

# Senate Transportation Committee

## Department of Transportation & Public Facilities

Ryan Anderson, P.E., Commissioner  
Dom Pannone, Director,  
Program Management and Administration

2026-2029 STIP Update, FY 26 Match, Veto Impacts,  
HSIP Spending Plan Updates  
January 22, 2026



KEEP ALASKA MOVING

# Highway Safety and Alaska DOT&PF

## Foundations and Policy

### Federal Laws and Regulations

- 23 U.S.C. §148 & 23 CFR Part 924

### State Statutes and Administrative Code

- AS 19.10.070 - 072– Speed Limits
- 13 AAC 02.275 - 280 – Basic Speed Rule, Limits, Alterations

### DOT&PF Policies and Procedures

- P&P 05.05.020 – Establishment of Speed Limits and Zones
- 2025 Chief Engineer Directive – Lane Reduction & Road Diet Analysis

### Manuals and Technical Guidance

- Alaska Traffic Manual (ATM)
- Highway Preconstruction Manual (HPCM)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Highway Safety Manual (HSM)
- AASHTO “Green Book” (Policy on Geometric Design)
- Highway Safety Improvement Program Handbook (HSIP)

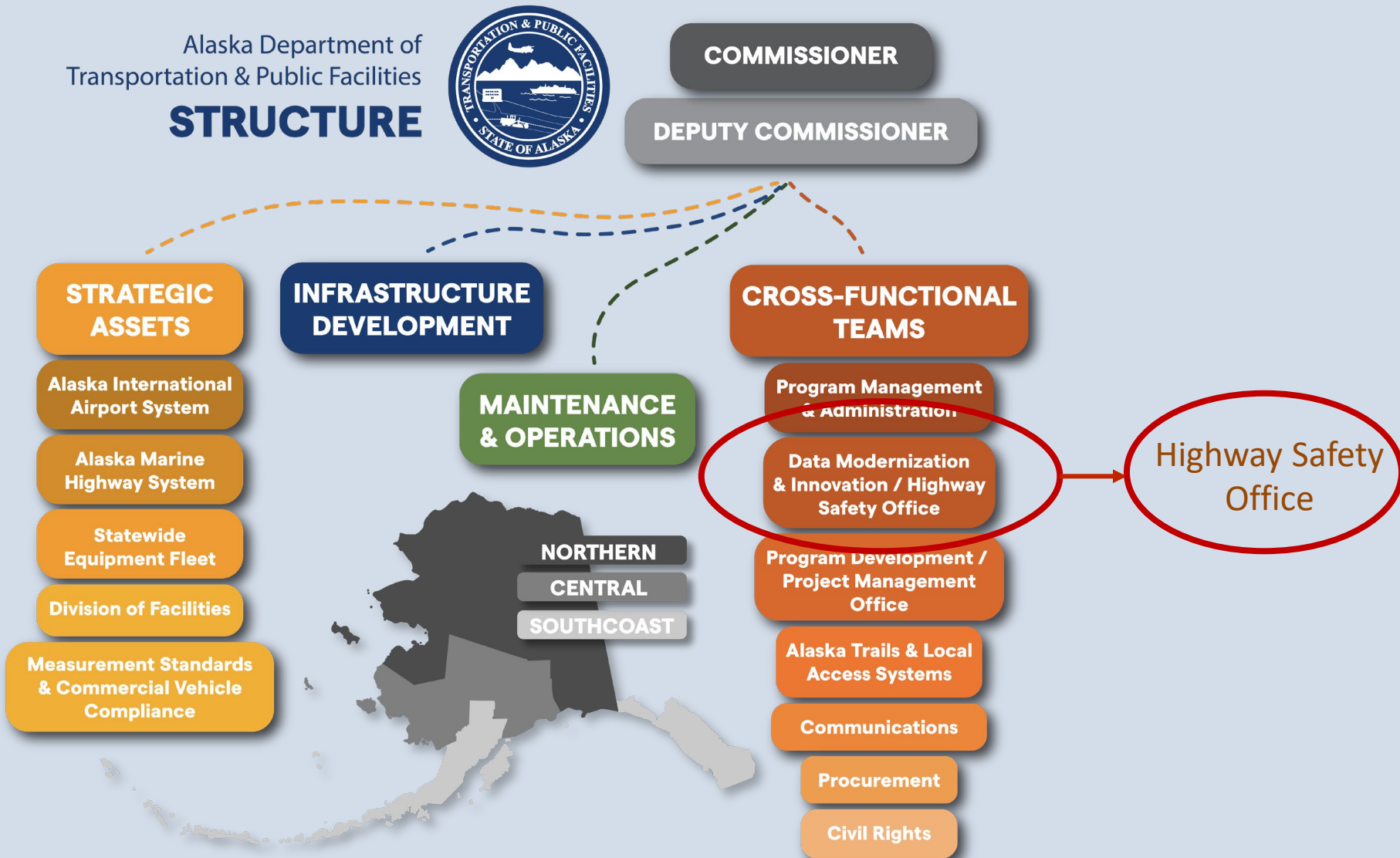
### Safety Plans

- Alaska Strategic Highway Safety Plan (HSP)
- Alaska Highway Safety Plan (SHSP)
- Federal Highway Administration (FHWA) Safety Plans
- American Association of State Highway and Transportation Officials (AASHTO) Strategic Highway Safety Plan (SHSP)



# Highway Safety and Alaska DOT&PF

## Organization



# Highway Safety Improvement Program

## Overview

Under federal law (23 U.S.C. § 148 & 150), states are required to set, monitor, and report safety performance targets as part of the Highway Safety Improvement Program (HSIP). These targets are outcome-based — focused on saving lives and preventing serious injuries — not on spending levels or project counts.

HSIP is the primary federal program states utilize to address and improve safety performance targets.

### **HSIP is a Tool to Impact Targets**

- HSIP funds are programmed to projects that:
  - Address crash types contributing most to fatalities and serious injuries
  - Align with emphasis areas in the Strategic Highway Safety Plan (SHSP)
- Examples:
  - Intersection crashes → signal upgrades, turn lanes
  - Roadway departures → shoulder widening, rumble strips
  - Pedestrian fatalities → crossings, lighting, traffic calming

HSIP does not guarantee target achievement — it is one of several factors influencing outcomes

# Highway Safety Improvement Program

## FFY2026 by the Numbers

HSIP funds are apportioned to states under 23 U.S.C. §104(b)(3). Once apportioned, those funds are subject to statutory set-asides and conditions that determine how portions of the HSIP apportionment must be used.

S120 – HSIP Stand-Alone Safety Projects

S130 – HSIP Railway-Highway Crossing Safety

S148 – HSIP Flex / Core Safety (Alaska Programming Category)

S154 – HSIP Safety Set-Aside (23 U.S.C. §154 – Open Container / Transfer Authority)

S164 – HSIP Safety Set-Aside (23 U.S.C. §164 – Repeat Offender / Transfer Authority)

VRU – Vulnerable Road User (HSIP Set-Aside)

### FFY2026 Alaska HSIP Funding – By Category

<i>HSIP Category</i>	<i>FFY 2026</i>
Core HSIP (S120 / S148 / S154 / S164)	~\$72.0M
Railroad Crossings (S130)	\$0.5M
Vulnerable Road User (VRU)	\$4.8M
Advance Construct / AC Conversion	~\$19.3M

### FFY2026 Alaska HSIP Funding – Regional Summary

<i>Region</i>	<i>FFY 2026</i>
Central Region	\$65.1M
Northern Region	\$19.7M
Southcoast Region	\$10.3M
Statewide Programs	\$1.5M

**Total HSIP Programmed (FFY2026): \$96.6M**

# Highway Safety Improvement Program

## FFY2026 Anchorage Area Projects

### **Ingra Street & Gambell Street [\$19.4M in FFY2026]**

- HSIP: Gambell and Ingra Street Overhead Signal Improvements
- HSIP: Gambell Street Utility Pole Removal and Increased Lighting
- Utilities: Gambell Street 5th Ave to 15th Ave Power Underground; Telecoms, Natural Gas, Water and Sewer

### **Tudor Road [\$6.1M in FFY2026]**

- HSIP: Tudor Road – Baxter Road to Patterson Street Channelization
- HSIP: Tudor Road at Wright Street and Dale Street – VRU Improvements

### **A Street Safety Improvements [\$632,000 in FFY2026]**

- Intersection- and corridor-level safety countermeasures with a flexible scope focused on addressing documented safety

