

Senate Resources

Preparing Alaska's Transportation Infrastructure for the
Alaska LNG Pipeline

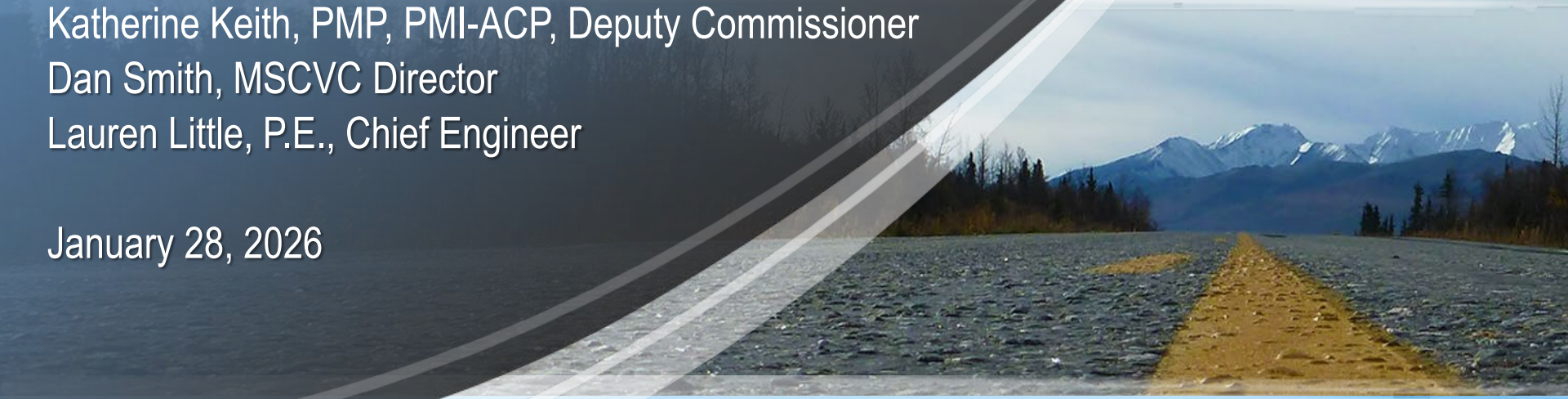
Ryan Anderson, P.E., Commissioner

Katherine Keith, PMP, PMI-ACP, Deputy Commissioner

Dan Smith, MSCVC Director

Lauren Little, P.E., Chief Engineer

January 28, 2026



KEEP ALASKA MOVING

LNG Transportation Corridor:

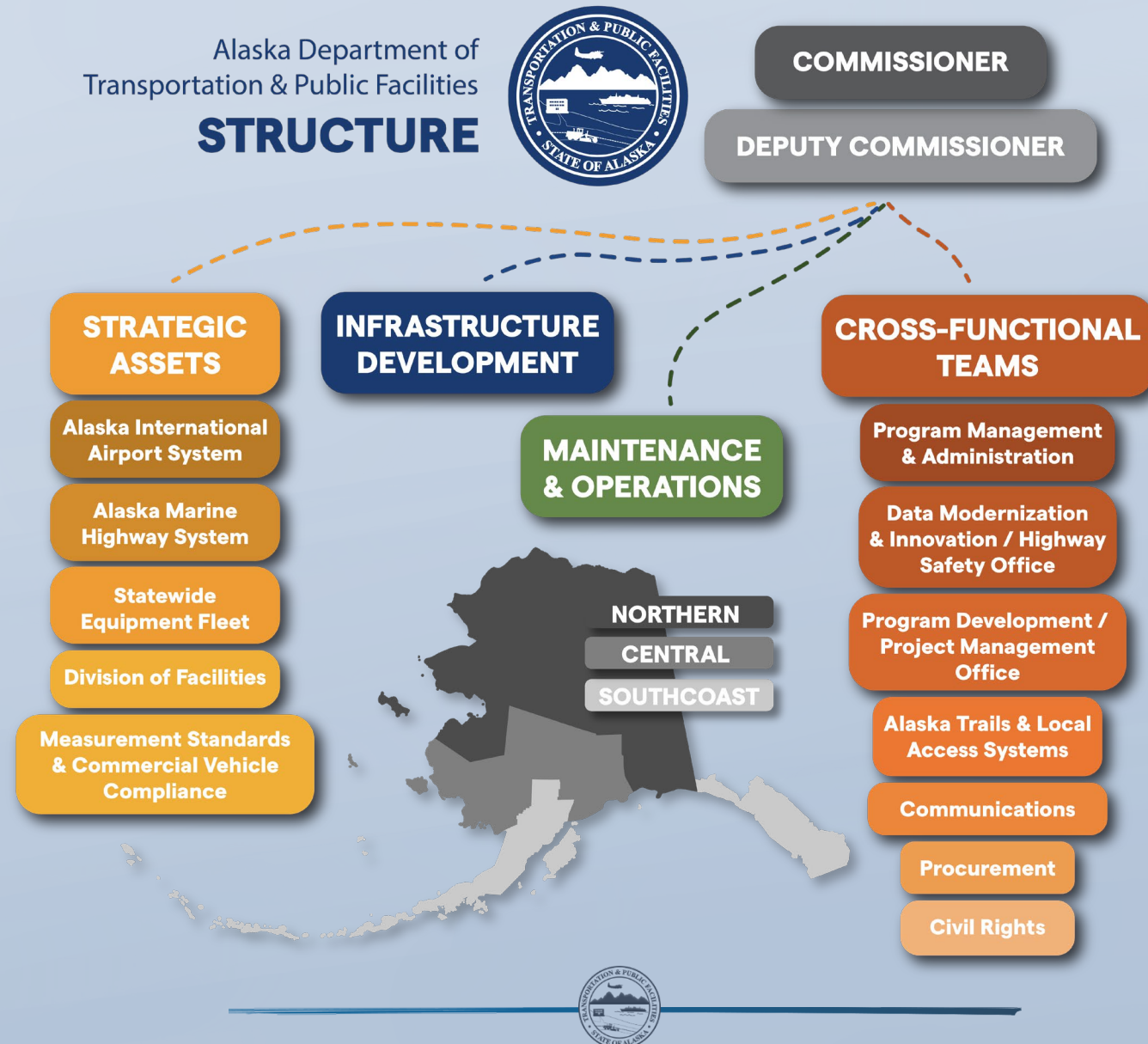
What's at Stake for Alaska

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



Highway Safety and Alaska DOT&PF

Organization

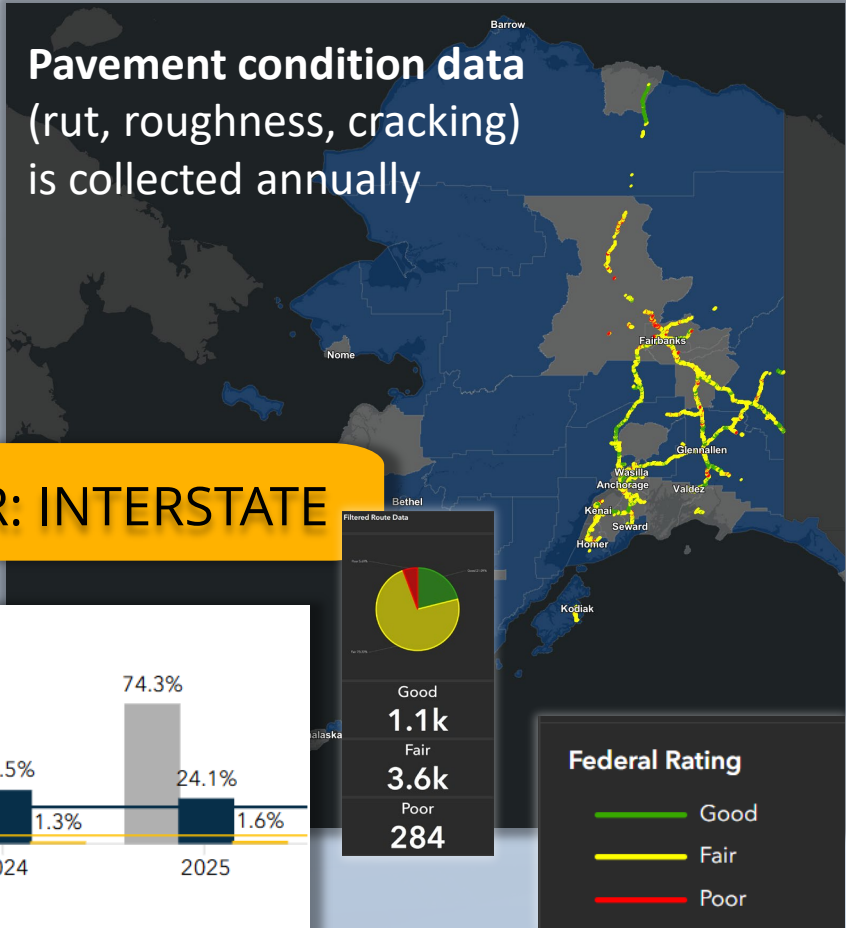
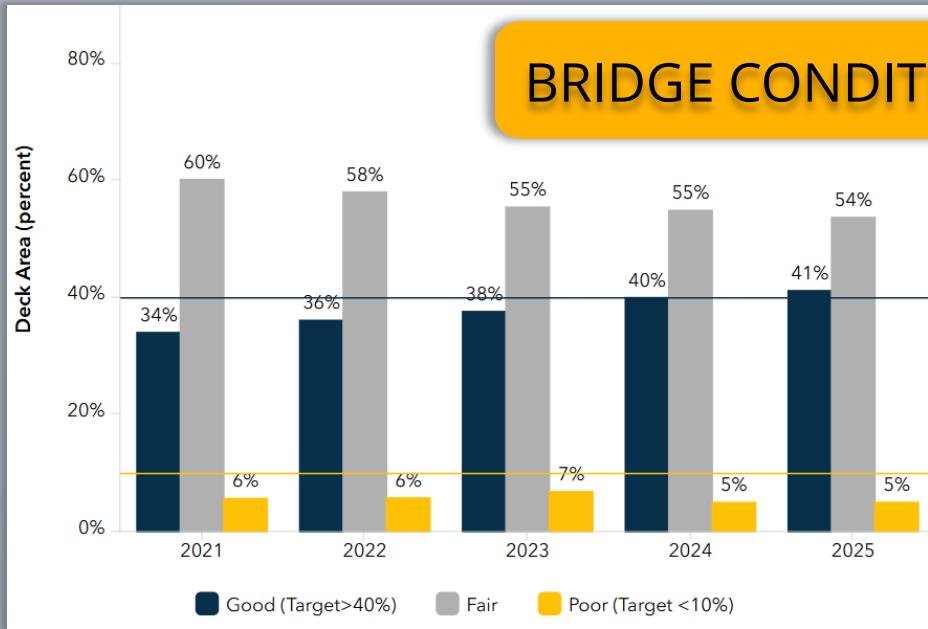


Highway Assets & Conditions

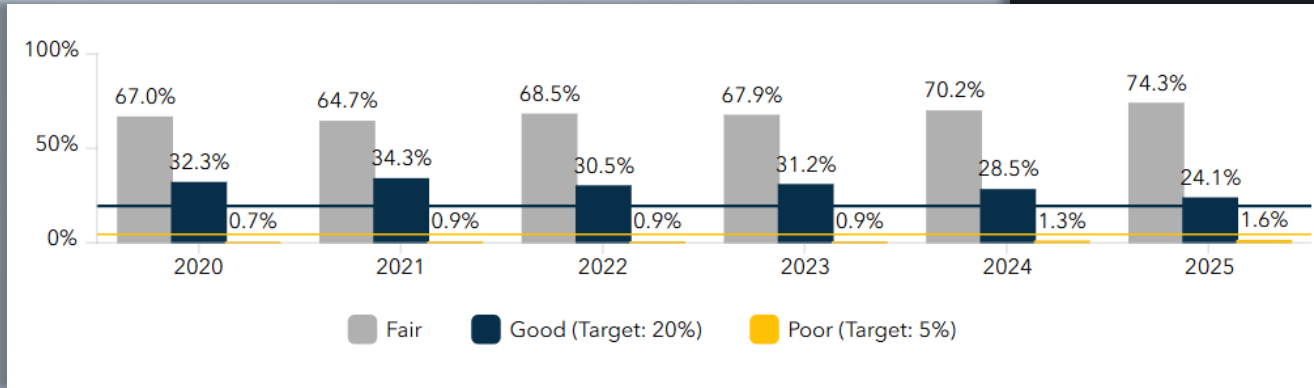
Readiness for Increased Freight and Construction Traffic



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



PAVEMENT OVERALL CONDITION BY YEAR: INTERSTATE



Capital Programming

Positioning DOT&PF's Capital Program to Support LNG Construction Logistics

FHWA Funds Obligated in FFY2025: \$922,258,501



Obligated 100% of available formula funds — plus an additional \$183M through August redistribution

FFY2025 marks the highest federal highway obligation in Alaska DOT&PF history

Advance Construction Balance: \$576M — ensuring future flexibility

Proven capacity positions DOT&PF to adapt programming for gasline construction coordination

Leveraging Maintenance and Agile Programming to Support LNG Corridor Construction



Intermodal Connectors: Rail & Port

Alaska DOT&PF as State Transportation Agency

Designated under 23 U.S.C. §302 as Alaska's official recipient of federal transportation funds — coordinating across highway, rail, port, and marine systems.

