones. The project will improve recreation access and make improvements to protect the highway from debris and flood flows.

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SENATOR KIEHL asked about the culverts in the photo on slide 27. He observed that the culverts were less than 20 feet wide. He noted that some of the culverts are not withstanding the loads. He wondered how the department could prevent similar issues with future projects.

MR. MEARIG responded that bridges carry obligations for inspections, leading the department to tend toward smaller projects. He stated that the department was monitoring the project and remains engaged. He added that the issue was complex and required additional time for adequate discussion.

CHAIR KAUFMAN suggested a future discussion on the design.

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MR. MEARIG moved to slide 28, "Haines Highway Reconstruction."

Risks/Challenges

- Protect wildlife, large debris flows, armoring a braided glacier river, allow for tourism activities during construction, eagle preserve management, and cultural and archeological discoveries in the project corridor

Opportunities/Solutions

- Close coordination with resource agencies, tribes, local government and businesses.
- Reduce ongoing maintenance costs with debris flow structures

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MR. MEARIG moved to slides 29 and 30, "Kodiak Airport Perimeter Fencing Upgrade."

Construction to begin in 2024

Estimated project cost: \$6 million

Scope: Replace existing gates and fencing to FAA standards. The project also improves the operability for M&O staff and provides remote gate operation capability as well as increased security redundancy for access.

Risks/Challenges

- PFAS was discovered at the project site during conclusion of the first advertisement of the project
- Inflation and PFAS complications could result in significantly higher bid 2/21/2023 30

Opportunities/Solutions

- Collaboration with USCG (landowner), DEC, EPA, FAA
- Preconstruction sampling of post-hole locations to help determine materials managing in the absence of established guidelines from EPA and DEC for PFAS handling

[2:56:01 PM](#)

JOE KEMP, Acting Regional Director, Northern Region, Department of Transportation and Public Facilities Fairbanks, Alaska began with slide 31, "Northern Region 2023 Construction." He spoke about the conclusion of a project at University Avenue. He highlighted projects in rural Alaska in the western district of the region.

SENATOR TOBIN requested the department's analysis after Typhoon Merbok. She wondered if additional resources were required to replace necessary infrastructure for the affected communities.

MR. KEMP responded that the subject was vast and might require an additional presentation. He noted that the projects presented were designed over multiple years and the typhoon repairs are a separate issue.

MR. KEMP replied that his projects were in design. He continued with slide 32, "Bear Creek Washout-Richardson Hwy MP 233.5."

**Previously identified at-risk corridor
PEL Study in process at time of storm (July '22)**

- Allowed design already under way to be fast tracked to completion and 2023 construction
- Emergency Repair funding used for 2023 work
- Saves STIP funding for other at-risk bridges along Richardson MP 206-233 corridor

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MR. KEMP continued with slide 33, "Kotzebue-Cape Blossom Road."

Community led project to reduce freight costs for Kotzebue and other NW Arctic Borough communities.

- 11.2 miles of two-lane gravel road connecting city to better beach landing area
- Required 9% local funding match
- Match came from community through use of materials site stockpile

CHAIR KAUFMAN expressed appreciation to the department and presenters for the valuable update on Alaska's transportation and bridge projects.

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There being no further business to come before the committee, Chair Kaufman adjourned the Senate Transportation Standing Committee meeting at 3:01 p.m.