



Northwest Arctic Borough

163 Lagoon Street
P.O. Box 1110
(907) 442-2500 Fax (907) 442-2930
www.nwabor.org

December 17, 2018

Alaska Department of Transportation and Public Facilities
Division of Program Development
ATTN: Maren Brantner, STIP
P.O. Box 112500
Juneau, AK. 99811-2500

RE: Public Comment 2018-2021 STIP Amendment 2
Cape Blossom Road

Dear Ms. Brantner:

Happy Holidays!

This letter is written to provide public comment and notify the Alaska Department of Transportation and Public Facilities (ADOT/PF) that the Northwest Arctic Borough (NWAB) supports construction and continued funding of the Cape Blossom Road Project.

The NWAB was notified that the latest STIP Amendment #2 proposes to remove construction funding until the project is re-evaluated. We urge the ADOT/PF not to remove construction funding due the critical need for building the road and infrastructure to reduce the cost of living in our Borough. The high cost of transporting supplies and fuel continues to create undue hardship for many of our residents. The Borough promotes and supports responsible development and views the Cape Blossom Road as essential to the future development of a Regional Port and Harbor that can facilitate economic transportation of goods, fuel, equipment and materials to and from the region. Making progress and moving this project forward is vital towards the economic, social and cultural benefits to each community and organization that supports this project.

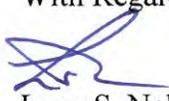
Since 2001, when the City of Kotzebue passed Resolution 02-19 supporting the inclusion of the Blossom Hill Road Corridor and Port Site in the Alaska Department of Transportation's Northwest Arctic Transportation Plan, our leaders have worked cooperatively to prioritize the Cape Blossom Project through local government support resolutions include the Native Village of Kotzebue, Kikiktagrük Inupiat Corporation and the Northwest Arctic Leadership Team consisting of the Northwest Arctic Borough, NANA Regional Corporation, Maniilaq Association and the Northwest Arctic Borough School District.

The City of Kotzebue and the Native Village of Kotzebue have worked diligently on this effort and we applaud their hard work and leadership. We will continue to be a very active partner and support all efforts with the Cape Blossom Road including the upcoming Kotzebue's Tri-Lateral Group consisting of the City of Kotzebue, Native Village of Kotzebue and the Kikiktagruk Inupiaq Corporation (KIC).

On behalf of the Northwest Arctic Borough, thank you for the opportunity to provide comments on this important regional project and we look forward to working with ADOT/PF and our Borough and local stakeholders to take the project to the next phase.

If you have questions or comments, please contact Siikauraq Whiting, Planning Director at mwhiting@nwabor.org or myself at lnelson@nwabor.org.

With Regards,



Lucy S. Nelson
Mayor

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Tuesday, February 5, 2019 1:17 PM
To: mwhiting@nwab.gov; lnelson@nwabor.org; mwhiting@nwabor.org
Cc: dot.stip
Subject: NWAB comments on STIP Amendment 2
Attachments: Lucy Nelson.pdf

Mayor Nelson,

Please see the attached letter in reply to your STIP comments on behalf of Northwest Arctic Borough.

Regards,

Maren Brantner

STIP Manager

AKDOT&PF, Division of Program Development
3132 Channel Drive | P.O. Box 112500 | Juneau, AK 99811

T (907) 465-2744 | F (907) 465-6984

"Keep Alaska Moving through service and infrastructure."





THE STATE
of **ALASKA**

GOVERNOR MICHAEL J. DUNLEAVY

**Department of Transportation and
Public Facilities**

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Headquarters

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

January 28, 2019

Lucy Nelson
Northwest Arctic Borough
163 Lagoon Street
Po Box 1110
Kotzebue, AK 99752

Dear Mayor Nelson,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Cape Blossom Road Project. Public engagement and participation are important components to the success of the ADOT&PF mission.

The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction, which will follow our standard project development process. In response to comments for the Kotzebue Cape Blossom Road project, the DOT&PF has removed the Illustrative funding code and replaced it with Advance Construct (AC) funding as was shown in the prior approved STIP. The Fairbanks Planning Field Office will work with the community regarding the process needed to move forward to construction, which may include project scoring at an upcoming CTP PEB.

If you have additional questions or concerns, please contact Margaret Carpenter, Planning Manager at margaret.carpenter@alaska.gov or 907.451.2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maren Brantner".

Maren Brantner
STIP Manager

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, February 4, 2019 4:04 PM
To: Clay Walker
Cc: Marsha Lambert; Straley, Eric J (DOT); dot.stip
Subject: RE: Comment on Draft STIP

Good afternoon Mayor Walker,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities Statewide Transportation Improvement Program. The department values your comments regarding the Parks Highway Milepost 231 Safety Enhancements project. Public engagement and participation are important components to the success of the ADOT&PF mission.

In December 2018, ADOT&PF and the National Park Service partnered in applying for a grant to fund approximately \$20,000,000 of this project under the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program. The current federal transportation legislation, FAST Act, establishes the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program to provide funding for the construction, reconstruction, and rehabilitation of nationally-significant projects on federal or tribal lands. If this grant is successfully awarded to this project it will be a positive step towards identifying the funding needed for the project to be advanced to construction.

If you have additional questions or concerns, please contact Margaret Carpenter, Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
(907) 465-2744

From: Clay Walker <cwalker@denaliborough.com>
Sent: Tuesday, December 11, 2018 3:51 PM
To: dot.stip <dot.stip@alaska.gov>
Cc: Marsha Lambert <mlambert@denaliborough.com>; Straley, Eric J (DOT) <eric.straley@alaska.gov>
Subject: Comment on Draft STIP

Thank you for this opportunity to provide comment on the Draft 21018-2021 STIP Amendment 2. The Denali Borough would like to submit the following comment:

The borough has long supported the Milepost 231 Safety Enhancements Project. The inclusion of FY19 FLAP monies in the amendment is a positive step, but seeing no construction monies until some undesignated time after 2021 is troublesome.

This area receives more and more pedestrian traffic each year. Near misses relating to turning traffic are a common occurrence. The need for these improvements was identified many years ago, the problem gets worse every year, but the project funding seems to get pushed back every year.