Statutory Authority (Title 19)

Authorizes DOT&PF to plan, construct, and operate all transportation modes — including harbors and ports (AS 19.10, AS 19.65).

Infrastructure Integration

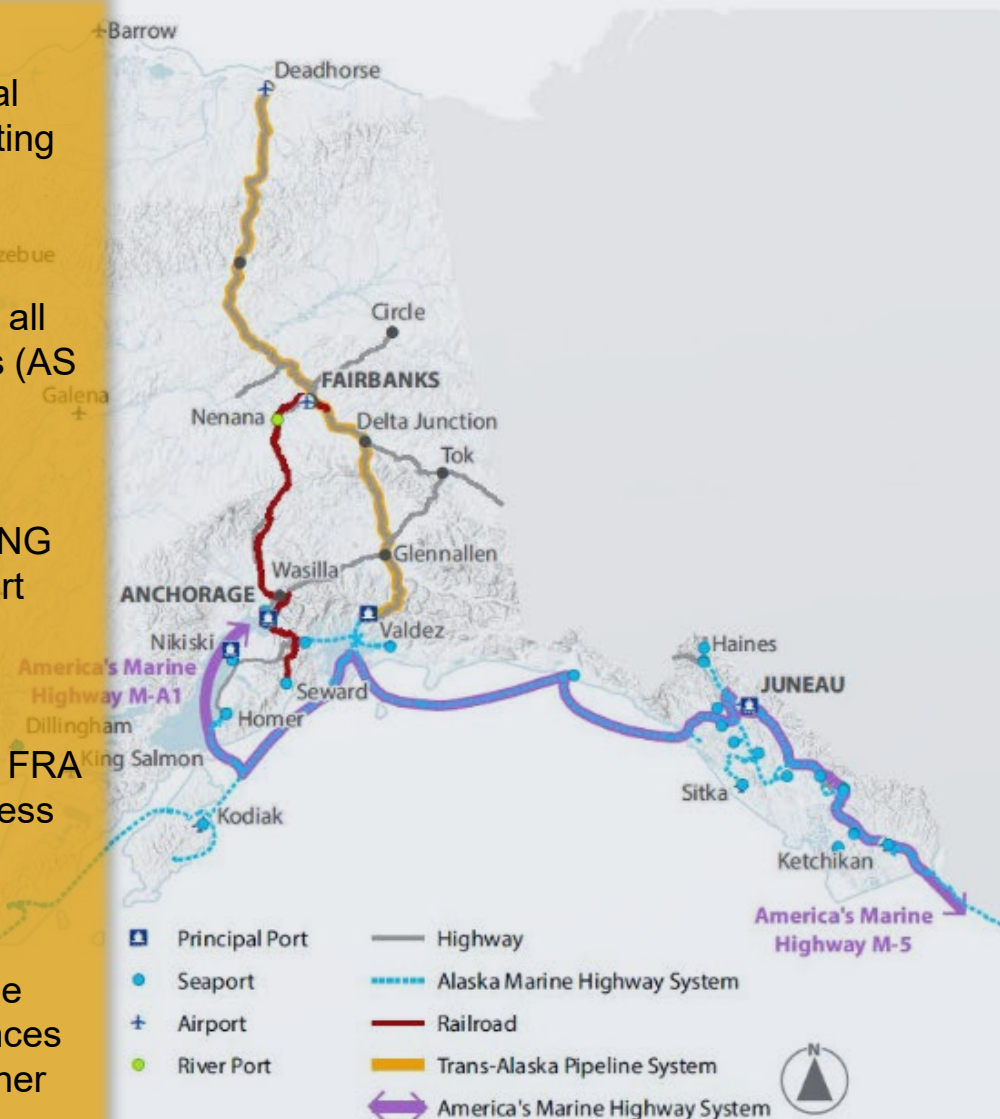
Links rail, highway, and port systems essential for LNG export logistics — including Seward, Anchorage, Port MacKenzie, and Fairbanks connections.

