

ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE

December 5, 2025

12:38 p.m.

MEMBERS PRESENT

Senator Jesse Bjorkman, Chair
Senator Löki Tobin, Vice Chair
Senator Jesse Kiehl

MEMBERS ABSENT

Senator Bert Stedman

OTHER LEGISLATORS PRESENT

Representative Ted Eischeid
Senator Kelly Merrick

COMMITTEE CALENDAR

PRESENTATION(S): DOT OVERVIEW: SUMMER 2025 CONSTRUCTION AND FFY
2026 OUTLOOK

- HEARD

PREVIOUS COMMITTEE ACTION

No previous action to record

WITNESS REGISTER

RYAN ANDERSON, Commissioner
Department of Transportation and Public Facilities (DOTPF)
Anchorage, Alaska
POSITION STATEMENT: Co-presented the DOTPF overview: Summer 2025
Construction and FFY 2026 Outlook

KATHERINE KEITH, Deputy Commissioner
Department of Transportation and Public Facilities (DOTPF)
Anchorage, Alaska
POSITION STATEMENT: Co-presented the DOTPF overview: Summer 2025
Construction and FFY 2026 Outlook

ACTION NARRATIVE

[12:38:39 PM](#)

CHAIR BJORKMAN called the Senate Transportation Standing Committee meeting to order at 12:38 p.m. Present at the call to order were Senators Tobin and Chair Bjorkman. Senator Kiehl joined thereafter, via teleconference.

**PRESENTATION(S): DOTPF Overview: Summer 2025 Construction and
FFY 2026 Outlook**

[12:39:29 PM](#)

CHAIR BJORKMAN announced the consideration of the presentation: DOT Overview: Summer 2025 Construction and FFY 2026 Outlook.

[12:40:41 PM](#)

CHAIR BJORKMAN commended Department of Transportation and Public Facilities (DOTPF) on securing federal funds that will allow the continued work on meaningful transportation system upgrades.

[12:41:17 PM](#)

CHAIR BJORKMAN requested that the presentation begin with slide 12.

[12:41:47 PM](#)

RYAN ANDERSON, Commissioner, Department of Transportation and Public Facilities (DOTPF), Anchorage, Alaska, introduced himself.

[12:42:14 PM](#)

COMMISSIONER ANDERSON recalled discussions during the 2024 legislative session related to DOTPF and project delivery. He emphasized that DOTPF gave those recommendations serious consideration. He advanced to slide 12 and provided an overview of the federal fiscal year (FFY) 2025 project delivery program construction activity and goals. Slide 12 contains an infographic, table, and bar chart indicating project types, funding types, trends, and projections. Focused infrastructure areas include bridges, pavement, new roads and realignments.

[12:44:46 PM](#)

COMMISSIONER ANDERSON advanced to slide 13, containing a bar chart of all contract awards by type for 2022-2025:

[Original punctuation provided.]

**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

COMMISSIONER ANDERSON noted previous concern related to decreasing award amounts and pointed out that the amounts have increased for FFY2025. In addition, he acknowledged concerns related to the regional distribution of funds, particularly with respect to the Northern region's share. He stated that DOTPF feels the distribution amounts are fair. He highlighted recent improvements which enabled greater project delivery in the Southcoast region.

12:46:43 PM

SENATOR TOBIN noted that the emergency response to Typhoon Halong would be addressed in upcoming slides; however, she recalled news reporting about the state's responsibility to fund school facilities in rural communities. She briefly discussed the infrastructure issues at those facilities. She pointed out that schools are often used as evacuation shelters; however, the school buildings in several locations were found to lack basic infrastructure such as running water and functioning restrooms. She asked if DOTPF has recommendations for how the legislature can respond to what she surmised will be an increasing need to use those facilities during disaster declarations.

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COMMISSIONER ANDERSON indicated that he is aware of the issue and acknowledged that schools are likely to be a place where communities can gather in disaster/emergency situations. He explained that school districts are typically responsible for school facilities, and the DOTPF Department Facility Services (DFS) does not include school buildings. He indicated that contractors are available for emergency situations.

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SENATOR TOBIN pointed out that people stay in school facilities during an emergency, and emergency response teams use those facilities as a base of operations. She emphasized that the facilities are used by all [not only by students and staff]. She expressed interest in any innovative approaches or discussions occurring at the executive level to address the ways in which current practices addressing this issue are insufficient. She

emphasized that keeping these facilities fully functioning - for all the services they provide - is a collective responsibility.

[12:49:34 PM](#)

COMMISSIONER ANDERSON expressed agreement and indicated that this would also be discussed later in the presentation.

[12:50:15 PM](#)

KATHERINE KEITH, Deputy Commissioner, Department of Transportation and Public Facilities (DOTPF), Anchorage, Alaska, advanced to slide 14, containing a bar chart displaying funds obligated by FFY for 2019-2025:

[Original punctuation provided.]