### **5th Avenue [\$3.9M in FFY2026]**

- Concrete Street to Karluk Street Pedestrian Improvements

# Highway Safety Improvement Program

## FFY2026 Anchorage Area Projects

### Community Wide Focus [\$466,000 in FFY2026]

- HSIP: Vision Zero Speed Limit Compliance
- HSIP: Anchorage Flashing Yellow Arrow and Signal Head Display Improvements
- HSIP: Central Region Red Light Indicator Lights and Retroreflective Backplates
- HSIP: Regionwide Systemic Retroreflective Backplates at Signalized Intersections
- HSIP: Safety Audits (e.g. Muldoon, Tudor and Debarr Roads)

### Anchorage Downtown Streets Relinquishment

To facilitate downtown business development, etc. DOT&PF and Municipality of Anchorage are pursuing relinquishment of 5<sup>th</sup> and 6<sup>th</sup> Avenue, and I and L Streets to the Municipality.

# Highway Safety Improvement Program

## FFY2026 Fairbanks/North Pole Area Projects

### **Fairbanks/North Pole Construction:**

- City of Fairbanks Systemic Signal Upgrades - Stage 2 [\$5.9M]
- Parks Highway/Sheep Creek Road Extension Traffic Signal [\$9.9M]
- Parks Highway Guardrail End Terminal Upgrades [\$600,000]
- Airport Way Connected Corridor [\$1.5M]

### **Kenai Peninsula Construction:**

- Sterling Highway Shoulder Widening Milepost 157-169 [\$10.8M]

### **Mat-Su Construction:**

- Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements [\$15.3M]
- Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout [\$5.6M]

### **Southeast Alaska:**

- Juneau Loop Road – Valley Boulevard Intersection Improvements [\$4.3M]
- Juneau Vanderbilt Continuous Green T [\$3.1M]
- Prince of Wales Rumble Strip Improvements [\$1.8M]



# FFY 2026 Match

## History

Last year a mix of reappropriations were used to fund our match.

The reappropriations were from a mix of active projects and appropriations already factored into our project delivery plan and STIP.

Because this method of match funding was not feasible, the final amount of match was ultimately reduced through vetoes.

Subsequently, our STIP AMD #2 and Project Delivery Plan (PDP) was adjusted to reflect the reduction in match.

# FFY 2026 Match

## Impact

A lack of State match jeopardizes new construction projects, increases the risk of missing opportunities to maximize August Redistribution, and limits the State's ability to apply federal funds—restricting their use to existing AC balances rather than new projects.

CAPITAL - State Match							
	FY2026 Proposed			Final Amounts			Reductions
Capital	\$115,971,056		UGF	\$45,816,078		-60.5%	-\$70,154,978
STP	\$90,125,981		UGF	\$31,849,826		-64.7%	-\$58,276,155
AIP	\$23,773,636		UGF	\$13,966,252		-41.3%	-\$9,807,384
Other	\$1,611,548		AIDEA	\$0		-100.0%	-\$1,611,548
Safety	\$59,891		AIDEA	\$0		-100.0%	-\$59,891
FTA	\$400,000		AIDEA	\$0		-100.0%	-\$400,000

## \$69,695,087

With about two thirds of the Federal Fiscal Year remaining as of this presentation, we can correct the match short fall and restore the project delivery desired by the public.

The following supplemental appropriations would allow the State to advance more new projects sooner in Governor's FY27 proposed budget:

Allocations	
Federal-Aid Highway State Match	\$58,276,155
Federal-Aid Aviation State Match	\$9,807,384
Other Federal Program Match	\$1,611,548