Please consider adding to the STIP an identifiable funding plan for this important project which makes the Parks a safer highway and Denali a safer place to visit and enjoy.

Sincerely,

Clay Walker
Denali Borough Mayor
Office: 683-1330
Cell: 888-4631
Email: cwalker@denaliborough.com

Wendel, Courtney E (DOT)

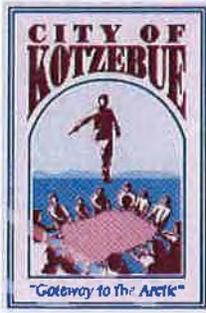
From: Jason Jessup <JJessup@kotzebue.org>
Sent: Monday, December 17, 2018 11:46 AM
To: dot.stip
Cc: nicole.stoops@qira.org; tkennedy@kikiktagruk.com; mwhiting@nwab.gov; eugene.smith@icloud.com; pagelchirohc@hotmail.com; mtekker@maniilaq.org; thmsbaker00@gmail.com; sandy.shroyerbeaver@maniilaq.org; nelsonscamp@gmail.com; kotzradio@yahoo.com; Billy Reich; Dennis Jennings; Hutchinson, Jonathan J (DOT)
Subject: City of Kotzebue: Comment on Draft STIP Amendment No. 2
Attachments: City of Kotzebue STIP Amendment No 2 Comments 12 17 2018.pdf

Good morning.

Please find attached in PDF format, the City of Kotzebue's comments regarding the STIP No. 2 Amendment. Thank you for the opportunity to comment & consideration of the attached comments.

Jason Jessup, Capital Projects Manager
City of Kotzebue
P.O. Box 46
Kotzebue, Alaska 99752

Phone: (907) 442-5204
Email: jessup2@kotzebue.org



**City of Kotzebue
PUBLIC COMMENT
Re: STIP 2018-2021 Amendment 2
For
Kotzebue Cape Blossom Road
(ID: 18634, page 14 of 25)**

Preamble

On Friday, November 30, 2018, the City of Kotzebue (“City”) Capital Projects Manager (“CPM”) sent the following e-mail to the Alaska Department of Transportation and Public Facilities (“ADOT/PF”) Design Manager (“DM”) in Fairbanks:

Hope all is well on your end. As you may know, we have a new Governor for Alaska. I understand we now have a new ADOT Commissioner also.

Gov. Dunleavy will be passing through Kotzebue on his way to Noorvik for his swearing in. The Mayor and City Manager have been requesting an update on the CBR [Cape Blossom Road] project – any new information from you would be much appreciated. We have requested an update from BLM on the re-route of the Easement thru Devil’s Lake and should be hearing back soon.

A Kotzebue Tri-Lateral Meeting is upcoming and when I have a definite date, I will let you know. [Redacted]

(As you know, the Governor could not get in to Noorvik due to weather conditions, Hence, he was sworn into office here in Kotzebue. See, Arctic Sounder, December 6, 2018, “Dunleavy sworn in as Alaska Governor,” attached hereto as Exhibit “1.”

On Monday, December 3, 2018, the ADOT/PF DM responded to the City CPM’s November 30, 2018 e-mail:

I have some heavy news.

In the Approved 2018-2021 STIP (Approved August 28, 2019), Cape Blossom Road was approved for \$20.5M in construction funding for FFY2019.
<http://dot.alaska.gov/stwdplng/cip/stip/index.shtml>

The latest STIP Amendment #2, proposes to remove construction funding until the project is evaluated by the Board and scored.
http://dot.alaska.gov/stwdplng/cip/stip/stipplans/1821/1821_Amd2Projects.pdf

This STIP Amendment #2 is currently open for public review. The comment period ends December 17th, 2018 at 5:00 p.m.

Now is a critical time to provide comments and reinforce community support for the project.

In the meantime, we have been working toward a Material Sales Agreement between DOT&PF and NANA for the Iggy Hill Site. The Agreement is currently being reviewed by NANA. We will need to coordinate a separate agreement with KIC for surface access sometime in the very near future. Regarding permitting for Iggy Hill, we won't need to modify the existing USACE permit with this first phase of construction – that is something that can be completed at a later date and one less thing that needs to be done to shovel-ready status. That leaves just the Title 9 Permit as the final permit to make this project shovel-ready.

This was the first notice the City received regarding the STIP Amendment #2 and the comment period/public review period, which apparently opened sometime in mid-November – over two weeks before this e-mail dated December 3rd. (A copy of the “2018-2021 STIP Amendment 2 Proposed Project Changes,” from Page 14 of 25 of that document and an earlier approved STIP are attached hereto as Exhibit “2.”)

On Wednesday, December 5, 2018, the ADOT/PF DM forwarded the following comments from the ADOT/PF Planning Chief (“PC”):

I'm not sure how the AC for phase 4 in 2019 was worked into the STIP originally – from discussions with others in Program Development, that was a mistake. The project was originally a 5M earmark, and we have not yet scored it through our Community Transportation Program. Before we show the project as an AC or with other funding, we need to take it through our CTP scoring process. I believe that Kotzebue – Cape Blossom will score well, we just need to score it. Underfunded earmarks must pair with CTP, or bond projects (or GF) for full funding where estimates exceed the funding. So all is not lost – we'll be bringing it through the scoring process this spring. I'll also look into the history of how that funding appeared in the STIP.

Kotzebue also made an error when they traded GF for federal legislative authority (29M, and they probably thought that was a real \$ -- it s not) back in 2015 or 2016. [ADOT/PF former Director of Division of Program Development] said he cautioned their lobbyist not to make this trade but they did it anyway, and lost the real dollars that had been allocated to the project.

In the very near future we should “dry score” the project through the CTP and get it through that process in the spring. [ADOT/PF Transportation Planner] or someone in Planning can work on this. After that we can allocate real dollars to it in a STIP amendment.

