

# Senate Transportation Committee

**Ryan Anderson, P.E.**

Commissioner

**Katherine Keith, PMP, PMI-ACP**

Deputy Commissioner

**Dom Pannone**

Director of Program Management  
& Administration

December 5, 2025

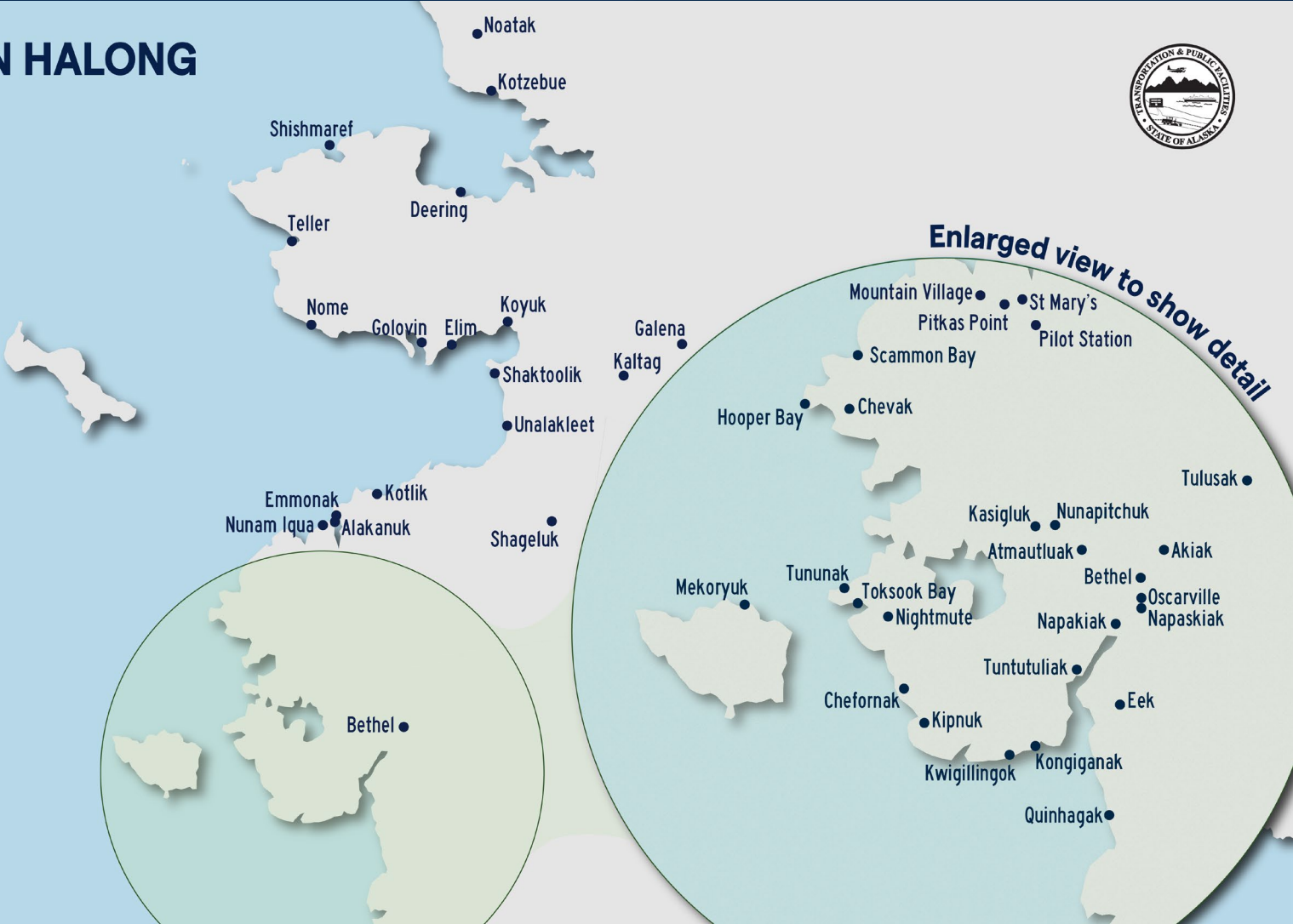


KEEP ALASKA MOVING

# West Coast Alaska Storm – Typhoon Halong

## 2025 TYPHOON HALONG IMPACT AREA

- |              |                  |
|--------------|------------------|
| Akiak        | Mekoryuk         |
| Alakanuk     | Mountain Village |
| Atmautluak   | Napakiak         |
| Bethel       | Napaskiak        |
| Chefornak    | Nightmute        |
| Chevak       | Noatak           |
| Deering      | Nome             |
| Eek          | Nunam Iqua       |
| Elim         | Nunapitchuk      |
| Emmonak      | Oscarville       |
| Galena       | Pilot Station    |
| Golovin      | Pitkas Point     |
| Hooper Bay   | Quinhagak        |
| Kaltag       | Saint Mary's     |
| Kasigluk     | Scammon Bay      |
| Kipnuk       | Shageluk         |
| Kongiganak   | Shaktoolik       |
| Kotlik       | Shishmaref       |
| Kotzebue     | Teller           |
| Koyuk        | Toksook Bay      |
| Kwigillingok | Tuluksak         |
|              | Tuntutuliak      |
|              | Tununak          |
|              | Unalakleet       |





# DOT&PF Metrics

## West Coast Storm 2025: Team Response



**50+** Communities impacted by two typhoon surge storms

**250+** DOT&PF Employees Statewide

Active Incident Command Structure across operations, logistics, planning, finance and community engagement.  
Leading statewide data-assessment efforts for all agencies.

**15+** Contractors Rebuilding Infrastructure

**11+** Air Carriers Delivering Critical Supplies

**55+** Suppliers

**1,000,000+ lbs** Materials Delivered So Far

Working through the **Statewide Emergency Operations Center**, in collaboration with state agencies, nonprofit and private partners, the Governor's Office, and federal agencies to restore transportation systems and assist affected communities.



# STRUCTURE



COMMISSIONER

DEPUTY COMMISSIONER

## STRATEGIC ASSETS

Alaska International  
Airport System

Alaska Marine  
Highway System

Statewide  
Equipment Fleet

Division of Facilities  
Services

## INFRASTRUCTURE DEVELOPMENT

Project Management  
Office

Project Delivery

### REGIONS

NORTHERN

CENTRAL

SOUTHCOAST

## MAINTENANCE & OPERATIONS

Measurement Standards  
& Commercial Vehicle  
Compliance

Statewide Aviation

### REGIONS

NORTHERN

CENTRAL

SOUTHCOAST

## CROSS-FUNCTIONAL SUPPORT

Program Management  
& Administration

Data Modernization  
& Innovation

Procurement

Communications

Legislative Office

Civil Rights Office

Safety, Emergency  
& Security

Our divisions are structured for routine operations - but when Alaska faces big challenges, we act as **One DOT&PF**. That means shared resourcing, unified permitting, coordinated programming, and decisive field leadership.



