

ALASKA STATE LEGISLATURE

HOUSE TRANSPORTATION COMMITTEE



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Official Business

December 23, 2025

Commissioner Ryan Anderson
P.O. Box 112500
3132 Channel Drive
Juneau, Ak 99811-2500

<<Delivered Electronically>>

Re. Reallocation of Anchorage's HSIP Funds

Dear Commissioner Anderson,

We are writing to request that you restore funding for critical safety projects in Anchorage, which the Alaska Department of Transportation and Public Facilities recently decided to reallocate from the previously programmed Highway Safety Improvement Program (HSIP) FFY 26 funding plan. The affected HSIP projects directly address roads that are dangerous by design. These projects significantly reduce the risk of future deaths and serious injuries by reducing vehicle speeds, reducing the number of vehicle lanes where excessive roadway width is causing fatalities, and by improving sidewalk accessibility in corridors where unsafe pedestrian access has proven to be deadly.

This decision is not merely a technical adjustment. It represents a substantive reversal of long-standing, well-documented collaboration between the State, the Municipality of Anchorage, and the public—and it directly undermines the purpose of the HSIP program: the reduction of fatal and serious-injury crashes through data-driven, federally eligible safety countermeasures.

Contrary to any suggestion that these projects lacked sufficient vetting, coordination, or public engagement, the Anchorage HSIP projects were developed through multiple formal, publicly noticed, and community-facing processes, including multiple Anchorage Assembly Transportation Committee meetings, community council meetings presented by DOT&PF, and extensive public comment opportunities. Taken together, these actions constituted clear evidence of sustained coordination, repeated public disclosure, a good-faith reliance by local partners, elected officials, and the public on DOT&PF's representations.

Further, DOT&PF's own safety plan highlights the need for these projects. In addition to extensive local and regional coordination, DOT&PF has formally incorporated these same Anchorage safety projects into its draft of the Alaska Action Plan (Draft, July 2025) as submitted to USDOT, which identifies the Anchorage HSIP projects as part of the State's priority strategies to address fatal and serious-injury crashes, consistent with the Safe System approach. By including these projects in a statewide plan presented to USDOT, DOT&PF represented them as integral to Alaska's safety performance strategy, and not discretionary or unresolved concepts. Removing these projects from the FFY 2026 HSIP funding plan directly contradicts DOT&PF's own published safety framework and creates an internal inconsistency that is difficult to reconcile with federal expectations, public representations, and prior commitments.

The defunded Anchorage HSIP projects consist of infrastructure treatments expressly identified by the Federal Highway Administration as Proven Safety Countermeasures, including:

- Pedestrian refuge islands
- Road diets and lane reallocations (to provide snow storage space and operational cost savings)
- Improved roadway and intersection lighting
- Signal timing and phasing improvements
- Leading Pedestrian Intervals
- Appropriate speed limits for all users
- Walkway and sidewalk improvements
- Crosswalk visibility enhancements

These countermeasures are nationally validated, cost-effective, and specifically intended for HSIP deployment in locations with documented crash histories and vulnerable road users.

HSIP is a federally required, performance-based safety program. Removing projects after years of coordination—without any intervening change in crash data, eligibility, or federal guidance—raises serious concerns about our ability to maintain trust between the State and our municipal partners, risks underutilization of federal safety funds, and undermines the credibility of DOT&PF's safety planning with federal partners and the public.

At this time, we respectfully request that the DOT&PF immediately reconsider and reinstate the defunded Anchorage HSIP projects in the FFY 2026 program. Further, we ask for consistency between HSIP programming, FHWA Proven Safety Countermeasures, and DOT&PF's own statewide safety plans. Finally, we ask that future DOT&PF policy and/or regulatory/directive changes are communicated transparently and prospectively.

This issue is about sound governance, statewide responsibility, and the protection of all Alaskans. We appreciate your understanding of this critical public safety matter and look forward to updates.

Signed,



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House Transportation Co-Chair
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R – House District 5



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I – House District 14



Representative Ky Holland
I – House District 9

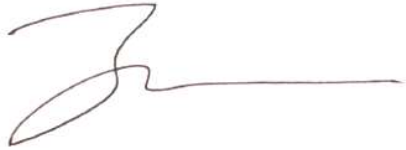


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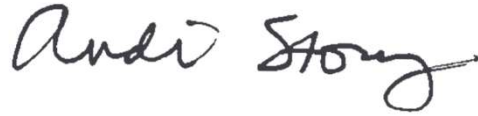


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