(Note: As of the date of this Comment, the City has not been able to verify/confirm the averments made in the second paragraph, above, regarding the “trade[] [of] GF for federal legislative authority.” However, as was reported in the Alaska Dispatch News (<http://www.adn.com>) on April 8, 2015 “[DOT/PF] got an extra \$33 million in federal money to complete the Cape Blossom Road to the port in Kotzebue, which will allow \$4 million to be returned to the general fund.” See, CSSB26(FIN) – SB0026B, April 14, 2015, at page 54, lines 8-9, ¶(84) and CSSB26(FIN), Sec. 1 – SB0026B, at page 12, lines 28-29, “Kotzebue – Cape Blossom Road (HD 40), \$33,000,000.”)

The Road to Cape Blossom Regional Deep Water Port

The Kotzebue Cape Blossom Road is not “a road to nowhere.”¹ Instead, it is a vital, much needed, long anticipated, transportation corridor to the Cape Blossom Regional Deep Water Port, which is in the early planning and development phase with the United States Army Corps of Engineers (“USACOE.”)

Some of the greatest challenges facing the people of the NANA Region/Northwest Arctic Borough are the cost of goods and services and the high cost of energy. Since its incorporation as a second-class city in 1958, the possibility of constructing permanent, deep water, regional port at Cape Blossom has been discussed and debated. The City has diligently, tirelessly assembled the funding for the construction of a road from Kotzebue to Cape Blossom over the past thirteen years (2005 to present).² This is the first phase of the ultimate construction of the Cape Blossom Regional Deep Water Port to serve the City and the ten villages of the NANA Region/Northwest Arctic Borough, as well as the village of Point Hope in the North Slope Arctic Borough.

The construction of a road by the City to Cape Blossom would: (1) open up easier, more economical access to gravel resources at Nimiuk Point; (2) provide access to the site for the future Cape Blossom Regional

¹ The phrase “road to nowhere” was originally used in 1994 by then President Clinton and U.S. Secretary of the Interior Bruce Babbitt to describe their disdain with the proposed 38-mile gravel road from King Cove to Cold Bay. In 2005, a variation of the phrase “bridge to nowhere” was used to describe the proposed \$398M Gravina Island Bridge in Ketchikan

² See, discussion below at Page 5 of 8.

Deep Water Port; and, (4) improve the City's ability to provide search and rescue operations to the area, including people traveling by boat, beachcombers and others using the Baldwin Peninsula.

A regional deep water port at Cape Blossom would: (1) allow goods to be more economically transported to Kotzebue and the Kobuk River villages of Noorvik, Kiana, Ambler, Shungnak, Kobuk and Selawik; (2) avoid the time-consuming and costly lightering of goods presently required for the region; (3) provide a deep water facility for use by the United State Coast Guard; (4) provide a deep water facility for use by oil companies exploring in the Chukchi Sea; (5) provide a deep water facility for use by the United States military; (6) provide a safe harbor/port of refuge for vessels using the Chukchi Sea; (7) facilitate development of the proposed Ambler Mining District; (8) facilitate exploration and development of natural resources in the area (i.e., natural gas) as an alternative energy source for the NANA Region; (9) allow cruise ships access to a deep water harbor; and, (10) provide a deep water facility for the local fishing industry.

The Cape Blossom area and a large portion of the proposed road to the Cape Blossom Regional Deep Water Port are currently within the Northwest Arctic Borough. However, the City of Kotzebue, with the support and concurrence of the Borough and other regional partners (NANA, KIC, Kotzebue IRA), has taken the lead position in advocating for the construction of the road to Cape Blossom and the development of a regional deep water port.

Reports regarding port improvements for Kotzebue started as early as 1973.³ Later, in 1983, a study determined that “[the Cape Blossom site] has been selected as the best location to develop a [regional] deepwater port.”⁴ This study also recommended that “the [current] City dock should be retained as a support,” but also recommended that the City acquire land on the Isthmus, south of Nimiuk Point “for [future]

³ See, reference to the 1973 port improvements in the March 1983, “Feasibility Analysis Kotzebue Deepwater Port/Airport,” by Tetra Tech and Wright Forssen Associates, at Part A – Introduction, pages A-6 to A-7. There is also anecdotal evidence that Chevron, in the 1950s, considered the development of a part of Cape Blossom when Chevron built the present fuel storage facilities in the City.

⁴ *Id.*, at Part B – Siting Analysis, page B-82.

development [as a subport] in conjunction with the Cape Blossom [regional] port”⁵ (Cape Blossom was used as a “safe harbor” by miners and whalers in the mid-1850s and was a trading area for Inupiat residents and those visitors. In 1905, the steamer “John Reilly” wrecked on rocks near Cape Blossom during a severe storm. The place is called Reilly (Riley) Wreck by the residents of the area.)

The road to Cape Blossom has been the City’s number one capital improvement project for many years as set out, for example, in the City’s FY2012/2013 “Capital Improvements,” FY2010 Project Request Form to U.S. Senator Mark Begich, FY2010 Project Request Form to U.S. Senator Lisa Murkowski and FY2010 Project Questionnaire Form to U.S. Congressman Don Young and “Kotzebue to Cape Blossom Road,” Project update, January 31, 2012.

Cape Blossom Road

The City has spent thirteen years (2005 to present) diligently, tirelessly assembling the funding for the Cape Blossom Road:

- 2005 -- \$1.9 million through SAFETEA-LU (used by ADOT/PF to complete reconnaissance and environmental reports)
- 2006 -- \$5.0 million through SAFETEA-LU
- 2012 -- \$4.6 million appropriated by the Alaska Legislature
- 2012 -- \$10.0 million approved by voters in the November General Election in the GO Bond
- Current -- \$20.5 million STIP.⁶

For the past thirteen years (676 weeks, 4,745 days), the City has worked with ADOT/PF staff on the planning and design of the Cape Blossom Road. To date, the following reports, among others, have been completed:

- Reconnaissance

⁵ *Id.*, at pages B-82 and B-84.

⁶ See, Exhibit “2,” attached hereto.