# LNG Transportation Corridor:

*What's at Stake for Alaska*

## World-Class Transportation Infrastructure: Supporting Alaska's LNG Gasline

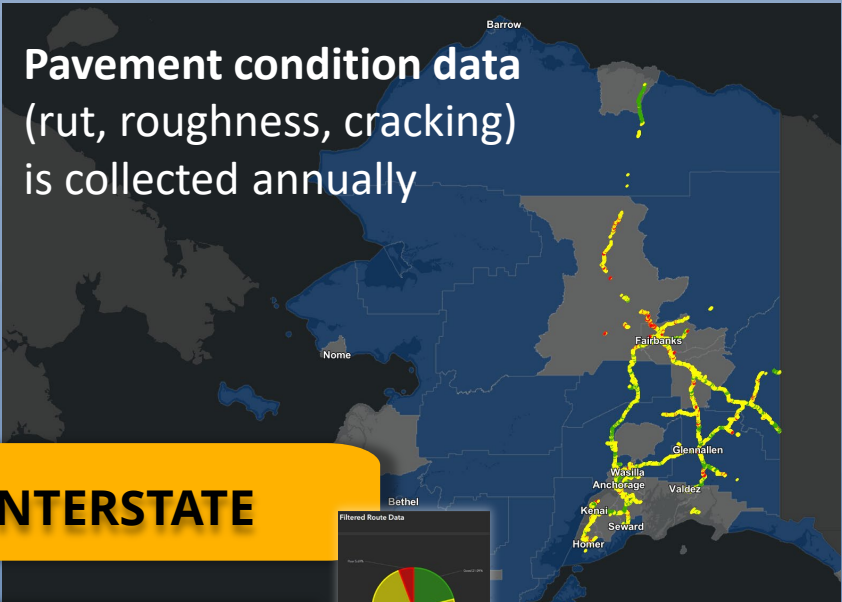
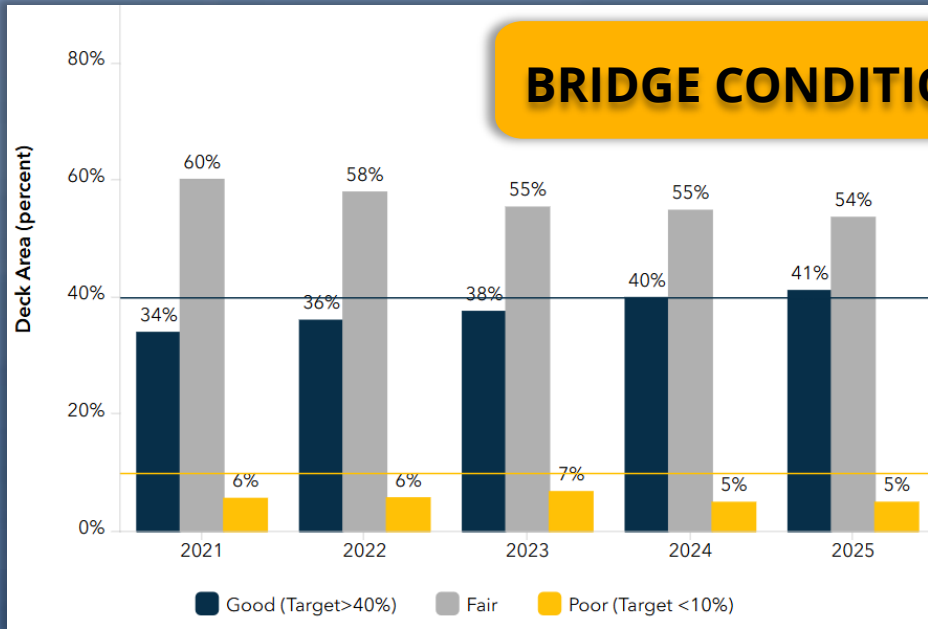


# Highway Assets & Conditions

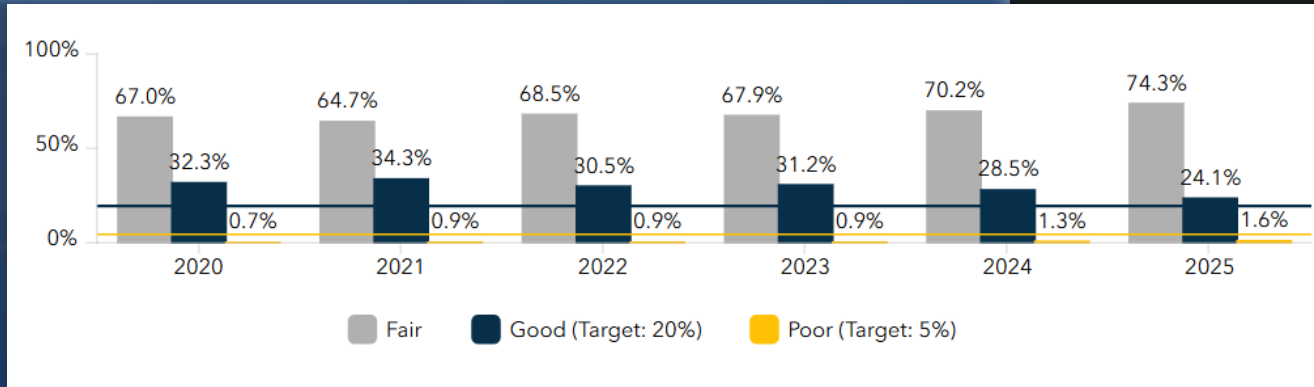
Readiness for Increased Freight and Construction Traffic



Explore Data: Infrastructure Conditions Along the Proposed LNG Pipeline Route Dashboard



## PAVEMENT OVERALL CONDITION BY YEAR: INTERSTATE





# Fairbanks Gateway to the North

DOT&PF maintains and improves the multimodal connections that enable Fairbanks' role as Alaska's inland logistics hub.

## Critical Connections:

- Alaska Railroad Rail Yard
- Johansen Expressway
- Parks Highway
- Steese Highway / Expressway
- Richardson Highway

*Focus: Steese – Johansen Intersection*

*Alaska DOT&PF Maintenance and Operations Northern Region*

*Fairbanks was the core staging hub during TAPS construction—and remains Alaska's inland logistics hub today. It's where the rail line ends and the Haul Road begins, supporting major pipe and materials transfer from rail to highway. Under HB 119, a gas spur to Fairbanks is mandated, reinforcing its role as a critical intermodal node for future LNG development.*

*Photo: Pipeline sections at Flowline in Fairbanks, Alaska, where materials are prepared for delivery.*

# Dalton Highway – Strategic Backbone

The Dalton Highway is Alaska's energy corridor — connecting the state's interior, pipeline infrastructure, and Arctic resources to the national network.



