

Letter 2 Sent to Don Young  
in WASH D.C.

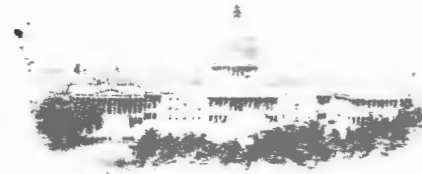
In 1982 and 1984 The Kenai peninsular Borough  
sold Approximately 15,000 Acres for a planned  
subdivision Grey-Cliff and Moose Point at the  
end of the Kenai Spurn Highway. Don Young  
Appropriated over a 6 million dollar TEA-21 grant  
Resolution 2002-142. Mike Chwuit Alaska  
legislature Appropriated \$250,000 for Borough's  
portion The money has been used and reached  
8.1 miles. I TALKED TO Don Young on local  
radio Talk show (sound-off) he said if GRANT  
money again came available there would be  
a good chance he again could get money  
to finish Road Thru out both subdivisions The  
8.1 mile Extension has made Development and  
increased TAX base. Now President Joe Biden  
has a 1.75 Trillion dollar infasture program  
partly for Roads and TRANSPORTION projects  
This would increase Development, Access and  
Jobs now Access is limited to Beach  
Access and a couple limited swampy pipeline  
Accesses and are paying Borough Tag #55  
and now has been 40 years since sale

I'm inclosing information of progress

Thank you  
907-776-8788

Tim O'Brien  
49181 Freda Drive  
Kenai, ALASKA 99611

**DON YOUNG**  
CONGRESSMAN FOR ALL ALASKA  
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Congress of the United States  
House of Representatives  
Washington, D.C. 20515

January 4, 2022

COMMITTEE ON  
NATURAL RESOURCES  
CHAIRMAN EMERITUS  
  
COMMITTEE ON  
TRANSPORTATION & INFRASTRUCTURE  
  
REPUBLICAN  
POLICY COMMITTEE  
  
CANADA-U.S.  
INTER-PARLIAMENTARY GROUP

*Reply From  
Don Young*

Timothy O'Brien  
49181 Freda Dr.  
Kenai, AK 99611

Dear Timothy,

Thank you for contacting me with your views on, and suggestions for what became H.R. 3684, the Infrastructure Investment and Jobs Act (IIJA) commonly referred to as the bipartisan infrastructure bill. Throughout the process that led up to the passage of this historic legislation for our nation and for Alaska I have appreciated having the benefit of your thoughts.

I have long believed that our nation's infrastructure is foundational to a strong economy and society. Beginning in the spring, I was able to speak directly with President Biden and Secretary Buttigieg on multiple occasions about the need for an infrastructure bill and the unique needs of Alaska. I outlined for them my views on how to define infrastructure, pay for it, and maximize support in Congress.

After a lengthy legislative process and unnecessary delays perpetrated by House Democrats, I voted in support of the IIJA on November 5, 2021, and it was signed into law on November 15, 2021. Our country is an economic powerhouse in no small part due to the federal government's investment in transportation infrastructure and public works projects. Perhaps more than anyone else, Alaskans know just how vital reliable infrastructure is to stay connected with one another and secure upward economic mobility.

As this bill was being drafted and debated, I looked at some of our roads, bridges, and ports, and I did not like what I saw. I believe that the IIJA was the best chance to make the federal investments necessary to modernize and strengthen America's infrastructure needs for the next century and beyond.

Was this bill perfect? No, but truthfully, few pieces of legislation are. However, I firmly believe that we cannot sacrifice the good for the perfect. Very frankly, inaction on federal infrastructure investments risks our nation's fundamental economic independence and strength. This bill is historic not only because it increases federal funding for existing federal infrastructure programs, but it also provides \$550 billion of

new funding to address new and additional infrastructure needs such as broadband and drinking and wastewater projects.

As you well know, Alaska is unlike any other state in the union. Our unique, often harsh terrain means we have very different infrastructure needs than the Lower 48. I am very pleased by the investments this bill makes in Alaska. The IJA delivers historic levels of support for the state's surface transportation program building on the incredibly generous funding formula I created under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. The bill authorizes \$3.5 billion in federal Highway funding for Alaska over five years. This means we can rebuild, maintain, and construct new roads and highways to better serve Alaskans and keep them safe. The benefits for our state do not stop at highway funding alone.