- NOAA bathymetry
- Land status
- Environmental assessment

ADOT/PF has completed right-of-way acquisition with NANA and KIC. ADOT/PF is also working diligently with NANA on a Material Sales Agreement for the Iggy Hill site – such an Agreement is currently being reviewed by NANA. (ADOT/PF will also need to coordinate a separate agreement with KIC for surface access to the Iggy Hill site.)⁷ Only a Title 9 Permit needs to be acquired “to make this project shovel ready.”⁸ In short, the City has worked diligently with ADOT/PF over the past thirteen years to meet each and every requirement placed on the City by ADOT/PF.

Just a few examples of the City’s partnership with ADOT/PF on this vital regional project include:

- the MOA with ADOT/PF for a \$625,992 local match for design and construction⁹
- the Maintenance and Ownership Agreement for the Cape Blossom Road.¹⁰

In reliance upon this regional project going forward as planned next year, the City used a portion of the previously allocated/awarded Cape Blossom Road funding to:

- procure and stock pile \$7,788,000 of fill material (70,400 tons of surface aggregate course E-1 material and 2,900 tons of rip-rap for the Sadie Creek bridge crossing)
- purchased \$560,047 of construction equipment for this project.

Last year and early this year, the City worked with ADOT/PF and the USACOE to create a 350-acre Conservation Restriction Easement to meet the USACOE’s mitigation requirements using 350 acres of City-

⁷ The existing USACOE permit for Iggy Hill does not need to be modified at this time according to ADOT/PF.

⁸ ADOT/PF e-mail of December 3, 2018, from the DM at ADOT/PF, quoted above at Page 2 of 8 of this Comment.

⁹ See, Exhibit “3,” attached hereto.

¹⁰ See, Exhibit “4,” attached hereto.

owned land.¹¹ The City is also working diligently with BLM to re-route the 25-foot trail easement that traverses over Devil's lake (and used in the winter months) as part of the USACOE wetland mitigation plan.

The City of Kotzebue is also a non-federal co-sponsor (along with the Kotzebue IRA as the other co-sponsor) with the USACOE on a "Kotzebue Harbor Feasibility Study" for the Cape Blossom Regional deep Water Port. (In November 2015, the USACOE entered into an Agreement with the Kotzebue IRA for this study. In December 2016, the City joined the Kotzebue IRA as a co-sponsor.) To date, the City has contributed \$1.5M for the local contribution requirements and the USACOE has contributed another \$1.5M for this \$3M port study. The schedule for this project has been/will be as follows:

- Feasibility Cost Sharing Agreement with Kotzebue IRA – November 12, 2015
- Charette – January 11-12, 2016
- Alternative Milestone – July 2016
- City joins as co-sponsor – December 8, 2016
- Selected Plan milestone – July 17, 2018
- Draft Feasibility Study released for Public Comment – September 17, 2018
- Agency Decision Milestone – November 2018
- USACOE to Kotzebue – January 2019
- Senior Review Board – May 9, 2019
- Chief's Report – May 15, 2019
- Signed Report to Congress – September 15, 2019.

¹¹ This Easement can be found at State of Alaska, Department of Natural Resources, Recorder's Office, Kotzebue – 215 Recording District, Document 2018-000370-0, 23 pages, recorded at 2:04 p.m. on May 22, 2018, "City of Kotzebue, Declaration of Devil's Lake Watershed Protection Area, Conservation Restriction/Easement."

Conclusion

Kotzebue had the largest geographic cost differential for 12 individual communities studied in 2008/2009.¹² This came as no surprise to the residents of Kotzebue. The only long-term, meaningful way to address this dilemma is to develop a regional deep water port at Cape Blossom. However, without a road to Cape Blossom, this is not even possible. For that reason, the City, in partnership with ADOT/PF and the USACOE, has worked diligently for the past thirteen years (2005 to the present) on this legacy project. It is/will be “shovel ready” for the upcoming construction season. Further delay by the proposed 2018-2021 STIP Amendment 2 to this project is not only unwarranted, but completely contrary to the efforts of the City, ADOT/PF and USACOE for the past thirteen years.

Respectfully submitted this 17th day of December 2018.



Dr. Lewis Pagel, Mayor
City of Kotzebue



William Reich, City Manager
City of Kotzebue

cc: Kotzebue City Council Members [via e-mail]
Nicole Stoops, Executive Director, Kotzebue IRA [via e-mail]
Martha Siikauraq Whiting, NAB Planning Director [via e-mail]
John Lincoln, NANA Vice President of Lands [via e-mail]
Tom Kennedy, KIC President/CEO [via e-mail]

[Forwarded to ADOT/PF Statewide Transportation Improvement Program via e-mail to dot.stip@alaska.gov and via fax to (907) 465-6984 on Monday, December 17, 2018 – 16 pages consisting of this eight-page COMMENT along with Exhibits 1, 2, 3 and 4 attached hereto.]

¹² Alaska Geographic Differential Study 2008 by McDowell Group, Inc., Executive Summary, page 3, Table 1-3, prepared for and released by the State of Alaska, Department of Administration on April 30, 2009. (The full report can be found at <http://doa.alaska.gov/dop/gds/home/html>.)

The Arctic Sounder

Your News. Your Stories. Your Life.

VOL. 32, No. 49 • \$1.00

www.thearcticsounder.com

December 6, 2018



Search continues

Goldwin search for Elder has grown to include villages throughout region.

PAGE 3



Grandma Olga

First figurative sculpture of Dena'ina installed in Anchorage.

PAGE 7



Bad air blues

Fairbanks air earns unwanted ranking as America's most polluted city for particle pollution.

PAGE 9

LAST-MINUTE CEREMONY HELD IN KOTZEBUE



PHOTO BY STANLEY WOOD/ALASKA GOVERNOR'S OFFICE VIA AP
Mike Dunleavy, left, is sworn into office as Alaska's governor by Superior Court Judge Paul Roetman in Kotzebue on Monday. Poor visibility forced Dunleavy's swearing-in ceremony to be held in Kotzebue instead of Noorvik, his wife's hometown.

Dunleavy sworn in as Alaska governor

Kotzebue whips together ceremony after fog disrupts Noorvik event

BY KYLE HOPKINS
Anchorage Daily News

As Noorvik Elders sang "Arigaa" in the high school gymnasium, Mike Dunleavy was sworn in 40 miles across the frosted tundra in Kotzebue to become the 12th governor of Alaska.