Highway	Total Hwy miles	Asphalt miles	Gravel miles
Dalton	414	159	255

## Operational Realities

- 1,000-mile round trip from Fairbanks to Prudhoe Bay
- Heavy maintenance demand: gravel, aggregate, and waysides
- Revoking PLO 5150 ensures long-term access to material sites and staging areas
- Harsh conditions require constant investment to maintain reliability

## Investment in Corridor Resilience

- Capital Investment 2015-2025: \$465.6 million
- Planned 2026-2031: \$454 million
- Total (2015-2031): ~\$920 million



# Kenai Spur Reroute – Readiness Pathway

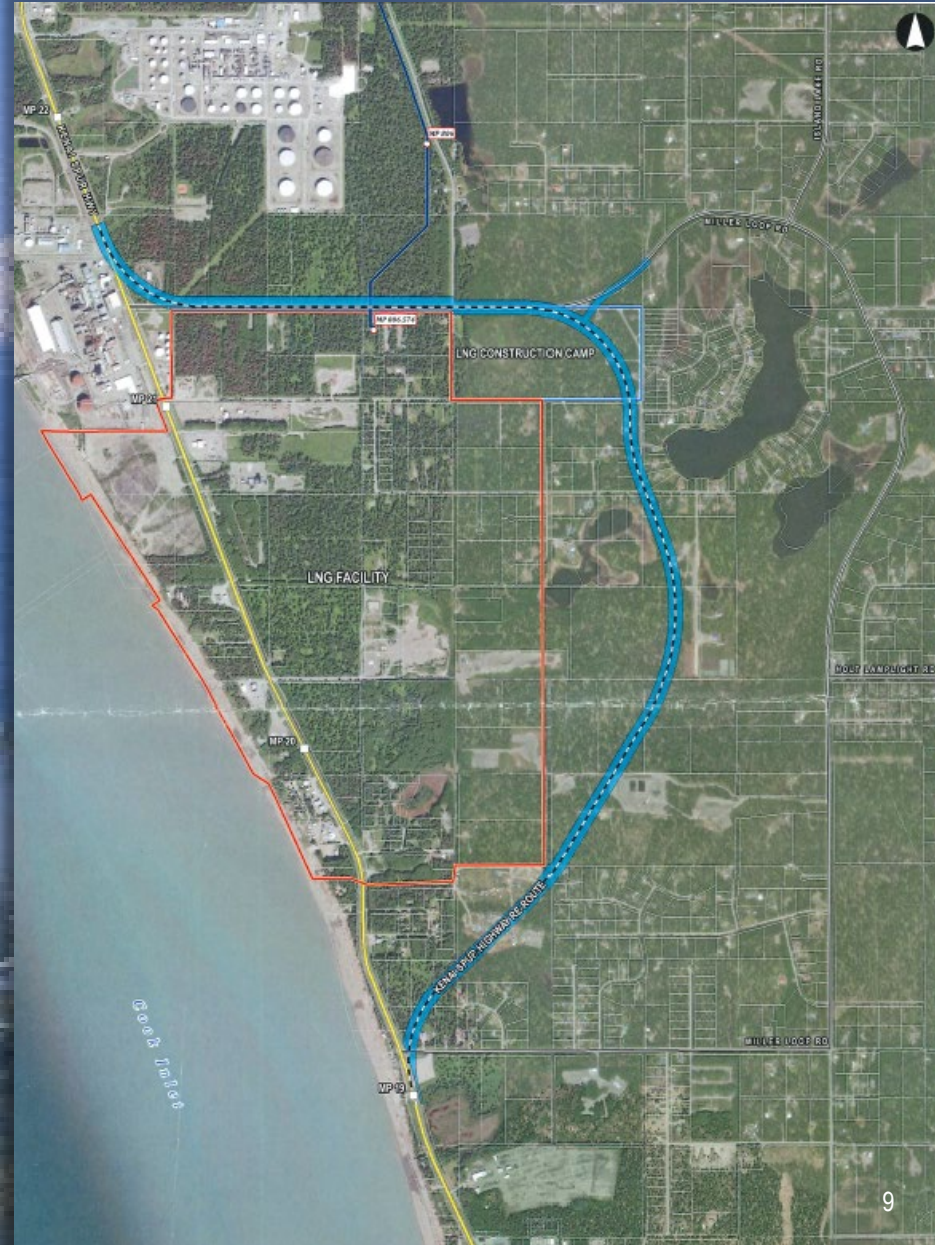
Supports LNG facility access, community safety, and long-term coastal resilience.

This project ensures continuous surface access to the LNG export site and nearby industrial areas — integrating with marine terminal and highway systems vital for Alaska's energy export readiness.

## Project Overview

- 3.9 miles of new two-lane highway construction
- Realignment supports LNG facility expansion and safety access
- Avoids active coastal erosion and unstable soils
- Maintains community and industrial access during future buildout

Estimated Cost: \$30-\$40 million





# Mat Su Logistics Corridor

## Building Alaska's Intermodal Future

### Key Strategic Assets

- Port MacKenzie – Deep-draft port and intermodal connector
- Point MacKenzie Rail Extension – ties port to Alaska Railroad mainline
- West Susitna Access Road – Opens access to recreation, and pipeline construction / maintenance access.
- AKLNG Pipeline Corridor – West of Susitna River
- Knik Arm Crossing (Bridge or Tunnel) – Future fixed link to Anchorage, completing Southcentral's logistics loop.
- Sustainable Aviation Fuel Development





# Aviation Infrastructure

## Essential to Alaska's Energy and Logistics Network



### Haul Road Airports:

- Deadhorse
- Happy Valley
- Galbraith Lake
- Chandalar Shelf
- Coldfoot
- Prospect Creek
- Livengood Camp