# Alaska Statewide Transportation Improvement Plan (STIP)

## 2026 and the Rolling STIP

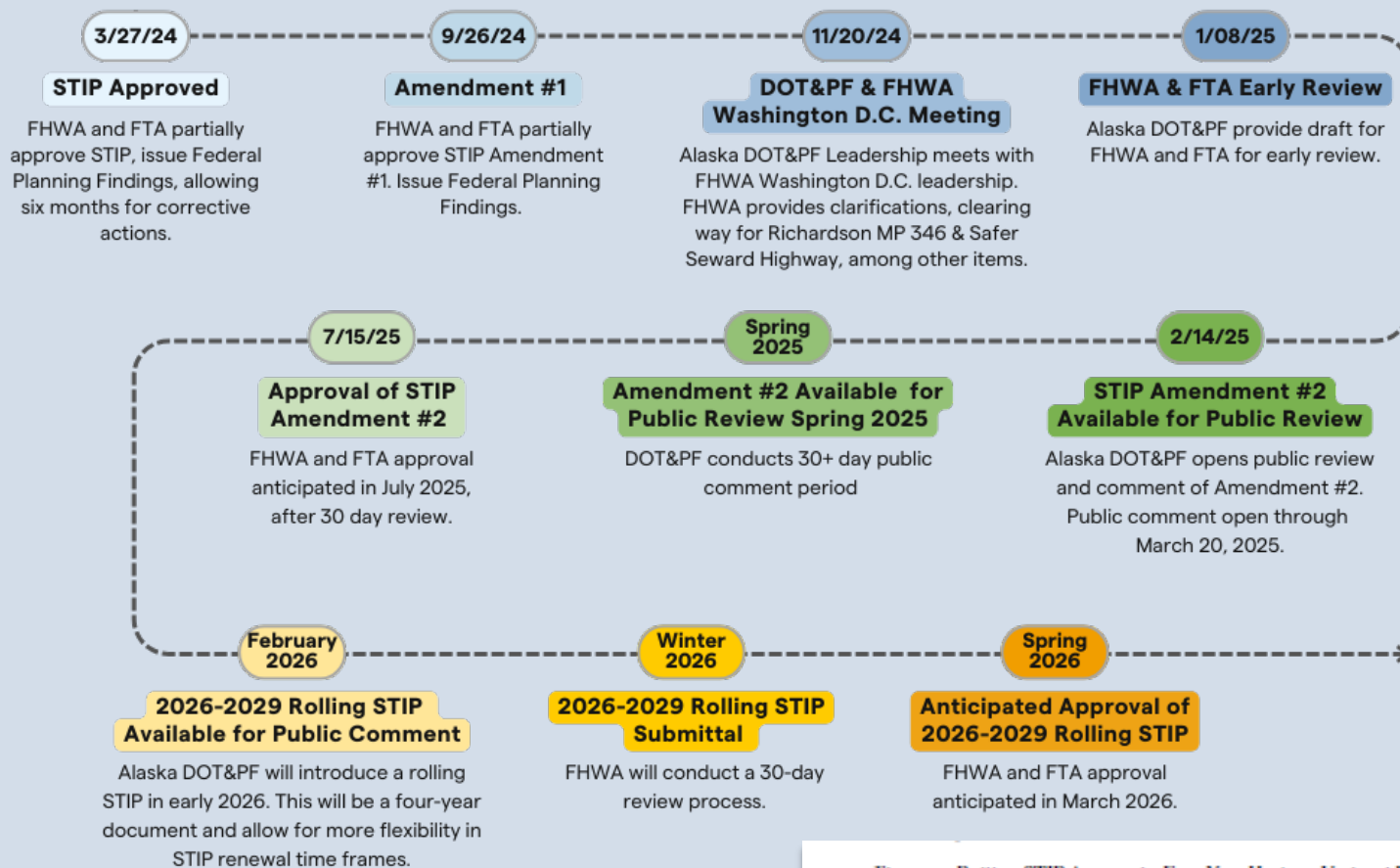


Figure 2: Rolling STIP Approach: Four-Year Horizon Updated Every Two Years



# Alaska Statewide Transportation Improvement Plan

## STIP Process

DOT&PF develops a new STIP in accordance with State and federal requirements. Development begins with an assessment of existing projects, review of statewide transportation needs, anticipated federal and State funding levels, and adopted transportation plans at the statewide, metropolitan, regional, and tribal levels.

As part of STIP development, DOT&PF:

- updates project scopes, schedules, and cost estimates
- identifies candidate projects based on safety, preservation, access, and system needs;
- evaluates project eligibility, readiness, and funding sources
- applies fiscal constraint using conservative funding assumptions;
- incorporates adopted Transportation Improvement Programs and other required planning products by reference, consistent with federal requirements

Under the rolling STIP approach DOT&PF develops a new four-year STIP every two years. Each update:

- extends the programming horizon forward
- incorporates updated cost and schedule information
- reflects changes in funding expectations
- responds to evolving transportation needs and priorities

Projects included in a prior STIP may be:

- Carried forward
- Adjusted
- Delayed
- Removed

Based on updated readiness, funding availability, coordination outcomes, or policy direction.

This approach provides flexibility while preserving fiscal constraint and transparency.



