ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE
April 15, 2025
1:33 p.m.

MEMBERS PRESENT

Senator Jesse Bjorkman, Chair
Senator Löki Tobin, Vice Chair
Senator Jesse Kiehl
Senator Bert Stedman
Senator Mike Shower

MEMBERS ABSENT

All members present

COMMITTEE CALENDAR

SENATE BILL NO. 152
"An Act renaming Ruby Airport as Harold Esmailka Airport; and providing for an effective date."

- MOVED SB 152 OUT OF COMMITTEE

PRESENTATION: STATE OF ALASKA BRIDGES

- HEARD

PREVIOUS COMMITTEE ACTION

BILL: SB 152
SHORT TITLE: HAROLD ESMAILKA AIRPORT AT RUBY
SPONSOR(s): SENATOR(s) CRONK

03/31/25	(S)	READ THE FIRST TIME - REFERRALS
03/31/25	(S)	TRA, STA
04/10/25	(S)	TRA AT 1:30 PM BUTROVICH 205
04/10/25	(S)	Heard & Held
04/10/25	(S)	MINUTE(TRA)
04/15/25	(S)	TRA AT 1:30 PM BUTROVICH 205

WITNESS REGISTER

SENATOR MIKE CRONK, District R
Alaska State Legislature

Juneau, Alaska
POSITION STATEMENT: Sponsor of SB 152.

LESLIE DAUGHERTY, Chief Bridge Engineer
Department of Transportation and Public Facilities (DOTPF)
Juneau, Alaska
POSITION STATEMENT: Co-presented State of Alaska Bridges.

NICHOLAS MURRAY, Senior Bridge Engineer
Department of Transportation and Public Facilities (DOTPF)
Juneau, Alaska
POSITION STATEMENT: Co-presented State of Alaska Bridges.

MICHAEL KNAPP, Statewide Hydraulics Engineer
Department of Transportation and Public Facilities (DOTPF)
Juneau, Alaska
POSITION STATEMENT: Co-presented State of Alaska Bridges.

ACTION NARRATIVE

1:33:41 PM
CHAIR BJORKMAN called the Senate Transportation Standing Committee meeting to order at 1:33 p.m. Present at the call to order were Senators Stedman, Kiehl, Tobin, and Chair Bjorkman. Senator Shower arrived shortly thereafter.

SB 152-HAROLD ESMAILKA AIRPORT AT RUBY

1:34:48 PM
CHAIR BJORKMAN announced the consideration of SENATE BILL NO. 152 "An Act renaming Ruby Airport as Harold Esmailka Airport; and providing for an effective date."

CHAIR BJORKMAN noted this is the second hearing of SB 152.

1:35:05 PM
SENATOR MIKE CRONK, District R, Alaska State Legislature, Juneau, Alaska, said SB 152 renames the Ruby Airport after Harold Esmailka, a treasured Alaskan. He stated that this would honor Mr. Esmailka for his many contributions to the State of Alaska.

1:35:45 PM
SENATOR SHOWER joined the meeting.

1:35:52 PM

CHAIR BJORKMAN opened public testimony on SB 152.

1:36:11 PM
CHAIR BJORKMAN closed public testimony on SB 152.

1:36:15 PM
CHAIR BJORKMAN solicited the will of the committee.

1:36:19 PM
SENATOR TOBIN moved to report [SB 152, work order 34-LS0813\N], from committee with individual recommendations and attached fiscal note(s).

1:36:36 PM
CHAIR BJORKMAN found no objection and SB 152 was reported from the Senate Transportation Standing Committee.

1:36:49 PM
At ease.

PRESENTATION: STATE OF ALASKA BRIDGES

1:39:40 PM
CHAIR BJORKMAN reconvened the meeting and announced the presentation, State of Alaska Bridges.

1:40:19 PM
LESLIE DAUGHERTY, Chief Bridge Engineer, Department of Transportation and Public Facilities (DOTPF), Juneau, Alaska, introduced herself.

1:40:42 PM
MS. DAUGHERTY advanced to slide 2 and gave an overview of bridges in Alaska:

[Original punctuation provided.]

Bridges - Introduction

- Alaska Bridges
- 1,077 bridges total
  - 864 bridges owned by DOTPF
  - 98 culverts (greater than 20' long)
- 4 tunnels
- Average age is 39 years

Bridge Section
- Staff of 25 – Structural, Hydraulics, and Foundations
- Design
- Inspection

[Slide 2 contains a bar chart showing bridge age/number of bridges.]