### Parks Highway Airports:

- Nenana Municipal
- Clear
- Healy River
- Summit
- Willow

### International Cargo and Passenger Hubs:

- Fairbanks International Airport
- Anchorage International Airport

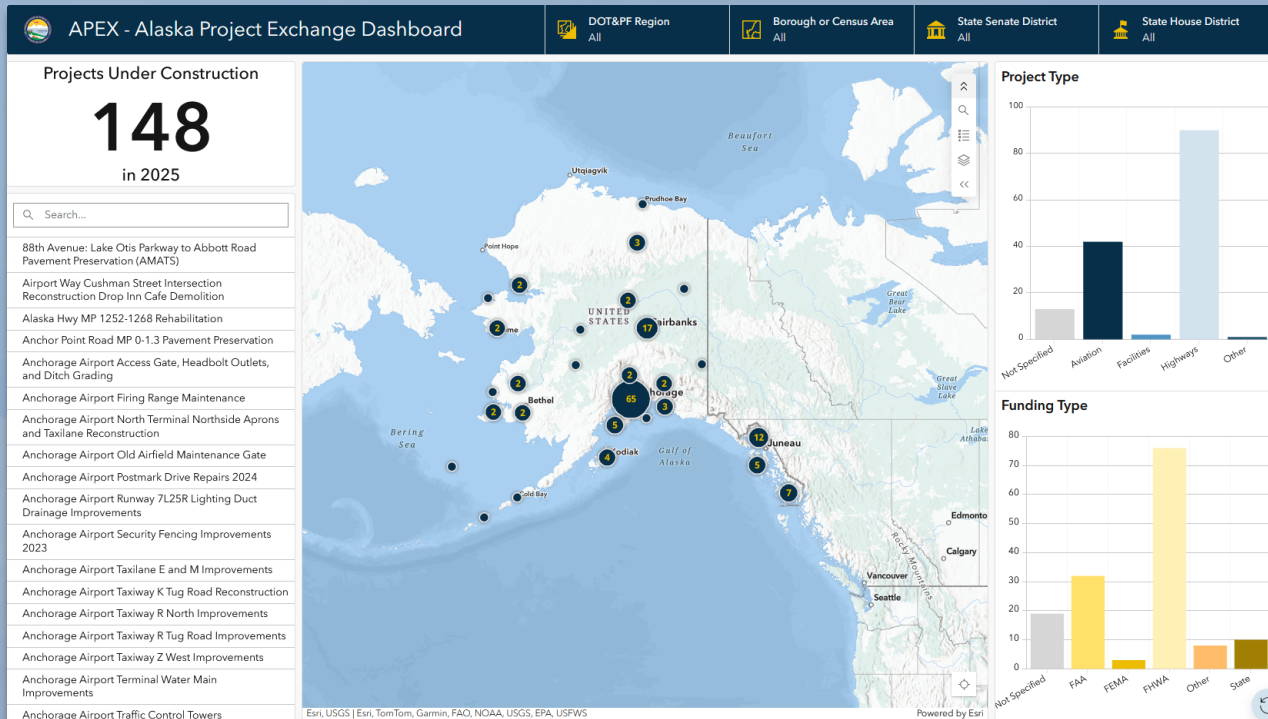


Aviation provides critical logistics support for Alaska's energy and infrastructure development — from cargo and workforce transport to emergency response and construction staging.

Anchorage and Fairbanks serve as international cargo hubs, while rural airports along the corridor sustain operations and community access during construction.

# FFY2025 Project Delivery Program Review

## Construction Activity and Goals



## Focused Infrastructure Areas

- Bridges
- Pavement
- New roads and realignments

## Tentative Advertise List:

<https://dot.alaska.gov/procurement/awp/tas.html>

## Current Bid Calendar:

<https://dot.alaska.gov/procurement/awp/bids.html>

## Contract Award Status:

<https://dot.alaska.gov/procurement/awp/cas.html>

### Project Delivery Fiscal Year Trends and FFY2025 Projections

Fiscal Year	Contract Awards (\$m)	Contractor Payments (\$m)	FHWA Obligations (\$m)	FAA Obligations (\$m)	Disc. Grant Obligations (\$m)
FFY2022	\$815.2	\$894.4	\$812.2	\$256.0	
FFY2023	\$736.7	\$1,022.0	\$792.8	\$229.3	
FFY2024	\$630.6	\$1,144.7	\$662.8	\$244.8	
FFY2025 Projected*	\$935.0	\$885.7	\$900.0+ **	\$235.8	\$564.9M

\* All projected values are contingent on federal appropriations and may be adjusted based on Congressional funding decisions, particularly while operating under a Continuing Resolution (CR), which may affect the timing and distribution of federal allocations. Projected numbers are also contingent on project delivery timelines.

*\*\* Obligation totals include August Redistribution, with preliminary estimates exceeding \$120 million for FFY2025. Advance Construction (AC) agreements, an essential financial tool allowing project acceleration, are not considered obligations. However, repayment of AC does constitute an obligation, thereby impacting fiscal projections.*