Federal Funding Gateway

Leads Alaska's access to FHWA, MARAD, FTA and FRA programs for intermodal connectors and port readiness — including PIDP and INFRA grants.

Corridor Readiness & Coordination:

Through the Statewide Freight, Rail and Long-Range Transportation Plans, DOT&PF identifies and advances energy corridor investments supporting LNG and other resource projects.



July 2022

Data Source: FHWA/Alaska DOT & PF

U.S. Army Corps of Engineers (Principal Port: 2020 top ports based on annual tonnage)

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; Steese Highway Bridge #1342 Replacement; 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



Parks Highway – Primary Route

The proposed AKLNG route generally follows the Parks Highway from just south of the Chulitna River Bridge (Parks Highway Milepost 130) to Nenana (Parks Highway Milepost 306) a distance of approximately 176 miles.

Critical River Crossings

Chulitna River Bridge Modernization (Bridge No. 0255, Parks Highway MP 133)

Nenana River Bridge at Moody (Bridge No. 1143, Parks Highway MP 243)

Nenana River Bridge at Rex (Bridge No. 1993, Parks Highway MP 276.

Steese Highway Bridge #1342 Replacement (Chena Hot Springs Road Undercrossing, MP 5)

Highway Rehabilitation and Reconstruction

Parks Highway Milepost 99-163 Drainage Improvements

Parks Highway Milepost 168 Hurricane Railroad Crossing Upgrades

Parks Highway Milepost 163-183 Rehabilitation

Parks Highway Milepost 183-192 Reconstruction

Parks Highway Milepost 206-209 Reconstruction

Parks Highway Milepost 234-238 Reconstruction

Parks Highway Milepost 303-306 Rehabilitation

Parks Highway Milepost 315-325 Reconstruction

Active Engagement:

- Shared material sources
- Access to railroad logistic hubs
- Construction within the right of way
- Oversize Overweight Permitting



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



Kenai Spur Reroute – Readiness Pathway

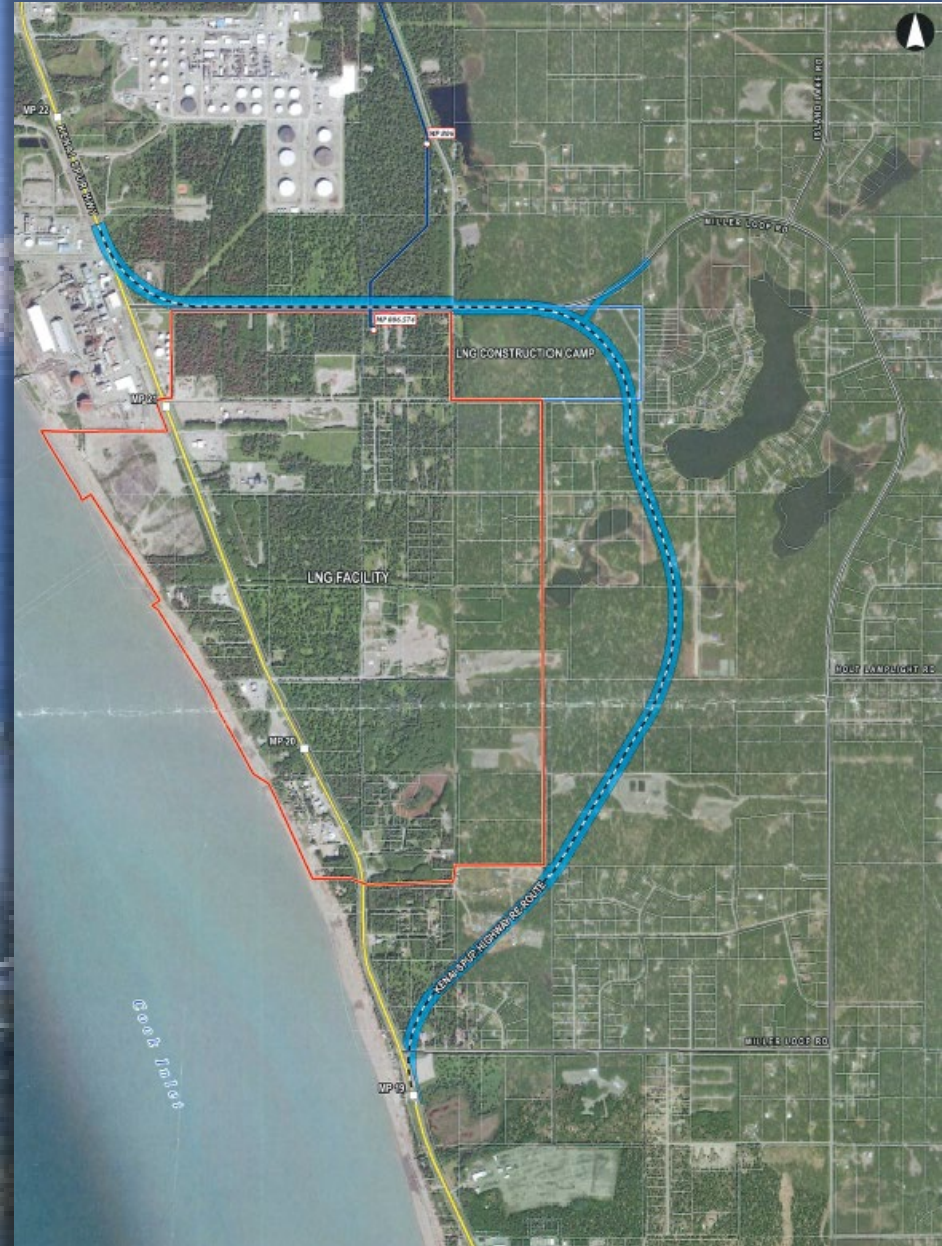
Supports LNG facility access, community safety, and long-term coastal resilience.