MS. DAUGHERTY said that in the early 1990s, bridge design life changed from roughly 50 years to 75 years.

1:42:00 PM
SENATOR TOBIN asked whether this includes foot bridges or pedestrian overpasses.

1:42:12 PM
MS. DAUGHERTY replied no. She clarified that this presentation is focused on vehicular bridges (not including railroad bridges or pedestrian bridges). She said pedestrian bridges are considered minor structures and are inspected by DOTPF and in DOTPF's inventory if they fall within DOTPF's right-of-way. She added that pedestrian bridges fall under national bridge inspection standards if they cross over or under a roadway and offered an example.

1:42:56 PM
MS. DAUGHERTY continued her discussion of slide 2:

[Original punctuation provided.]

Bridges - Introduction

- Alaska Bridges
- 1,077 bridges total
- 864 bridges owned by DOTPF
  - 98 culverts (greater than 20' long)
- 4 tunnels
- Average age is 39 years

Bridge Section
- Staff of 25 – Structural, Hydraulics, and Foundations
- Design

- Inspection

[Slide 2 contains a bar chart showing bridge age/number of bridges.]

MS. DAUGHERTY briefly described the bridge inspection frequency.

1:43:57 PM
MS. DAUGHERTY advanced to slide 3 and discussed the ASCE Report Card:

[Original punctuation provided.]

ASCE Report Card

Bridge Grade B+

- *"Alaska has 1,685 bridges, the majority of which are less than 50 years old, making them newer than bridges in most other states. While less than 7 percent of Alaska's state and local bridges are rated in poor condition, the critical and economical time to maintain this key infrastructure is before problems arise.* ***Alaska is at the forefront of seismic bridge design research and implementation*** *and is a national leader when it comes to innovative bridge inspection techniques."*

- As context, 8.2 percent of bridges were in poor condition ("structurally deficient") in 2021 report card

Consider:

- ASCE includes 600 federal bridges that aren't typical public roads
- ASCE relies on volunteers to gather data, write report ASCE REPORT CARD

ASCE: American Society of Civil Engineers
Source: https://infrastructurereportcard.org/state-item/alaska/

MS. DAUGHERTY disclosed that she was an author of the American Society of Civil Engineers (ASCE) Report Card in 2017 and 2021. She is no longer on that committee. She noted that the 1,685

bridges referenced includes federal bridges. Alaska is unique in the number of federal bridges - around 600, owned by various entities. These are typically limited use bridges. The number of "poor" bridges has decreased to 6.7 percent (this includes state and local bridges only). National Highway System (NHS) "poor" bridges are at 5.1 percent.

1:46:11 PM
CHAIR BJORKMAN pointed out that Alaska's bridges have a B+ ASCE grade while roads have a C-. He asked for insight on how this might be improved.

1:46:39 PM
MS. DAUGHERTY commented that Alaska has a large road system; however, there are few bridges compared to other states. She pointed out that Texas has 50,000 bridges, while Alaska has 1,000. She suggested that it may be easier to maintain the small number of bridges compared to the expansive road system. She said she would provide additional insight after conferring with others in both departments.

1:47:16 PM
SENATOR SHOWER asked for a general estimation of the overall status of Alaska's bridges.

1:47:51 PM
MS. DAUGHERTY replied that, while there are fewer bridges in poor condition, some concerns remain. This includes stalled projects. She opined that, if bridges are deprioritized, the number of poor bridges would increase. She shared an analogy of a vehicle oil change to illustrate the need for continued upkeep.

1:48:42 PM
MICHAEL KNAPP, Statewide Hydraulics Engineer, Department of Transportation and Public Facilities (DOTPF), Juneau, Alaska, said that from a hydraulics perspective, the practice is to favor deep foundations and bank protection. He opined that the current practice is favorable.

1:49:23 PM
NICHOLAS MURRAY, Senior Bridge Engineer, Department of Transportation and Public Facilities (DOTPF), Juneau, Alaska, said that having a relatively low number of bridges allows Alaska to be nimble. He opined that Alaska's bridges are in good shape; however, there are unique challenges to address.

1:50:24 PM
SENATOR SHOWER asked whether railroad bridges are included.