# FFY2025 Project Delivery Program Review

## Contract Awards

### Contract Awards FFY 2025: \$897,230,167

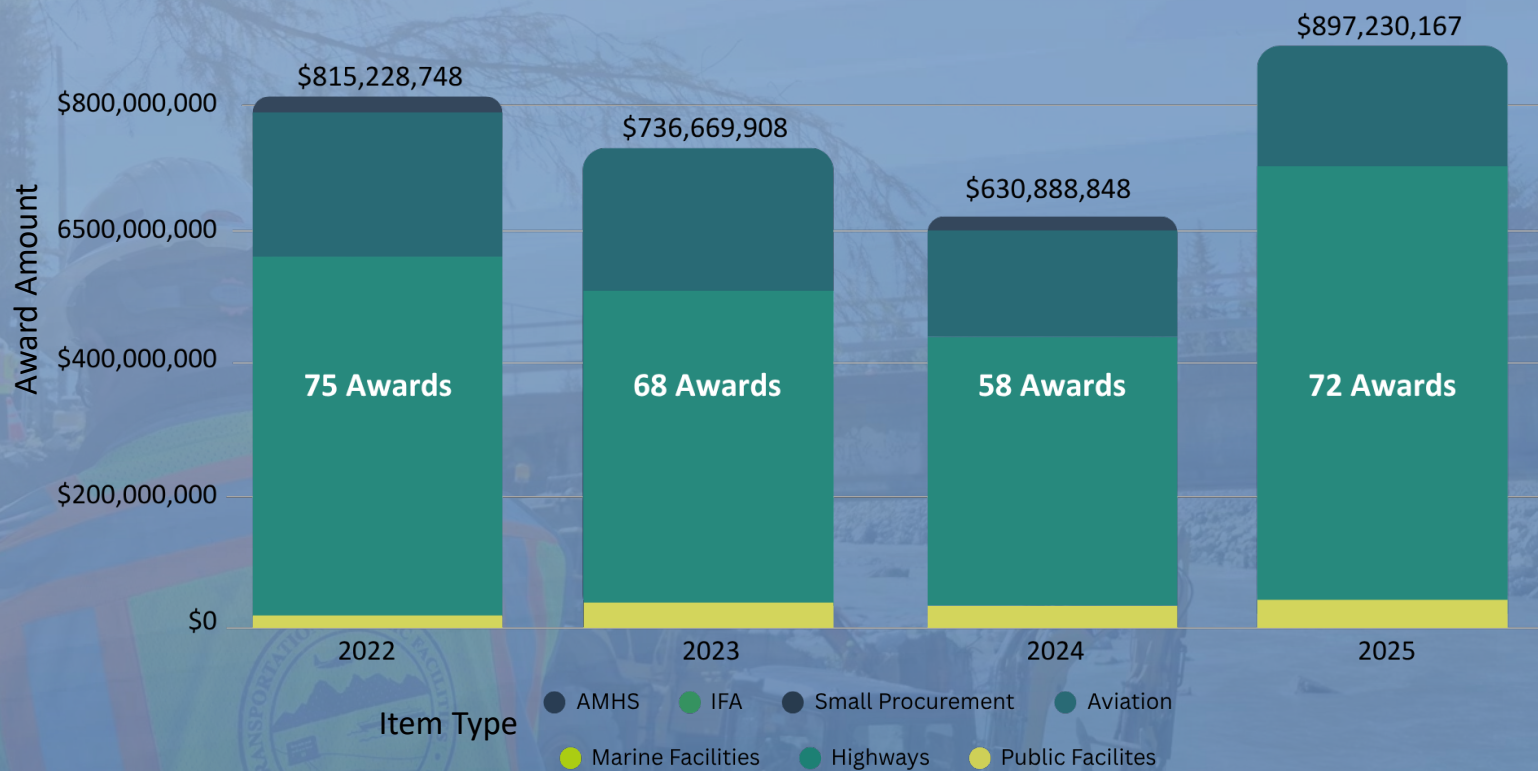
**Regional:**

Northern  
\$369,082,182

Central  
\$365,101,097

Southcoast  
\$163,046,888

**All Awards by Type (FFY)**  
(Including Sterling Highway MP 45-60 Sunrise to Skilak Lake Rd Reconstruction Stage 1B CM/GC, 10/2/2025)



AMHS: Alaska Marine Highway System  
IFA: Inter-Island Ferry Authority

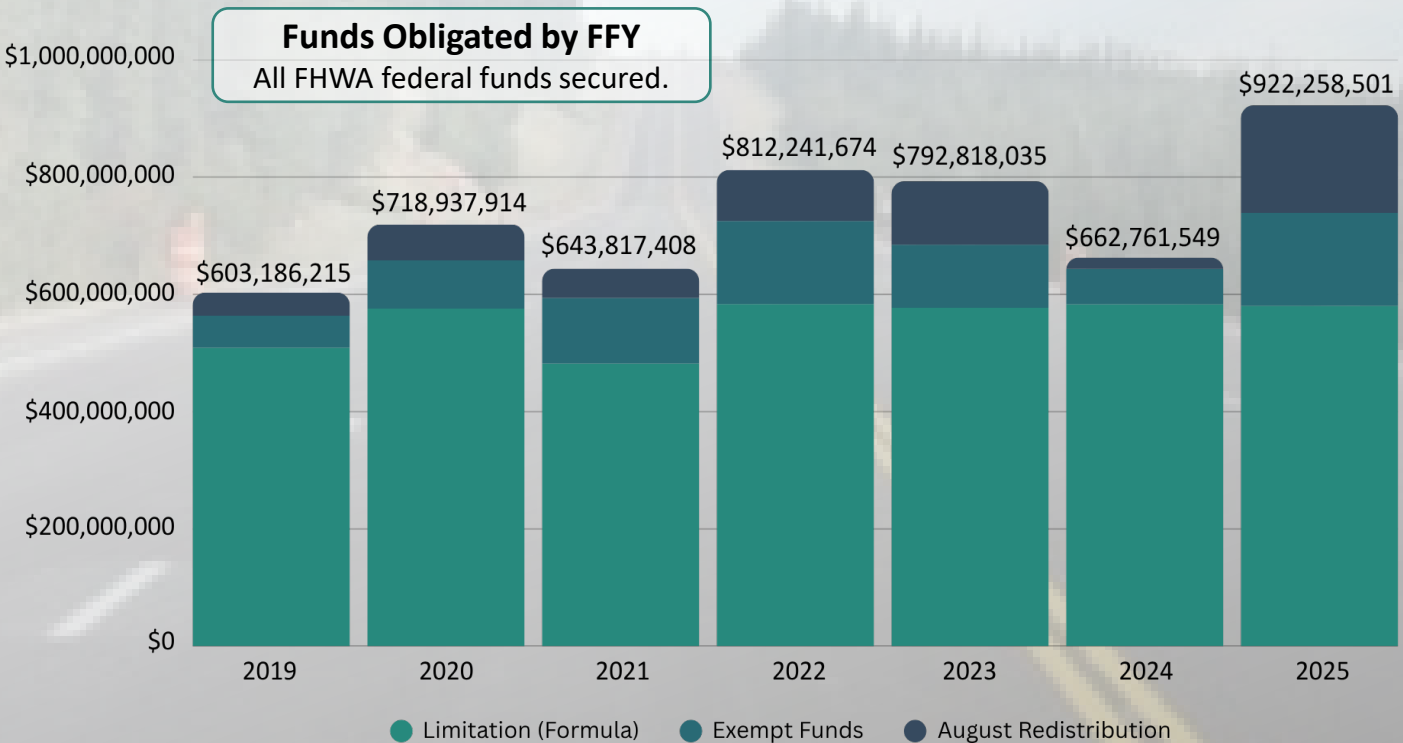


# FFY2025 Project Delivery Program Review

## Obligations and Grants – Highways

### FHWA Funds Obligated in FFY 2025: \$922,258,501

FFY25 marks the highest level of federal highway funds ever delivered in Alaska DOT&PF history



Our team successfully obligated 100% of available formula funds — plus an additional \$183 million through August redistribution.

Our performance reflects excellent collaboration with FHWA Alaska Division and project readiness across all regions.