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



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.



Readiness Actions Underway

FRAMEWORK IN PLACE



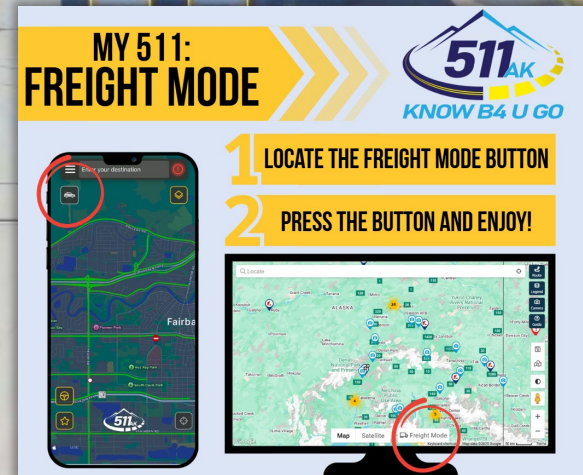
Strengthened Highway Management Systems



Enhanced Communications Systems



Programmatic Agreements



Alaska Department of Transportation & Public Facilities State-Wide Oversize Overweight Permitting

Account Creation

Click the **Create Company Account** in the Helpful Links section to create your account for AK SWOOP.

Login Here for AK SWOOP

Sign Into myAlaska As Customer User

Sign Into Entra As State User

Important News and Announcements

AK SWOOP Support

If you experience any issues during the Account Creation process or have questions regarding permit applications, please contact AKDOT&PF at swoop@alaska.gov or call 1-907-365-1200 #2.