1:50:46 PM
MS. DAUGHERTY replied no. She clarified that DOTPF does not deal with railroad bridges unless they travel over or under a DOTPF roadway (in this case, DOTPF performs structural inspections).

1:51:06 PM
MS. DAUGHERTY advanced to slide 4 and discussed successes:

[Original punctuation provided.]

Successes

- What Alaska does right
- Cradle to grave approach
- National leaders
  - American Association State Highway Transportation Officials (AASHTO)
  - National Academy of Science
- Research - $1.5 million annual for seismic and/or cold region bridge behavior
- Partnerships with national experts, universities
- Extreme event response
  - Drones (UAS) inspections
  - Starlink/TEAMS
- Innovation and Implementation
  - ABC (accelerated bridge construction)
  - Alternative procurement

MS. DAUGHERTY said Alaska's climate makes research necessary. She shared an example of research that is evaluating the use of artificial intelligence (AI) for rapid assessments after earthquakes.

1:53:17 PM
MS. DAUGHERTY advanced to slide 5 and discussed challenges:

[Original punctuation provided.]

Challenges

- Where we can improve
- Greater focus on preserving/maintaining

- Bridge emergency funds
- Discuss establishing a maximum GVW for legal loads
- Bridge strike elimination – replace trusses like Gerstle Bridge

[Slide 5 contains a bar chart illustrating the number of bridge strikes per year from 2012-2024.]

MS. DAUGHERTY said DOTPF has been working on an asset management plan. She explained that it is difficult to create a deterioration model given Alaska's size and climate variability. She said it is difficult to obtain emergency funding. This cannot be added to the Statewide Transportation Improvement Plan (STIP) as the information is not available in advance. She noted one bridge strike to date in 2025.

1:55:26 PM
MR. KNAPP advanced to slide 6 and discussed hydraulics:

[Original punctuation provided.]

Hydraulics

The job of DOTPF Hydraulics staff is to know Alaska's rivers and creeks and how they interact with infrastructure.

HYDROLOGY – How much water should we expect?
HYDRAULICS – How should we manage that water?

- Floods
- Bridge Scour
- Ice
- Navigation
- Environmental Regulations (e.g., fish passage)

MR. KNAPP briefly discussed the various areas of expertise within the Bridges Section of DOTPF: geotechnical engineering, structural engineering, and hydraulics). He explained that bridge scour refers to erosion on the underside of bridges.

1:58:13 PM
MR. KNAPP advanced to slide 7 and continued to discuss hydraulics:

[Original punctuation provided.]

Hydraulics

Statewide Hydraulics

- Bridge Hydraulics
- Inspection Support
- Policy and Standards Recommendations

Regional Hydraulics

- Culverts and Fish Passage
- Roadside Drainage
- Storm Sewer Systems
- Stormwater Management
- Revetments

MR. KNAPP briefly explained that large projects are managed by the statewide hydraulics office. This includes bridge management, bridge inspection (specifically, water related issues), and bank protections.

2:00:08 PM
MR. KNAPP advanced to slide 8 and continued discussing hydraulics:

[Original punctuation provided.]

Hydraulics

State-Federal Collaborations

- State Transportation Improvement Plan (STIP) Need IDs 6450, 6455, and 12579
- Joint-Funding Agreements with the U.S. Geological Survey (USGS)
- https://www.usgs.gov/centers/alaska-science-center/science/streambed-scourbridges-Alaska

MR. KNAPP said STIP Need ID 6450 supports stream gaging; the resulting data is used in regression equations. STIP Need ID 6455 supports hydrologic studies, which is highly useful in emergency events. STIP Need ID 12579 supports the scour program, which provides real-time scour conditions.

2:02:42 PM
MR. KNAPP directed attention to the following images on slide 8:

- Upper right: Susitna River bridge on the Denali Highway
- Lower Right: Anchor River on Old Sterling Highway
- Left: USGS tools available for DOTPF assistance

2:04:03 PM
CHAIR BJORKMAN asked the status of the partnership with USGS.

2:04:22 PM
MR. KNAPP shared his understanding that the scour program funding was secure; however, he did not know the status of the other joint funding agreements.

2:04:49 PM
CHAIR BJORKMAN asked about hydraulic bridge adjustments.

2:05:23 PM
MS. DAUGHERTY said those might be seismic retrofit systems within the bridge that help in the event of an earthquake.