More than 100 villagers, Elders seated in the front row, watched live-stream video of the ceremony and roared with cheers when Dunleavy's wife, Rose, who lived in Noorvik, appeared on the screen. Watch the video here.

Third-graders sang "My Country 'Tis of Thee" in Inupiaq. Speakers talked about keeping Southcentral Alaska, still reeling from a massive

■ See Page 15. SWEARING IN

43 09 15 11



84159 00004

SWEARING-IN

From Page 1

earthquake, in their prayers.

A persistent fog thwarted Dunleavy's plans to hold the inauguration in this Inupiat village of 669 people, and former Gov. Bill Walker stayed in Anchorage to grapple with the aftermath of the 7.0 quake.

Dunleavy told the crowd that the people of Kotzebue whipped together a swearing-in ceremony just 90 minutes after the decision was made to divert to that hub city. The Alaska Constitution calls for the governor-elect to be sworn in before noon, and a Dunleavy spokeswoman said he was traveling with a judge and would take the oath on the airplane if necessary.

"This is how we do it in rural Alaska," Dunleavy told the audience of mostly Alaska Natives, vowing that he would make public safety, particularly in the Bush, a top priority.

"I'll never forget you," said Dunleavy, who worked as a teacher and school superintendent for several years above the Arctic Circle.

Fog changes plans

Welcome to Bush Alaska. A persistent fog has thwarted plans to hold Gov.-elect Mike Dunleavy's inauguration in this Inupiat village. A spokeswoman says Dunleavy has landed in Kotzebue and plans are underway to hold the swearing-in ceremony there.

Meantime, a giant Alaska flag sheet cake just arrived at the Noorvik school, lunch is steaming and the celebration here will go on as planned without the new governor. "We'll eat whether he gets here or not," one employee said.

Village residents, including Gordon Newlin, brother of Dunleavy's wife, Rose, are looking to the sky and shrugging,



PHOTO BY STANLEY WIRSHUP/ALASKA GOVERNOR'S OFFICE VIA AP

Alaska Gov. Mike Dunleavy addresses the audience in the school gym in Kotzebue after he was sworn into office Dec. 3.

Weather delays and changes are to be expected, they said. As people file into the gymnasium they hope to watch the swearing-in on a livestream from Kotzebue. If he'd stuck to the snowmachine plan, he'd be here, one woman joked.

Noorvik prepares to welcome governor

Picture a schoolhouse, smelling of pumpkin pie and caribou soup, surrounded by miles of frosted tundra.

There has never been an inauguration ceremony for an Alaska governor quite like this. Dunleavy, a former state senator and Republican, will become just the 12th person to hold the office.

"Folks are really excited," said high school basketball coach Mike Zibell, who grew up in this Inupiat village with Dunleavy's wife, Rose.

The governor-elect canceled plans to make the final leg of the journey by snow-

machine and shortened the visit after Friday's earthquake placed Southcentral Alaska in a state of emergency. Gov. Bill Walker, in his last hours on the job, opted to stay in Anchorage to "assist with the reopening of state facilities and damaged infrastructure."

Noorvik sits above the banks of the frozen Kobuk River, about 43 air miles from the regional hub city of Kotzebue, where Dunleavy once served as superintendent of schools. Black spruce burns sweetly in wood stoves. Moose antlers hang above door frames, strung with Christmas lights.

Like all Alaska villages, it is a place where hunting and fishing put food on the table but store-bought groceries cost an arm and a leg. Gas prices are double the city rates, said Noorvik Mayor Vern Cleveland. Milk, bought by the can, can be the equivalent of \$20 a gallon.

In other words, as the inauguration builds

excitement in Northwest Alaska by placing a spotlight on village life, it also underscores the unique challenge of governing the largest state.

Zibell, who teaches sixth- through 12th-graders, said the community was ready for a feel-good event after recent suicides. Others said housing is tight. Temperatures Sunday hovered between 20 and 30 degrees. There should be a minus sign in front of those numbers, said Noorvik Mayor Vern Cleveland. He's had to plug his freezer back in to avoid spoilage.

In at least one regard, Noorvik is different from most other Northwest and Western Alaska villages. If you look at a map of the election results, the village was a deep-red island of Dunleavy voters surrounded by a sea of mostly blue precincts that favored Democrat Mark Begich.

"Welcome home, First Lady Rose!" read a poster in the school cafeteria.

Zibell said it wasn't just the family connection. He voted for Dunleavy in part based on a few conversations they have had over the years, he said. "He really gets the dilemma between urban and rural divide, economically."

The promise of bigger Permanent Fund dividend checks didn't hurt. Reduced dividends were felt especially hard in the Bush, he said, where household incomes are lower.

As the village prepared to welcome the new governor, with 45 pies warming in the school cafeteria and chairs arranged in the gymnasium, 78-year-old Charles Nazuruk worked on a snowmachine at the edge of town. He'd be at the ceremony, he said. Rose is a relative.

As for what the world should know about Noorvik? "We love people. That is how our ancestors built (the village). To love people."

Nazuruk said the key to winning a second term, for Dunleavy, will be to talk to Alaskans and to listen.

**2018-2021 Alaska Statewide Transportation Improvement Program
Original; Approved May 31, 2018**

Need ID: 16634
Title: Kotzebue Cape Blossom Road
Region: Northern
Place Name: Kotzebue
Highway:



Project Description:
 Construct a new road from Kotzebue to a port site near Cape Blossom.

Phase	Funding	FFY18	FFY19	FFY20	FFY21	After 2021
Construction	3PF	0	1,973,510	0	0	
Construction	AC	0	17,634,162	0	0	
Construction	EMRK	0	892,328	0	0	
Totals:		0	20,600,000	0	0	0

Program: Community Transportation Program	Sponsor: City of Kotzebue
Primary Work: New Construction	PEB Score: 199
2012 Election District: 40 Arctic	Criteria:
Borough/Census Area: Northwest Arctic Borough	Functional Class: Unclassified
Municipal Planning Org. (MPO): non-MPO	



**Memorandum of Agreement
for the
Local Match Contribution
(Federal Earmark AK-126)
for the
Cape Blossom Road Project
between
The State of Alaska Department of Transportation and Public Facilities
and
The City of Kotzebue**

The purpose of this amendment is to modify the local match contribution required based on updated total project cost estimates (federal and match dollar amounts combined).