# Alaska Statewide Transportation Improvement Plan

## Proposed New 2026-2029 STIP Layout

### Layout of the New STIP Narrative:

- **Section 1 – What the STIP Is:** Purpose, legal role, what it does (and does not do), and DOT&PF's responsibilities
- **Section 2 – How Projects Get Into the STIP:** Evaluation, prioritization, readiness, and the four project selection pathways
- **Section 3 – Continuing, Cooperative, and Comprehensive (3C) Planning:** How planning partners work together and how 3C requirements are applied in Alaska
- **Section 4 – How Transportation Funding Works:** Plain-language explanation of funding sources, timing, phases, and constraints
- **Section 5 – Balancing Needs With Available Funding:** Fiscal constraint, multi-year programming, advance construction, and maintaining balance over time
- **Section 6 – How the STIP Is Developed and Updated:** Rolling STIP approach, amendments, administrative modifications, Metropolitan Planning Organization (MPO) coordination, and transparency
- **Section 7 – Public and Partner Involvement:** Public engagement, legislative consultation, local governments, Tribes, and federal partners
- **Section 8 – Contacts and Next Steps:** How to stay informed, provide input, and what happens after adoption
- **Appendices – Reference and Accountability:** Definitions, funding codes, legal authorities, performance management, air quality, and detailed procedures

Table 2: STIP Supporting Volumes (Quick Reference)

Volume	Title	Contents (Plain Language)
Volume 1	Project & Program Details	Project and program listings, including individual project pages, program pages, and supporting details
Volume 2	Fiscal Constraint Demonstration	Fiscal constraint demonstration and funding tables, including expected revenues and programmed amounts
Volume 3	TIPs Incorporated by Reference	Incorporated TIPs and related planning documents, including MPO TIPs, TTIPs, and other required incorporated materials
Volume 4	Public Involvement Record	Public engagement summary, disposition of comments, and STIP change log
Volume 5	Project Selection & Prioritization	Project selection and prioritization procedures, scoring methodologies, and supporting documentation
Volume 6	Change Log and Digital Engagement Tools	Documents STIP revisions and provides guidance on accessing digital tools that display changes between adopted versions and amendments.

# Alaska Statewide Transportation Improvement Plan

## **FHWA Recommendations for the current 2026-2029 STIP AMD #2:**

- Simplify the STIP: use plain English and clearer structure
- Streamline amendments: limit to true project changes
- Clarify draft-to-final changes: clearly show what changed after public review
- Review project organization: parent/child projects and logical groupings
- Advance Construction & Toll Credits: clarify use and documentation
- Clarify STIP procedures: new STIPs, amendments, administrative modifications, and MPO transmittals
- Continuing, Cooperative, and Comprehensive (3C) planning: clearly document DOT&PF procedures
- Performance-based planning: strengthen processes and performance targets

# Alaska Statewide Transportation Improvement Plan

## 2026-2029 STIP & Project / Program Focus

### **Project and Program Focus:**

- Alaska LNG Pipeline Readiness and Freight Improvements
- Alaska Marine Highway
- Bridge and Tunnel Projects
- Frontier Roads
- Preventative Maintenance Program
- Safety Projects (National Highway System)
- System Reliability and Mobility

# Alaska Statewide Transportation Improvement Plan

## 2026-2029 STIP & Fiscal Pressures

### **Projects where investments are anticipated to be greater than \$100M, less than \$250M**

- Dalton Highway Milepost 0 to 9 Realignment
- Dalton Highway Milepost 109 to 144 Reconstruction
- Dalton Highway Milepost 305 to 335 Reconstruction
- Glenn Highway Rehabilitation: Airport Heights to Parks Highway
- Haines Highway Milepost 3 to 25 and Chilkat Bridge Reconstruction
- Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border
- Parks Highway Milepost 315 to 325 Reconstruction
- Seward Highway Milepost 25.5 to 37 Rehabilitation
- Sterling Highway Safety Corridor Improvements Milepost 82.5 to 94
- Sterling Highway Milepost 157 to 169 Rehabilitation
- West Susitna Access

### **Projects where anticipated investments are greater than \$250M**

- Alaska Highway World War 2 Era Bridges
- Bogard Road Safety and Capacity Improvements
- Juneau Douglas North Crossing
- Knik Arm Crossing
- Seward Highway Milepost 98.5 to 112 Safety Corridor
- Sterling Highway Milepost 45 to 60 [Cooper Landing Bypass]

# Thank You.

Commissioner Ryan Anderson, P.E.

Dom Pannone, Director, Program Management and Administration

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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