2:05:45 PM
MR. MURRAY explained that these are machine hydraulic "dampers" which absorb and redistribute energy when the bridge begins to shake.

2:06:09 PM
CHAIR BJORKMAN asked how often the dampers require maintenance.

2:06:14 PM
MR. MURRAY replied that the dampers require regular maintenance. He said very few bridges in Alaska have that type of active system; DOTPF has avoided using them because of the high level of maintenance they require. He offered examples of the issues that can arise and said these systems tend to work well in more temperate regions.

2:07:07 PM
MR. KNAPP advanced to slide 9 and continued discussing hydraulics:

[Original punctuation provided.]

Hydraulics

Challenges

- Wild rivers that move (up, down, and side-to-side)
- Travel logistics
- Limited data, sometimes
- Analytical tools cannot address every natural phenomenon

2:08:35 PM
MR. MURRAY advanced to slide 10 and discussed the Juneau Creek Bridge project:

[Original punctuation provided.]

Juneau Creek Bridge

- Contract Amount: $151,327,688
- Contractor: Traylor/QAP Joint
- Contract Completion Date: June 30, 2028
- Bridge Length: 928 ft
- Venture Main Span Length: 440 ft
- Bridge Width: 63.5 ft
- Designed in-house by DOTPF Engineers

MR. MURRAY emphasized that this is a significant structure over a deep gully.

2:10:38 PM
MR. MURRAY advanced to slide 11 and continued discussing the Juneau Creek Bridge project:

[Original punctuation provided.]

Juneau Creek Bridge

- **Structural steel fabricated outside of Phoenix, Arizona**
  - Trucked from Arizona to the Port of Long Beach, CA
  - Barged from Long Beach, CA to Seward, AK (ETA June 2025)
- 45 individual segments, each ~100 ft
- 6.75 million lbs. of structural steel
- 1.12 million lbs. of reinforcing steel (rebar)
- 16.7 million lbs. of concrete

- 30,000 bolts

Less than half the bridge assembled in AZ

MR. MURRAY briefly explained the fabrication process. The bridge is partially built in Arizona, to verify fit. It is then disassembled and reassembled upon arrival. He emphasized the large size of the bridge.

2:11:51 PM
MR. MURRAY advanced to slide 12 and continued discussing the Juneau Creek Bridge:

[Original punctuation provided.]

Juneau Creek Bridge

- Steel will be completely assembled at one end of the bridge and slowly pushed (launched) across the canyon
- Will be the longest launched bridge in North America
- Launching expected in August 2026

2:12:58 PM
MR. MURRAY advanced to slide 13 and discussed the Yukon River Bridge:

[Original punctuation provided.]

Yukon River Bridge

- Constructed in 1975 as part of TAPS
- Timber decking was used as an interim wearing surface
  - Multiple replacements have been tested but nothing so far has stood to heavy truck traffic
  - The bridge was not designed for any additional load (concrete, asphalt, etc.)
- Sees lots of heavy traffic - 60 percent trucks
- Bridge is on steep 6 percent grade

2:14:21 PM
MR. MURRAY advanced to slide 14 and continued discussing the Yukon River Bridge:

[Original punctuation provided.]

Yukon River Bridge

- Wearing surface was last replaced in 2011 and has significant deterioration and wear causing less than ideal conditions for heavy truck traffic
- ~4,500 16-ft long pieces of timber required for redecking
- Material will be state-furnished to expedite construction and ensure decking can be replaced in 2025
- Anticipated advertisement by mid-May 2025
- Estimated construction cost ~$3-4 million

2:15:40 PM
SENATOR SHOWER asked for clarification that DOTPF would be seeking 4,500 pieces of lumber for summer 2025 construction.

2:15:51 PM
MR. MURRAY replied yes. He explained that this portion of the project is a separate contract and is already out for bids. The second contract is for installation.

2:16:14 PM
SENATOR SHOWER asked if DOTPF is seeking the lumber from in-state suppliers.

MR. MURRAY replied that he is uncertain whether this was specified. He shared his understanding that no lumber mills in the state can offer the quantity and grade requested.

2:16:41 PM
MR. MURRAY advanced to slide 15 and discussed polyester concrete overlays:

[Original punctuation provided.]