1. The City of Kotzebue (CITY) hereby agrees to provide **SIX HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETY-TWO DOLLARS AND 00/100 (\$625,992.00)** to the State of Alaska Department of Transportation & Public Facilities (ADOT&PF) to fulfill the CITY'S share of the local match contribution required for the design and construction of the Cape Blossom Road project. The local match contribution shall be a lump sum payment made by the CITY to ADOT&PF prior to obligation of federal funds for each phase of the project.
2. The local match contribution is based on a 9.03% match ratio required for federal-aid funding. In addition, a 50% contingency is required for design and a 15% contingency for construction.
3. The ADOT&PF and the CITY will execute an amendment to this Memorandum of Agreement (MOA) if changes are needed to the scope, schedule and/or project estimates. The CITY will be required to provide additional match funds associated with an increase to the project estimates. Upon project completion and final project closeout, if the final cost is less than the current estimated total cost, the local contribution will be recalculated and any excess funds will be refunded to the CITY.
4. ADOT&PF agrees to construct this project in accordance with the federally approved scope of work and schedule:

Project Scope: Construct a road from Kotzebue to Cape Blossom.

The project schedule for obligation of funds is amended as follows:

Amendment 1 Schedule

Phase	FFY	Federal Earmark Amount	Base Match Required	Total Phase Estimate	Cont %	Contingency Required	Amended Required Match Contribution
2 - Design	2013	\$619,737.00	\$61,517.00	\$681,254.00			\$61,517.00
2 - Design	2014	\$818,730.00	\$81,270.00	\$900,000.00	50%	\$40,635.00	\$121,905.00
3 - Right of Way	2014	\$1,546,490.00	\$153,510.00	\$1,700,000.00	30%	\$76,785.00	\$230,265.00
4 - Construction	2014	\$1,859,823.00	\$184,613.00	\$2,044,436.00	15%	\$27,692.00	\$212,305.00
		<u>\$4,844,780.00</u>	<u>\$480,910.00</u>	<u>\$5,325,690.00</u>		<u>\$145,082.00</u>	<u>\$625,992.00</u>

Phase 2 and 3 Match Contribution Amount \$413,687.00
 Match amount paid by City of Kotzebue on January 11, 2013 -\$92,378.00
 Balance of phase 2 (design) and 3 (right of way) match contribution
 that is due now \$321,309.00

Total Match Contribution Remaining for the construction phase \$212,305.00

ADOT&PF may alter this funding schedule for reasons that are beyond its control, including elimination or restriction of funds at the federal level. If ADOT&PF does not otherwise maintain its commitment to this funding schedule, the CITY shall have the option of withdrawing from the MOA and shall be reimbursed for its local match contribution.

5. The CITY and ADOT&PF may amend this agreement by mutual consent.



 Clement Richards, Sr., Mayor
 City of Kotzebue

1-6-2014

 Date



 Steve Titus, P.E., Regional Director
 Department of Transportation & Public Facilities

1/31/14

 Date

Maintenance and Ownership Agreement
Between
The State of Alaska Department of Transportation and Public Facilities
(DOT&PF)
and
The City of Kotzebue (City)
for the
Cape Blossom Road Project
AKSAS #76884

1. PURPOSE:

The purpose of this agreement is to arrange the future ownership and maintenance for the Cape Blossom Road project aka Cape Blossom Road.

- a. Convey that the above mentioned parties will cooperate to provide for physical design and construction of the Cape Blossom Road project.
- b. Convey that the City of Kotzebue will accept ownership responsibility and provide for the future maintenance of the Cape Blossom Road.

2. DOT&PF DOES HEREBY AGREE TO THE FOLLOWING:

- a. Provide overall project design and construction management oversight.

3. THE CITY HEREBY AGREES TO THE FOLLOWING:

- a. Accepts ownership and all maintenance responsibilities for the completed Cape Blossom Road.

4. IT IS MUTUALLY AGREED THAT:

- a. The above parties will coordinate funding for design and construction through the multitude of funding sources that are available.
- b. The above parties will coordinate to provide any temporary construction easements and necessary right of way or other permissions, as needed to complete the construction of this project.

- c. The above parties will coordinate and participate in the review of the final design plans prior to construction.
- d. The above parties will coordinate and participate in the Final Inspection of the construction project. The purpose of this inspection is to insure that the project is constructed in reasonable conformance with the design plans in preparation of acceptance of maintenance responsibilities.
- e. Each party agrees that it will be responsible for its own acts and results thereof, and each party shall not be responsible for the acts of the other agency.
- f. This agreement may be revised as needed by issuance of a written amendment that is agreed to and signed by the affected parties.



Clement Richards, Sr.
Mayor
City of Kotzebue

September 18, 2014
Date



Robert A. Campbell, P.E.
Acting Northern Regional Director
Department of Transportation & Public Facilities

10-28-14
Date



THE STATE
of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Headquarters

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

February 5, 2019

Dr. Lewis Pagel, Mayor
City of Kotzebue
POB 625
Kotzebue, AK 99752

William Reich, City Manager
City of Kozebue
POB 46
Kotzebue, AK 99752

Dear Mayor Pagel and Mr. Reich,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Cape Blossom Road Project. Public engagement and participation are important components to the success of the ADOT&PF mission.

The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction, which will follow our standard project development process. In response to comments for the Kotzebue Cape Blossom Road project, the DOT&PF has removed the Illustrative funding code and replaced it with Advance Construct (AC) funding as was shown in the prior approved STIP. The Fairbanks Planning Field Office will work with the community regarding the process needed to move forward to construction, which may include project scoring at an upcoming CTP PEB.

If you have additional questions or concerns, please contact Margaret Carpenter, Planning Manager at margaret.carpenter@alaska.gov or 907.451.2252.

Sincerely,

A handwritten signature in blue ink that reads "Maren Brantner".