The Alaska Marine Highway System (AMHS) is an integral part of Southeast's transportation portfolio, and I have been a long-time supporter of the system. In fact, it was again my bill SAFETEA-LU that made it possible for the AMHS to qualify as a "highway" for the purposes of federal funding in the first place. This bipartisan infrastructure bill builds on this progress by providing \$1 billion for essential ferry service to rural Alaskan communities. Additionally, it provides \$73 million for the construction of new ferries for Alaska, while providing funding for an electric ferry pilot program to help our fleet run cleaner. Finally, for the very first time, the AMHS, will be eligible to receive future federal highway aid funds for operation and repair. To say that this bill is a game-changer for Southeast is an understatement -- this is a once-in-a-generation investment opportunity for Southeast Alaska's families and economy.

In addition to the support for highways and ferries, the bill we passed provides significant funding to support ports of all sizes in Alaska, including the Port of Alaska in Anchorage. Alaska also stands to receive \$250 million for remote and subsistence harbor construction, which will help rural communities off the road system receive a true lifeline. From food and gasoline to medical supplies and raw materials, ports are essential for Alaskans in remote areas. Further, this legislation takes needed action to fund the Coast Guard's unfunded priority list for projects which will benefit Coast Guard service members in places like Kodiak, Seward, and Ketchikan.

In conjunction with hard infrastructure, this bipartisan bill will fund projects of great importance to Alaska. The COVID-19 pandemic shined a spotlight on the need for fast and reliable broadband access. I welcome the bill's investments in our state's rural broadband connectivity, and I am confident that students, businesses, and families will benefit greatly from this broadband funding. I am especially glad that our Alaska Native communities will receive needed support to bolster their own transportation programs. This is especially critical as they work to recover from the devastation caused by the pandemic.

The Denali Commission is a crucially important agency for rural Alaskans. Since its creation by Congress in 1998, the Denali Commission has done needed work to



provide utilities, infrastructure, and economic support throughout Alaska. Ensuring the Commission has the resources necessary to carry out its mission has always been one of my highest priorities. The bipartisan bill we passed authorizes \$75 million for the Denali Commission to keep up its hard work on behalf of Alaskans.

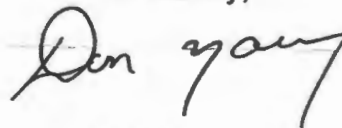
When it comes to the scope and subjects that this bill contemplates, I have made it abundantly clear that I did not like the process by which this bill made it to the House Floor. It should have moved through regular order, allowing Transportation Chairman DeFazio and Ranking Member Graves to improve the bill. This more open and transparent process would have allowed more members of the House to participate in the process and in my opinion would have generated broader bipartisan support in the House.

But there are no do-overs now, and too much of America's infrastructure is already in the 11th hour of its usefulness. This is a solid piece of legislation that will help set the stage for the next century of American competitiveness. Alaskans have known for many years how close transportation is to my heart. In my life, I've driven tanks, captained boats, mushed dogs, and flown planes, among other forms of transportation. I have always stood up for our state's unique needs, and it is my great hope that this bipartisan infrastructure legislation helps America continue to lead the world and better compete with our adversaries.

I am grateful to everyone who helped make this bill a reality, including our own Senators Lisa Murkowski and Dan Sullivan. This bill is an example of how effective the Alaska Congressional Delegation is at standing up for the needs of Alaska and delivering. Throughout my career, I have prided myself on working solve the problems the Alaskan people bring to my attention and this effort was no different.

Thank you again for contacting my office. Please don't hesitate to keep in touch about this or any other issue of concern to you.

Sincerely,



DON YOUNG  
Congressman for All Alaska

DY/KS

P.S. If you haven't already, I would encourage you to sign up for my e-newsletter at <https://donyoung.house.gov/forms/emailsignup> and visit my Facebook page at <https://www.facebook.com/RepDonYoung>. Doing so will allow me to provide you with updates on this and other important issues. If I can be of any assistance in the future, please do not hesitate to contact me.