Polyester Concrete Overlays

Bridge Projects include Knik River Bridges, Copper River Bridges/Sterling Highway, Cripple Creek in Fairbanks

- First Alaska project in 2008
- 30+ year life

- Fully waterproof

MR. MURRAY explained that this is an epoxy overlay that requires a thin application but is effective.

2:17:56 PM
MS. DAUGHERTY advanced to slide 16

[Original punctuation provided.]

Rabbit Creek POC (Anchorage)

Replacement of roof slated for end of summer 2025

- Draft plan review in progress
- Tentative advertising date anticipated within a week

[Slide 16 also contains a diagram of the POC.]

MS. DAUGHERTY explained that the roof of the Rabbit Creek POC blew off in an extreme wind event in January 2025. While it was designed to code, the previous code requirements did not meet current standards. She said the project is in the final design stages and would likely go out to bid in May.

2:18:42 PM
MS. DAUGHERTY advanced to slide 17 and discussed the Ketchikan viaducts. Slide 17 contains preliminary imagery of the project, with sections labeled. She explained that this is two structures that together make up 3,351 feet long, making it the longest bridge in the state. She gave a brief overview of the history of use and repair of the Ketchikan viaducts. She expressed concern, as this bridge has come to the end of its design life with no funding available to replace the bridge. She noted discussions with the Ketchikan Native community that could provide use of tribal transportation funds from the Federal Highway Administration. She briefly explained the planned updates.

2:20:06 PM
MS. DAUGHERTY advanced to slide 18 and discussed bridge axle loading:

[Original punctuation provided.]

Bridge Axle Loading

- Bridge Loading is related to axle weights and spacings, not Gross Vehicle Weight (GVW)
- Bridges are not designed or analyzed for GVW
- Short bridges may not see all of truck load if it is spread out
- Long span bridges see more of truck weight

MS. DAUGHERTY said that bridge axle loading could have impact on the entirety of Alaska's highway system. She said that, according to federal law, Alaska is exempt from maximum gross vehicle weight. She emphasized that the manner of weight distribution is important. Slide 18 contains images to illustrate how different weight distributions can impact a bridge. She briefly discussed these.

2:21:15 PM
MS. DAUGHERTY advanced to slide 19 and continued to discuss bridge loading.

[Original punctuation provided.]

Bridge Loading Example

Bridge Loading is comparable to airplane loading where distribution of loads is what keeps airplanes stable.

[Slide 19 contains two images titled, "weight and balance" and "establishing a balance."]

2:21:53 PM
MS. DAUGHERTY advanced to slide 20 and continued to discuss load distribution:

[Original punctuation provided.]

Load Distribution

- Legal loads are route and configuration dependent
- Historically, permitted loads have exceeded 400,000 lbs. GVW
- Based on axle weight and spacing, by federal law, we must restrict any loads over "operating limit" - maximum safe load (23 CFR 650.305)
- Permits are granted based on operating limit because loads are known and analyzed; more enforcement available

2:22:49 PM
MS. DAUGHERTY advanced to slide 21 and discussed ore hauls:

[Original punctuation provided.]

Ore Hauls

- FHWA requiring a new method of load rating and posting for Long Combination Vehicles (LCV), study expected 2025
- About 65 percent of Alaska's bridges predate federal exemption from 80,000 lb. maximum GVW (23 CFR 658 App C)
- Given old/aging infrastructure, DOTPF is likely to load post more bridges
- Non-divisible loads above legal can still get a permit if the bridges can handle the loads
- Bridge inspections have increased to ensure safety due to ore haul and other locations due to new federal regulations

MS. DAUGHERTY explained that two summers ago, an ore haul began between Tok and Fairbanks. A new truck was designed that took advantage of Alaska's exemption from the federal maximum for gross vehicle weight. (This truck does comply with axel weight and spacing requirements.) Shortly thereafter, an FHA audit determined that there was a potential for even bigger - and heavier - trucks in Alaska and FHA required proof that Alaska's analysis and load posting practices were acceptable. DOTPF is currently preparing the requested data for FHA. She surmised that, as a result, load posting will be required for more bridges. She said that load posting limitations could potentially hurt commerce because it restricts all trucks carrying a certain load weight but does not take into account the load distribution.

2:24:15 PM
CHAIR BJORKMAN asked if DOTPF could offer permits to encourage trucks with a sensible load, thereby discouraging others.