Maren Brantner
STIP Manager

Wendel, Courtney E (DOT)

From: Lanien Livingston <LLivingston@fnsb.us>
Sent: Friday, December 14, 2018 2:25 PM
To: dot.stip
Cc: Donald Galligan; Lanien Livingston
Subject: FNSB Comments on the Draft Amendments to the 2018-2021 STIP for the Rosie Creek Road Improvements and the Richardson Highway Bicycle Pedestrian Path
Attachments: FNSB Comments on Draft Amendments to 2018_2021 STIP for the Rosie Creek and Richardson Hwy Bicycle Pedestrian Path.14 DEC 2018.pdf
Importance: High

Good afternoon. On behalf of FNSB Mayor Bryce J. Ward, please find attached to this email our comments on the Draft Amendments to the 2018-2021 STIP for the Rose Creek Road Improvements and the Richardson Highway Bicycle Pedestrian Path.

Thank you for the opportunity to provide these comments.

Sincerely,
Ms. Livingston

Lanien M. Livingston
Fairbanks North Star Borough
Public Information Officer
& Executive Communications Specialist

✓ WEB: www.fnsb.us
☎ PHONE: (907) 459-1304
📠 FAX: (907) 459-1102

Find us on Facebook: <https://www.facebook.com/FNSBGov/>
Follow us on Twitter: https://twitter.com/Fairbanks_NSB

Reminder! Written communications with public officials including Borough employees generally are considered a public record and are subject to disclosure (viewing and/or copying of the communication) pursuant to a public records request.



Fairbanks North Star Borough

Mayor's Office

907 Terminal Street PO Box 71267 Fairbanks, Alaska 99707-1267 (907)459-1300 FAX (907)459-1102

December 14, 2018

Ms. Judy Chapman, Acting Program Development Coordinator
State of Alaska Department of Transportation & Public Facilities
Division of Program Development
Attn: Statewide Transportation Improvement Plan
P.O. Box 112500
Juneau, AK 99811-2500

Sent Electronically to: dot.stip@alaska.gov

Re: Comments on the Draft Amendments to the 2018-2021 Statewide Transportation Improvement Plan for the Rosie Creek Road Improvements and the Richardson Highway Mile Point Mile Point 358-364 (Milepost 357-362) Bicycle/Pedestrian Path.

Dear Ms. Chapman:

The Fairbanks North Star Borough (FNSB) Administration appreciates the opportunity to submit comments regarding the Draft 2018-2021 Statewide Transportation Improvement Program (STIP) Amendment Number two.

We are pleased to see many projects in the Borough being moved forward, including the Aurora Drive Noyes Slough Bridge #0209 Replacement in Fairbanks, and the Gold Mine Trail Road Upgrade which will be constructed in summer 2019.

We are, however, concerned about the funding for two very important projects in FNSB slipping to after 2021. These projects are **Rosie Creek Road Improvements, Need ID: 25596**, and **Richardson Highway Mile Point 358-364 (Milepost 357-362) Bicycle/Pedestrian Path, Need ID: 25598**. With the military expansion at Eielson Air Force Base, this area of the Borough served by this pathway is forecast to grow.

The population data forecast in the Eielson Regional Growth Plan and the Salcha-Badger Subarea Plan indicate that much of the population growth impacts will occur in the Badger Road area. The link between Badger Road and Fairbanks is a critical connection for bicycle and pedestrian mobility which will only see the demand grow in the near term.

In addition, DOT received local planning authority (LPA) approval for this project from FNSB Planning Commission on October 10, 2017, and quoting the terms of our MOU Agreement, "Any of the following circumstances would generally require re-submittal: (3) A lapse of two years or more between FNSB approval and the DOT&PF-FHWA design approval", thus the DOT would have to reapply for LPA approval.

Please reconsider moving the construction funding beyond 2021, and leaving it as an "Advance Construct" project in 2019.

Finally, the Rosie Creek Road Improvements project has been delayed once before through the STIP amendment process. The FNSB remains committed to this project and has the entire local match requirement ready to go as soon as the Federal portion of the project is obligated. This project is important for the continued mobility in a growing part of the FNSB, and it will improve safety by improving its intersection with Chena Ridge Road.

We ask that you accelerate the right-of-way acquisition and consider leaving this project in 2021 for construction.

Thank you for your consideration and the opportunity to provide comments.

Respectfully,

Bryce J. Ward

Mayor
Fairbanks North Star Borough



THE STATE
of ALASKA

GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Headquarters

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

February 4, 2019

Mayor Bryce Ward
Fairbanks North Star Borough
907 Terminal Street
Fairbanks, AK 99707

Dear Mayor Ward,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Transportation Improvement Program (STIP). The Department values your comments regarding the Rosie Creek Road Improvements and Richardson Highway Milepost 357-362 Bicycle and Pedestrian Path projects. Public engagement and participation are important components to the success of the ADOT&PF mission.

We are committed to advancing the Rosie Creek Road Improvements project to construction as soon as the project is ready, however, there is additional unexpected right of way acquisition necessary. The anticipated construction year is now as soon as 2022.

The Richardson Highway Milepost 357-362 Bicycle and Pedestrian Path project is nearing completion of the design phase and requires additional permitting from the Alaska Railroad before the plans can be completed. We recognize that the North Pole area is growing at a faster rate than other areas in the borough and acknowledge that this is important infrastructure for the community.

If you have additional questions or concerns, please contact Margaret Carpenter, Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maren Brantner".

Maren Brantner
STIP Manager

Wendel, Courtney E (DOT)

From: Rose Foley <Rose.Foley@akleg.gov>
Sent: Monday, December 17, 2018 3:22 PM
To: dot.stip
Cc: Lincoln, John F (LEG)
Subject: Comment on Draft STIP Amendment #2 - Kotzebue Cape Blossom Road (Need ID 18634)
Attachments: Cape Blossom Road STIP Comments 12.17.18.pdf

Good afternoon,

Attached is a comment from Rep. John Lincoln on the Kotzebue Cape Blossom Road, which is included in the proposed STIP Amendment #2.