# FFY2025 Project Delivery Program Review

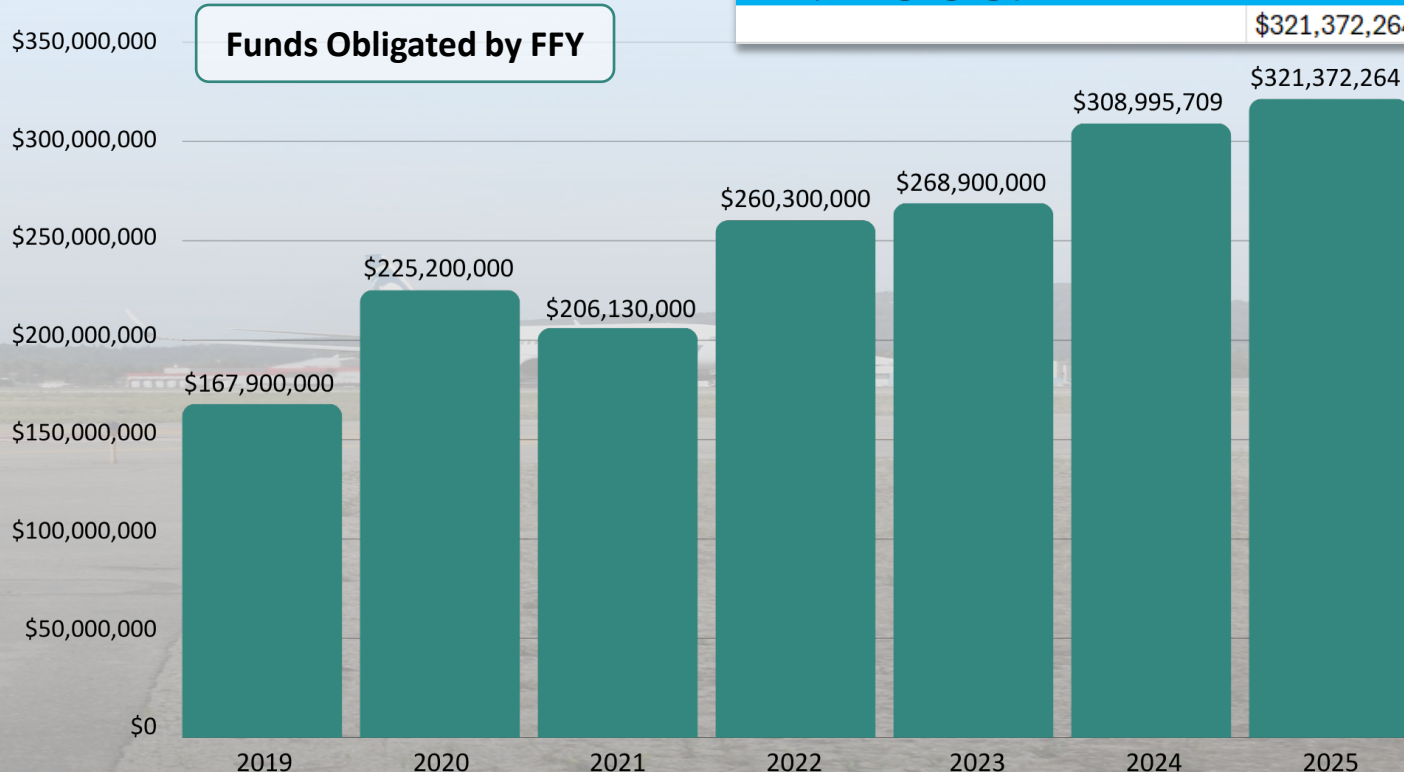
## Obligations and Grants – Airports

**Airport Grants: \$321.4 Million Secured in FFY25**

FAA Airport Improvement Program (AIP) and BIL funds continue to increase, supporting safety, access, and economic opportunity statewide.

Our performance reflects excellent collaboration with FHWA Alaska Division and project readiness across all regions.

SRE & ARFF Equip.	\$22,035,614
Safety & Stds. Improvements	\$41,691,958
Terminal & Bldgs	\$50,009,019
Airfield Ltg. & Vis Aids	\$12,841,139
Surface Perserv. Maint.	\$4,000,535
Airfield Rehabilitation & Reconstruction	\$182,055,293
Planning	\$3,512,659
Other (Fencing, Signage)	\$5,226,047
	<b>\$321,372,264</b>

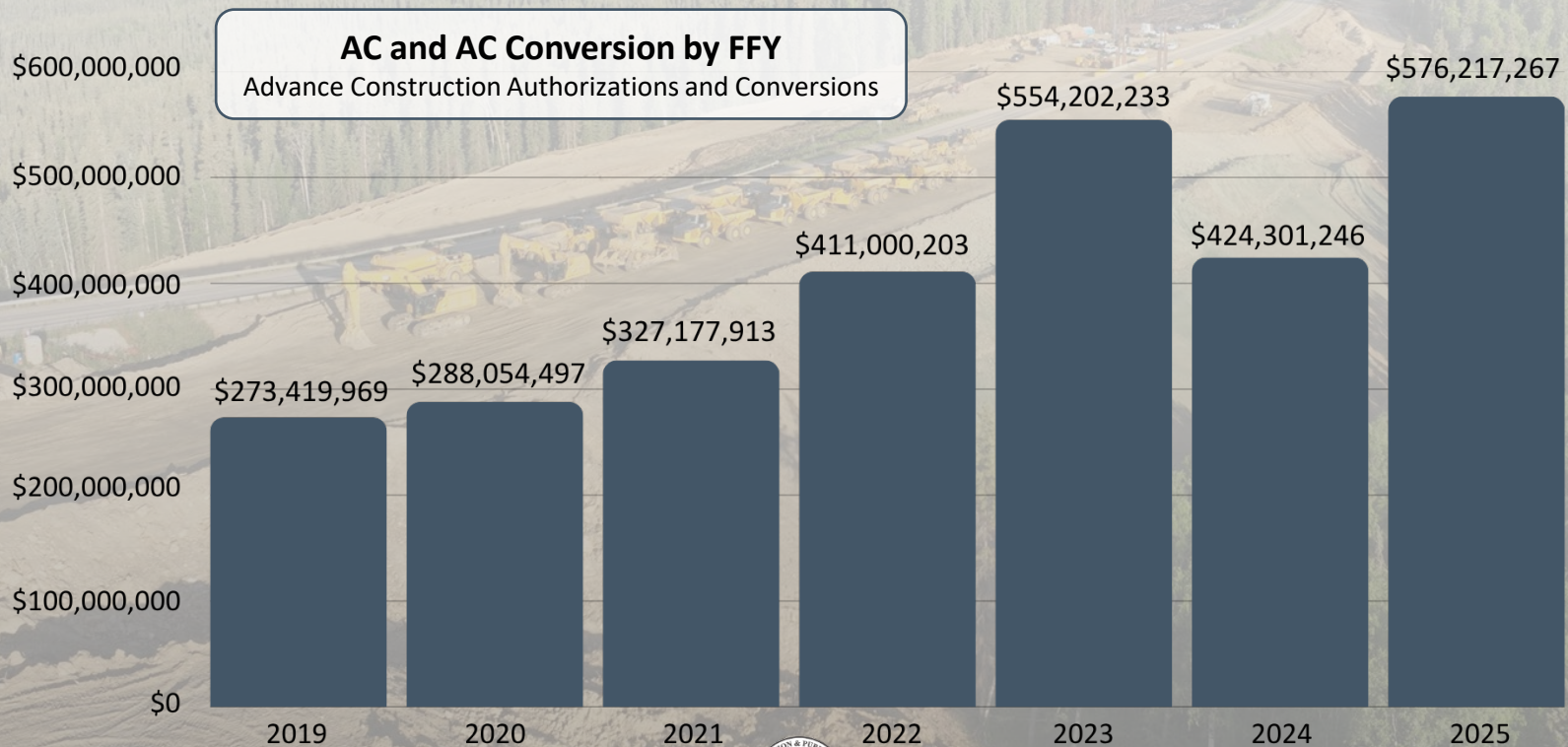


# FFY2025 Project Delivery Program Review

## Advance Construction

### Advance Construction (AC): A Tool for Project Delivery

- Allows DOT&PF to begin projects under this authority and convert to federal funds later
- Ensures continuous project delivery even when federal obligation limits are reached
- FFY2025 balance: \$576 million, reflecting a strong project pipeline
- Balance managed carefully to align with federal reimbursements and construction schedules



