



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

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January 20, 2026

The Honorable Ashley Carrick
Co-Chair, House Transportation Committee
Alaska State Legislature
Capitol Building, Room 406
Juneau, AK 99801-1182

The Honorable Ted Eischeid
Co-Chair, House Transportation Committee
Alaska State Legislature
Capitol Building, Room 412
Juneau, AK 99801-1182

Members of the House and Senate Transportation Committee and other signatories
Alaska State Legislature
Capitol Building
Juneau, AK 99801-1182

Dear Representatives Carrick and Eischeid, Members of the House and Senate Transportation Committees, and other signatories:

Thank you for your December 23, 2025 letter regarding Highway Safety Improvement Program (HSIP) programming in Anchorage. I appreciate your continued engagement on traffic safety and your shared interest in reducing fatal and serious-injury crashes.

As part of DOT&PF's review of Federal Fiscal Year (FFY) 2026 HSIP project proposals, the Department identified a growing number of requests for lane reductions and roadway reconfigurations across the Anchorage area, affecting more than ten highway corridors. While there is a strong interest in achieving safety benefits at specific locations through these infrastructure improvements, DOT&PF also recognized the need to understand potential system-level impacts—particularly on arterial corridors and the interstate system—including effects on traffic operations, freight movement, and maintenance responsibilities beyond a single roadway. In response, DOT&PF established a formal screening and analysis policy in late July 2025 to ensure proposed projects are supported by data-driven evaluation, including traffic and safety analysis, maintenance considerations, and location-specific constraints such as freight needs. The majority of the proposed lane reduction projects had not yet undergone this level of analysis; that work has since been initiated. As these analyses are completed, DOT&PF will revisit the projects to ensure they are appropriately considered within HSIP, consistent with the program's safety purpose.

With this analytical framework in place, DOT&PF engaged closely with the Municipality of Anchorage to identify which safety needs could be advanced in the near term while broader proposals continue through

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appropriate technical review. This coordination focused on aligning project readiness, delivery capacity, and available federal tools to ensure that critical safety improvements could proceed without delay.

Through this State–Municipality coordination, DOT&PF refined the FFY 2026 HSIP funding plan to better align project readiness, delivery capacity, and available federal tools. For FFY 2026, the revised plan advances more than \$30 million in Anchorage-area HSIP investments, including targeted safety improvements on Ingra Street, Gambell Street, Tudor Road, A Street, and 5th Avenue, as well as regionwide signal, lighting, and systemic safety upgrades. These projects address documented crash patterns using federally eligible safety countermeasures and are positioned for obligation and delivery within FFY 2026.

To support accelerated delivery, DOT&PF is strategically using federal advance construct tools to make funding available sooner, while aligning delivery resources across DOT&PF staff, contractors, and utility partners. We have taken this approach on other priority projects recently, and it allows complex projects—particularly along utility-intensive corridors such as Ingra and Gambell Streets—to move forward on a faster and more coordinated schedule.

Safety is a high priority across DOT&PF’s capital program, and the majority of DOT&PF projects incorporate safety elements through design standards, operational improvements, and targeted enhancements. HSIP is intentionally focused on specific safety problems—locations with documented patterns of fatal and serious-injury crashes—and on a defined set of eligible countermeasures. Project delivery under HSIP and other federal programs depends on federal eligibility, varying federal participation rates by fund type, and the availability of required non-federal match to advance projects into construction. As a result, not every safety-focused project is well-suited for HSIP delivery, even where safety need is clearly established.

In parallel with HSIP investments, DOT&PF and the Municipality of Anchorage have identified additional complementary near-term safety actions that can be delivered quickly if State funding becomes available, and would address urgent needs not always well-suited to HSIP eligibility. These include pedestrian safety median fencing, enhanced lighting, speed management tools, and a dynamic pedestrian lighting pilot. If we can secure the funding, these actions would provide immediate safety benefits while longer-term corridor solutions continue to advance.

In addition, DOT&PF and the Municipality are also working collaboratively on a downtown streets relinquishment concept to better align ownership, operations, and long-term investment with the urban function of downtown corridors. This effort includes coordinated traffic and safety analysis, reconstruction planning, and federal review to ensure future decisions—such as lane configuration changes—are informed by system-level impacts and long-term stewardship considerations.

Thank you again for raising these concerns. Our team welcomes continued dialogue and looks forward to delivering these safety improvements for Anchorage and for Alaskans statewide.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.

Commissioner

Alaska Department of Transportation and Public Facilities

Recipients:

House Transportation Committee

Representative Ashley Carrick (Co-Chair)
Representative Ted Eischeid (Co-Chair)
Representative Louise Stutes
Representative Genevieve Mina
Representative Elexie Moore
Representative Kevin McCabe

Senate Transportation Committee

Senator Jesse Bjorkman (Chair)
Senator Löki Gale Tobin (Vice Chair)
Senator Jesse Kiehl
Senator Bert Stedman
Senator George Rauscher

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Representative Zack Fields
Representative Andi Story
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Representative Carolyn Hall
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Senator Cathy Giessel
Senator Scott Kawasaki
Senator Bill Wielechowski
Senator Matt Claman
Senator Kelly Merrick
Senator Forrest Dunbar