2:24:44 PM
MS. DAUGHERTY replied that the bridge office does not have regulatory authority. Once the load study is released, DOTPF will have discussions with the Alaska Trucking Association (ATA) along with DOTPF's Weights and Measures Section. She suggested

that it could become a legislative issue. She stated that the federal exemption makes regulation difficult.

2:25:22 PM
CHAIR BJORKMAN commented that no one wants the bridges to collapse, and it is important that people be able to move loads between locations in a sensible way. He asked if DOTPF needs more capacity to regulate traffic across bridges in order to maximize the aforementioned goal.

2:25:58 PM
MS. DAUGHERTY replied that a gross vehicle weight maximum would create a guideline for all trucks. She suggested that this might not be the best approach (as illustrated in her discussion of vehicle weight distribution); however, it would be helpful. She added that trucks could apply for a permit for loads that are not divisible. She explained that divisible loads are not permittable.

2:26:44 PM
CHAIR BJORKMAN asked if the tool that would create a gross vehicle weight maximum is a federal tool.

2:26:51 PM
MS. DAUGHERTY replied that it could be federal or state.

2:26:56 PM
MS. DAUGHERTY advanced to slide 22 and discussed bridge resources:

[Original punctuation provided.]

Bridge Resources

- National Bridge Inspection Data including performance history and forecasts: https://infobridge.fhwa.dot.gov/Data
- Alaska's bridges with condition ratings: https://gis.data.alaska.gov/datasets/AKDOT:bridges-akdot1/explore

MS. DAUGHERTY explained that these resources allow Alaskans to look up information on bridges in their area. The first is a federal database with bridge inspection and projection information. The second link is Alaska's Geographical Information System (GIS) website, which provides information on the condition (e.g. good/fair/poor) of each bridge in the state.

2:28:34 PM
SENATOR SHOWER asked about the Port Mackenzie access road and the proposed multimodal solution (which would include railroad and bridge). He questioned how this would work, since railroads are not part of DOTPF.

2:29:06 PM
MS. DAUGHERTY replied that it could be a joint use agreement, or one entity could take ownership and inspections would be worked out between the two entities. She surmised that Federal Railroad Administration (FRA) has its own set of criteria. This would be done through the Commissioner's office.

SENATOR SHOWER indicated that he would look into this further.

2:29:55 PM
CHAIR BJORKMAN said that gaps and drops can develop on bridges, and this can cause vehicle damage. He asked if DOTPF should change its approach in order to avoid this.

2:30:37 PM
MS. DAUGHERTY replied that newer bridges have approach slabs, which can help with this. She briefly explained how soil settles and can cause a gap, and the approach slap provides a transition and alleviates the bumps. Not all bridges have approach slabs. Approach slabs can be added to bridges when retrofit funds are available; however, this work is always added to an existing project. She said if there is a particular bridge of concern, this can be evaluated to determine whether an approach slab can be added.

2:31:54 PM
CHAIR BJORKMAN noted two bridges in his district have this issue: the Warren Ames Memorial Bridge and the Kenai River Bridge.

2:32:23 PM
MS. DAUGHERTY shared her understanding that the Kenai River Bridge is receiving a polyester concrete overlay in the summer of 2025; the differential heights should be evaluated at that time. She indicated that she would follow up with this issue.

2:32:40 PM
CHAIR BJORKMAN asked about the different bridge construction materials and whether there is an industry standard.

2:33:11 PM
MR. MURRAY said there are many options. He briefly explained some of those options. The cost/benefit is considered. He said remoteness, a short construction season, and cost of materials guide the methods and products used. He offered examples to illustrate how these conditions impact projects and materials used.

2:34:47 PM
SENATOR SHOWER described a long, flat bridge in Anchorage that has a large bump. He said many accidents occur on that bridge. He asked to add this bridge to the list to evaluate for a potential approach slab.

2:35:23 PM
MS. DAUGHERTY said that bridge is also receiving a polyester concrete overlay this summer. Ruts will also be removed at that time.

2:35:31 PM
CHAIR BJORKMAN thanked the presenters. He noted that they have the skills, tools, and abilities to deal with the various details. He commented that he is happy to discuss the different aspects and ensure that work is done effectively the first time.

2:36:42 PM
There being no further business to come before the committee, Chair Bjorkman adjourned the Senate Transportation Standing Committee meeting at 2:36 p.m.