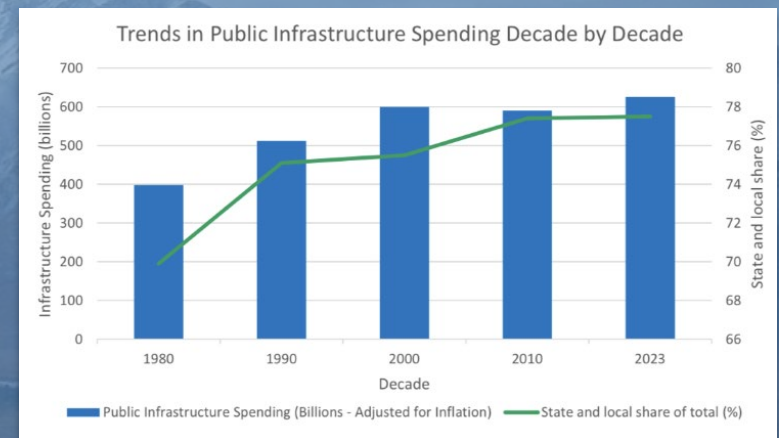
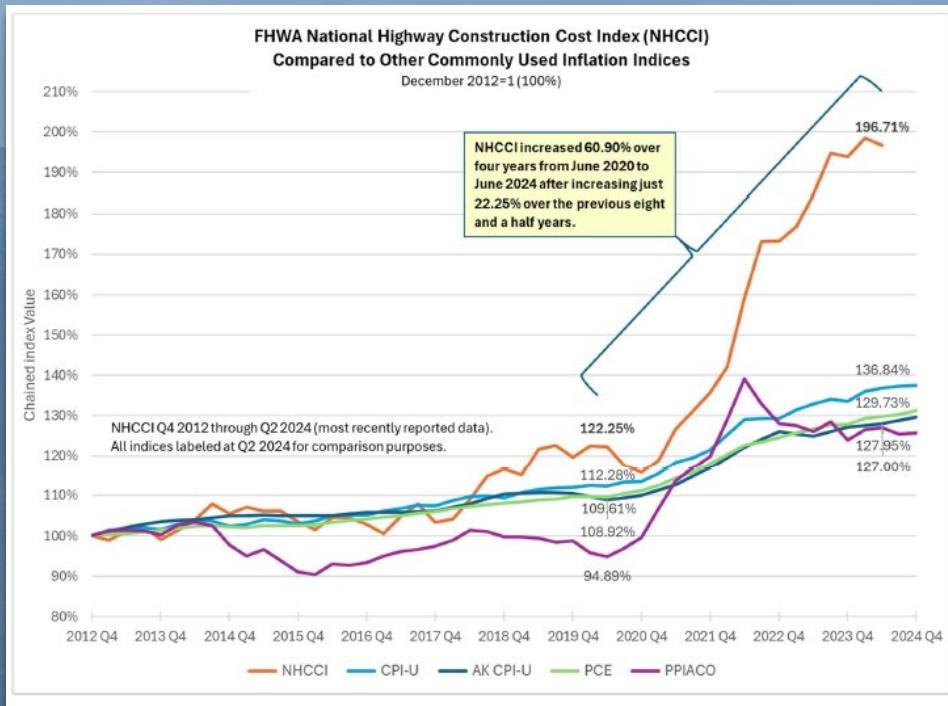


# FFY2026 Construction Pipeline

## Challenges and Focus

### FFY2026 Project Delivery — Forecast and Outlook

- Inflation-adjusted program to maintain buying power
- Strategic use of Advance Construction to sustain delivery
- Continuous review of project timelines and readiness
- Shelf-ready projects to capture federal opportunities
- Focused on steady delivery despite rising construction costs



Eno Center for Transportation, 2025



# FFY2026 Construction Pipeline

## Forecasted Contract Awards

### Program Outlook

- 91 projects planned for advertisement: \$670M–\$1.1B total value
- 60 highway, 19 airport, and 8 other infrastructure projects
- 24 additional shovel-ready projects valued at \$200–\$314M ready for advancement

### Current Listing Summary

Download this Data >

This dashboard displays data on construction projects that are tentatively planned to be advertise in the next 12 months.

Number of Projects on List

91

Value Low

\$670,100,000

Value High

\$1,098,500,000

No Changes Since:

9/29/2025 1:15pm

Highway Projects

60

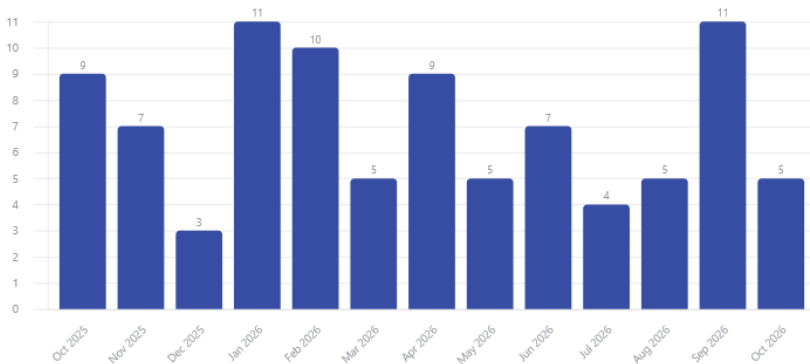
Airport

19

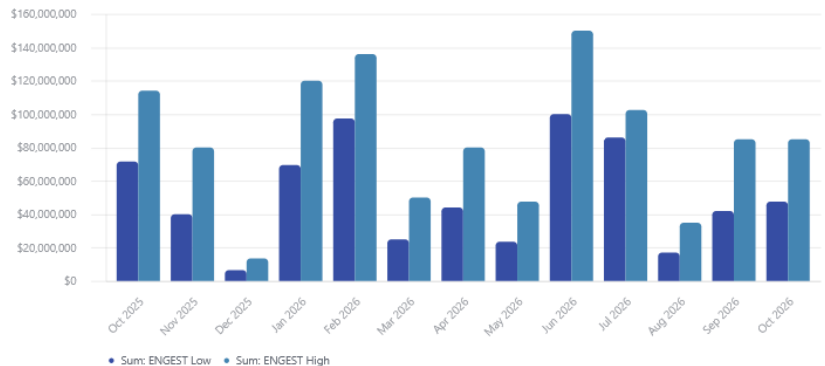
Other

8

Total Projects by Month



Engineers Estimate Low/High by Month



### Shovel Ready Projects

Projects shovel ready in the next year but not on the Advertise List primarily due to funding, or other reasons.