If you need technical assistance, please email akswoopsupport@promiles.com

ALASKA LNG

Alaska LNG Project Highway Use Agreement

April 1, 2021

2021-2022

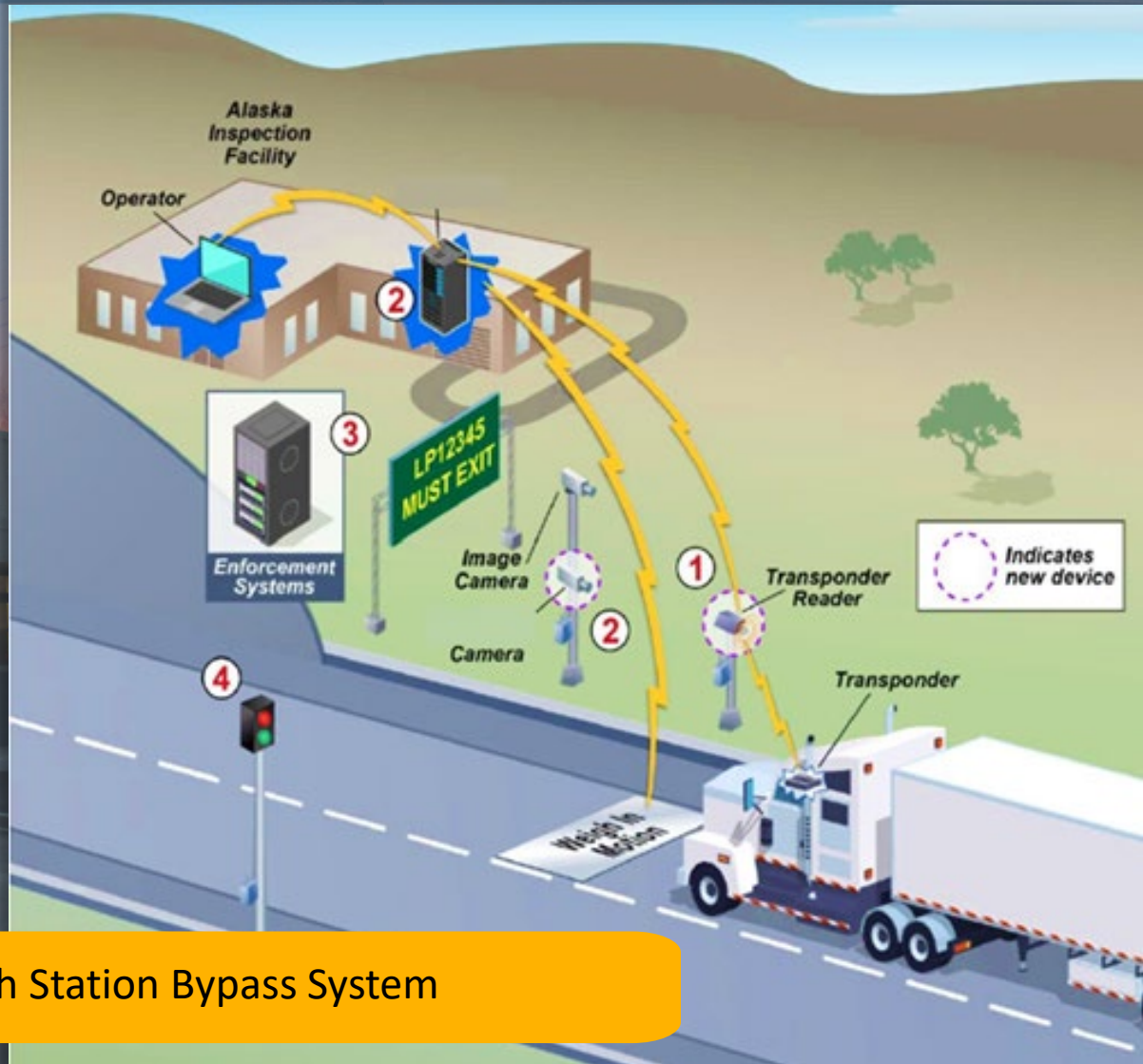
Alaska LNG Development Corporation
2021-2022
Alaska LNG Development Corporation
2021-2022
www.alaska-lng.com

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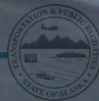


Highway Permitting & Compliance

Our unified team will manage oversize/overweight (OS/OW) traffic, traffic control plans, right of way use, and permit processing. All processes are being streamlined to reduce construction delays.



Modernizing Weigh Station Bypass System



Workforce Readiness Challenges

Ensuring DOT&PF sustains essential operations while supporting Alaska's energy construction boom.

Alaska's LNG construction boom will create intense competition for equipment operators, mechanics, laborers, engineers, and other skilled workers.

DOT&PF is taking proactive steps to retain our core workforce and train new Alaskans for future infrastructure demands.

We're aligning workforce programs, partnerships, and contracting tools to ensure the Department can continue delivering essential services during pipeline construction.



Next Steps & Legislative Support Needed

DOT&PF is ready to deliver.

Partnership from the Legislature is essential.



CAPITAL BUDGET

Advance port, highway, and intermodal connector investments, including match, supporting LNG readiness.

OPERATING BUDGET

Sustain workforce, training, and maintenance capacity during the construction surge.

REGULATORY REFORM

Support right-of-way and permitting streamlining to accelerate energy corridor delivery.

We have a plan, a capable team, and the infrastructure vision to deliver Alaska's energy future.

Thank You.

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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