Thank you,

Rose Foley
Office of Rep. Lincoln
(907) 465-5286

ALASKA STATE LEGISLATURE

REPRESENTATIVE JOHN LINCOLN



ALASKA
STATE CAPITOL
JUNEAU, ALASKA 99801-1182
(907) 465-3473

TO: Alaska Department of Transportation
Division of Program Development

FROM: Rep. John Lincoln

DATE: December 17, 2018

SUBJECT: STIP Amendment #2 – Kotzebue Cape Blossom Road (Need ID 18634)

I am writing to express my support for construction of the Kotzebue Cape Blossom Road, STIP Need ID 18634. It is my understanding that this project was scheduled for construction in 2019 in the previously approved 2018-2021 STIP but is now proposed to be delayed by STIP Amendment #2 to complete the Community Transportation Program (CTP) scoring process. DOT/PF officials has stated to my office that following completion of the CTP scoring process, the project will likely be included for construction funding in STIP Amendment #4 in 2019.

I recognize the importance of complying with all requirements related to federal transportation funding, including the CTP scoring process. However, this long-pursued project is an important connection that will provide near-term access to gravel resources and improved search-and-rescue abilities, as well as the eventual potential of a deep water port in the region. The City of Kotzebue has worked to advance this project since 2005 and remains committed to seeing ground broken as soon as practicable.

The Kotzebue Cape Blossom Road continues to be a priority road construction project in the region. With the completion of the required CTP scoring exercise, I look forward to this project being funded in a future amendment to the STIP. If my office can be of assistance in facilitating the construction of the Cape Blossom Road, please contact me.



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

**Department of Transportation and
Public Facilities**

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Headquarters

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

January 28, 2019

Representative John Lincoln
State Capitol Room 432
Juneau AK, 99801

Dear Representative Lincoln,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding funding for the construction of the Cape Blossom Road Project. We are committed to this project and recognize the importance it has in not only Kotzebue, but in Northwest Alaska. Public engagement and participation are important components to the success of the ADOT&PF mission.

The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction, which will follow our standard project development process. In response to comments for the Kotzebue Cape Blossom Road project, the DOT&PF has removed the Illustrative funding code and replaced it with Advance Construct (AC) funding as was shown in the prior approved STIP. The Fairbanks Planning Field Office will work with the community regarding the process needed to move forward to construction, which may include project scoring at an upcoming CTP PEB.

If you have additional questions or concerns, please contact Margaret Carpenter, Planning Manager at margaret.carpenter@alaska.gov or 907.451.2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maren Brantner".

Maren Brantner
STIP Manager

Wendel, Courtney E (DOT)

From: Liz Cravalho <Liz.Cravalho@nana.com>
Sent: Monday, December 17, 2018 5:00 PM
To: dot.stip
Subject: 2018-2021 STIP Amendment 2: NANA Support for Kotzebue Cape Blossom Road
Attachments: 2018.12 LOS Kotzebue Cape Blossom Road.pdf

Good afternoon,

Please see the attached,

Best regards,

Liz Qaulluq Cravalho

Liz Qaulluq Cravalho | Vice President of External and Government Affairs
NANA | P. O. Box 49, Kotzebue, Alaska 99752
Direct 907 442 8135 | Cell 907 223 4409 | liz.cravalho@nana.com

December 17, 2018

Alaska Department of Transportation & Public Facilities
Division of Program Development
ATTN: STIP
PO BOX 112500
Juneau, AK 99811-2500

Regarding: Comments on the 2018-2021 STIP Amendment 2 and the Kotzebue Cape Blossom Road (ID: 18634)

To whom it may concern:

NANA Regional Corporation supports the construction and completion of the new road from Kotzebue to Cape Blossom where a new port or harbor will be constructed. The completion of the road is one important step in efforts to reduce the cost of living for residents of the Northwest Arctic Borough and shareholders living in the NANA region. Additionally, the road and eventual port or harbor will support search and rescue efforts in the area as well as research in Arctic waters.

NANA has demonstrated our commitment to this project by providing right of way access through NANA lands and supporting the leadership of the City of Kotzebue in advocating and securing funding for the road. The City of Kotzebue has made significant progress over the past thirteen years making this project shovel ready with several partners including the U.S. Army Corps of Engineers and the Alaska Department of Transportation and Public Facilities.

Prolonging funding of the Cape Blossom Road will mean further delays in the ability of this important project to have meaningful impacts on the high cost of living which also hamper business and economic development in the area. Kotzebue's cost of living is approximately 61 percent higher than Anchorage and these costs impact the rest of the communities in the NANA region that utilize the community as a hub for gasoline, home heating fuel, food, construction materials, etc.

Additionally, as maritime activity in the Arctic increases, Cape Blossom can serve as a key strategic location for response to maritime incidents and Arctic maritime research. A system of ports and harbors is going to be key in supporting the protection of subsistence hunters and fisherman, natural resources, and other Arctic activities.

In conclusion, NANA supports funding the Kotzebue Cape Blossom Road Project to completion. The road will have a significant positive impact on the future of not only Kotzebue, but the entire NANA region.

Sincerely,



Elizabeth Carvalho
Vice President, External Affairs



THE STATE
of **ALASKA**

GOVERNOR MICHAEL J. DUNLEAVY

**Department of Transportation and
Public Facilities**

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Headquarters

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

January 28, 2019

Elizabeth Cravalho
NANA
Po Box 49
Kotzebue, AK 99752

Dear Ms. Cravalho,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding funding for the construction of the Cape Blossom Road Project. Public engagement and participation are important components to the success of the ADOT&PF mission.

The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction, which will follow our standard project development process. In response to comments for the Kotzebue Cape Blossom Road project, the DOT&PF has removed the Illustrative funding code and replaced it with Advance Construct (AC) funding as was shown in the prior approved STIP. The Fairbanks Planning Field Office will work with the community regarding the process needed to move forward to construction, which may include project scoring at an upcoming CTP PEB.

If you have additional questions or concerns, please contact Margaret Carpenter, Planning Manager at margaret.carpenter@alaska.gov or 907.451.2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maren Brantner".

Maren Brantner
STIP Manager