Project Count

24

Value Low

\$200,700,000

Value High

\$314,000,000



# Capital Major Program Expenditures

## Federal Fiscal Year

FFY2023		FFY2024		FFY2025	
Major Program	Expenditures	Major Program	Expenditures	Major Program	Expenditures
AMHS	\$ 18,322,641.06	AMHS	\$ 12,919,148	AMHS	\$ 24,675,767
DRER	\$ 45,137,507.66	DRER	\$ 10,230,479	DRER	\$ 16,606,360
FAPT	\$ 223,655,582.45	FAPT	\$ 315,815,311	FAPT	\$ 296,159,752
FHWY	\$ 631,573,500.53	FHWY	\$ 695,596,565	FHWY	\$ 597,115,342
GRNT	\$ 25,598,714.81	GRNT	\$ 21,113,000	GRNT	\$ 26,089,553
HARB	\$ 2,807,004.93	HARB	\$ 3,511,870	HARB	\$ 9,954,607
PFAC	\$ 1,679,996.76	PFAC	\$ 3,594,241	PFAC	\$ 9,354,317
PLRS	\$ 36,059.97	PLRS	\$ 17,956	PLRS	\$ 17,956
RMBS	\$ 2,591,694.78	RMBS	\$ 1,282,973	RMBS	\$ 6,798,364
SAPT	\$ 12,338,137.79	SAPT	\$ 21,046,493	SAPT	\$ 10,822,939
SHWY	\$ 58,242,945.47	SHWY	\$ 59,522,927	SHWY	\$ 55,588,368
<b>Grand Total</b>	<b>\$ 1,021,983,786.21</b>	<b>Grand Total</b>	<b>\$ 1,144,650,962</b>	FTAG	\$ 12,775,793
				XMPT	\$ 31,232,055
				<b>Grand Total</b>	<b>\$ 1,097,191,174</b>

Payments made to contractors & vendors by Major Program



# FFY2026 Fiscal Outlook

## Surface & Air Transportation

### Federal Programs Total Combined Investment: ~\$1.98B

#### Surface Transportation (STIP Amendment 2)

##### Total Revenue (FFY2026): \$1.71B

- FHWA Formula Programs: \$966M
- Federal Transit Administration: \$160M
- Federal Transit Discretionary: \$171M
- Advance Construction (State-Funded): \$285M
- Other Federal/Discretionary: \$49M
- State Match: \$76M

##### Programmed Obligations: \$1.45B

##### Program Highlights

- NHPP: \$363M – Core preservation & modernization
- STBG: \$194M – Local access & connectivity
- Bridge Programs: \$80M – State and off-system
- HSIP, Carbon Reduction, CMAQ: \$94M
- Discretionary/Competitive Grants: \$68M

#### Air Transportation (FAA AIP & BIL)

##### Estimated Federal Funding (FFY2026): ~\$272M

- Airport Improvement Program (Apportionment, Entitlements, and Discretionary): ~\$177M
- BIL Infrastructure Grants: ~\$95M

##### Program Focus

- Alaska International Airport System (Anchorage / Fairbanks)
- Rural Airports (235 total count)

##### Focus on

- Airfield rehabilitation, pavement & lighting
- Safety & compliance upgrades
- Rural airport access & maintenance support

*FHWA: Federal Highway Administration*

*FAA: Federal Aviation Administration*

*NHPP: National Highway Performance Program*

*STBG: State Transportation Block Grant*

*HSIP: Highway Safety Improvement Program*

*BIL: Bipartisan Infrastructure Law*

*AIP: Airport Improvement Program*





# FFY2026 Project Delivery

## State Match Projections

SFY2026 CAPITAL – State Match Summary					
Category	Governor Proposed	Enacted Budget	Funding Source	% Change	Allocation Reduction
Total Capital	\$115,971,056	\$45,816,078	UGF	-60.5%	-\$70,154,978
STP (Surface Transportation Program)	\$90,125,981	\$31,849,826	UGF	-64.7%	-\$58,276,155
AIP (Airport Improvement Program)	\$23,773,636	\$13,966,252	UGF	-41.3%	-\$9,807,384
Other	\$1,611,548	\$0	AIDEA	-100.0%	-\$1,611,548
Safety	\$59,891	\$0	AIDEA	-100.0%	-\$59,891
FTA (Transit)	\$400,000	\$0	AIDEA	-100.0%	-\$400,000

### Current Status

- \$70M state match shortfall following FY2025 legislative actions and vetoed reappropriations
- DOT&PF adjusted STIP—~25 projects deferred 1–3 years to remain within available match
- Continuing delivery through carryforward match and Advance Construction authority

### Program Implications

- DOT&PF can still obligate the program in FFY2026 by paying down Advanced Construction balances.
- Without new match, fewer projects will move to contract award, limiting construction activity
- Deferred work includes major rehabilitation and safety projects statewide

### When Does Match Run Out?

- Timing depends on bid schedules and obligation pace
- Match balances sustain early FY2026, but a fix is needed to maintain momentum



# FFY2026-2029 Statewide Transportation Improvement Program (STIP)

- Avoid delays caused by major multi-year approvals
- Better alignment with local/regional planning (Municipal Planning Organizations - MPOs, Transportation Improvement Plans - TIPS)
- Greater responsiveness and flexibility to changing priorities
- Improved transparency and public engagement
- More reliable fiscal constraint and realistic scheduling



3/27/24

## STIP Approved

FHWA and FTA partially approve STIP, issue Federal Planning Findings, allowing six months for corrective actions.

9/26/24

## Amendment #1

FHWA and FTA partially approve STIP Amendment #1. Issue Federal Planning Findings.

11/20/24

## DOT&PF & FHWA Washington D.C. Meeting

Alaska DOT&PF Leadership meets with FHWA Washington D.C. leadership. FHWA provides clarifications, clearing way for Richardson MP 346 & Safer Seward Highway, among other items.

1/08/25

## FHWA & FTA Early Review

Alaska DOT&PF provide draft for FHWA and FTA for early review.

7/15/25

## Approval of STIP Amendment #2

FHWA and FTA approval anticipated in July 2025, after 30 day review.

Spring 2025

## Amendment #2 Available for Public Review Spring 2025

DOT&PF conducts 30+ day public comment period

2/14/25

## STIP Amendment #2 Available for Public Review

Alaska DOT&PF opens public review and comment of Amendment #2. Public comment open through March 20, 2025.

Winter 25/26

## 2026-2029 Rolling STIP Available for Public Comment

Alaska DOT&PF will introduce a rolling STIP in late 2025/early 2026. This will be a four-year document and allow for more flexibility in STIP renewal time frames.

February 2026

## 2026-2029 Rolling STIP Submittal

FHWA will conduct a 30 day review process.

March 2026

## Anticipated Approval of 2026-2029 Rolling STIP

FHWA and FTA approval anticipated in March 2026.





# Thank You.

Ryan Anderson, P.E.  
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KEEP ALASKA MOVING

Cover photos by Alaska DOT&PF Staff:  
*Sunset departure, Anchorage International Airport.* By Christopher Cummins  
*Alaska Range from the Richardson Highway.* By Dennis Bishop  
*Aboard the MV LeConte sailing Lynn Canal to Juneau from Haines.* By Andrea Deppner