**FFY2025 Project Delivery Program
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 DOTPF history

Our team successfully obligated 100 percent 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.

[12:52:02 PM](#)

SENATOR KIEHL joined the meeting via teleconference.

[12:52:17 PM](#)

MS. KEITH highlighted the statewide efforts of DOTPF staff and partners. She said that going forward, DOTPF will continue to prioritize statewide collaborations alongside collaboration with federal partners in order to maintain the current momentum.

[12:52:36 PM](#)

MS. KEITH advanced to slide 15, containing a table listing funding allocations and a bar chart of funds obligated by federal fiscal year (FFY) for 2019-2025:

[Original punctuation provided.]

**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.

MS. KEITH noted that the grant funding is used for both state and international airports. She highlighted airport lighting systems updates.

[12:53:53 PM](#)

COMMISSIONER ANDERSON advanced to slide 16, containing a bar chart showing advance construction (AC) authorizations and conversions by FFY for 2019-2025, and provided an overview of advance construction and project delivery:

[Original punctuation provided.]

**FFY2025 Project Delivery Program Review
Advance Construction**

Advance Construction (AC): A Tool for Project Delivery

- Allows DOTPF 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

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At ease.

[12:58:07 PM](#)

CHAIR BJORKMAN reconvened the meeting.

[12:58:22 PM](#)

SENATOR TOBIN asked to hear more about advance construction and noted that the Federal Highway Administration (FHWA) is

encouraging greater transparency regarding advance construction projects and funding. She expressed concern about paying for projects before the federal funds are in-hand. She noted federal instabilities and asked what contingencies are in place in the event that those projects are not fully funded.

[12:59:39 PM](#)

COMMISSIONER ANDERSON said he is not aware of conversations indicating that future formula funds are at risk. He said advance construction uses future formula funds and briefly explained the process. He noted discussions on surface transportation reauthorization. He shared his understanding that there has been discussion of making state funding more flexible. He reiterated that he has not heard discussions about funding reductions; however, inflation has been a topic of discussion and increasing costs have resulted in states requesting a funding increase.

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MS. KEITH said she is likewise unaware of discussions that would indicate a reduction in future funding. She said some individuals have advocated for increasing flexibility for all fund types. With respect to advance construction (AC) she explained that DOTPF uses several strategies to determine whether AC funds are used. She briefly described those strategies, highlighting cash flow strategies, restrictions in fund types, and fund management tools that impact the decision to use AC funds rather than obligating funds.

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SENATOR TOBIN briefly shared her understanding of current project conversion rates and expressed concern about a gap between actual project costs and AC funding received for a particular project. She reiterated that FWHA recognized the need for transparency in advance construction and emphasized the importance of considering how DOTPF can be more transparent about the AC process. She asked whether the federal funding has ever failed to cover AC costs.

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COMMISSIONER ANDERSON replied that he is not aware of any instances in which AC projects were not fully funded. He offered to follow up on this question. He said AC and conversions can be found in the Statewide Transportation Improvement Plan (STIP).

[1:04:02 PM](#)

COMMISSIONER ANDERSON advanced to slide 17, containing a graph of the FHWA National Highway Construction Cost Index (2012-2024) and a bar chart showing trends in public infrastructure spending by decade (1980-2023), and highlighted challenges to project delivery and the ways DOTPF can use AC to work around some of those challenges:

[Original punctuation provided.]

FFY 2026 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

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CHAIR BJORKMAN asked about the difference between a "shelf-ready" project and a "shovel-ready" project.

[1:06:18 PM](#)

COMMISSIONER ANDERSON replied that both terms have the same meaning.

[1:06:27 PM](#)

COMMISSIONER ANDERSON advanced to slide 18, containing an infographic displaying construction projects DOTPF tentatively plans to advertise within the next 12 months:

[Original punctuation provided.]

FFY 2026 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

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COMMISSIONER ANDERSON advanced to slide 19, containing a table showing capital major program expenditures by FFY (2023-2025). He indicated that this slide would address an earlier question related to contractor payments. He said the expenditures include statewide contractor payments by program.

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COMMISSIONER ANDERSON identified the following acronyms on slide 19:

AMHS - Alaska Marine Highway System
 DRER - Disaster Recovery Emergency Response
 FAPT - federal airport projects
 FHwy - federal highway Projects
 GRNT - other Grants
 PLRS - planning and research projects
 RMBS - reimbursable Projects
 SAPT - state-funded airport projects
 SHWY - state funded highway projects
 FTAG - FTA rural ferry grants
 XMPT - exempt expenditures

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MS. KEITH noted that contractor payments and contract awards for Typhoon Halong recovery efforts are not included in this presentation. She advanced to slide 20:

[Original punctuation provided.]

**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 and lighting
- Safety and compliance upgrades
- Rural airport access and maintenance support

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COMMISSIONER ANDERSON advanced to slide 21, containing a table displaying the state fiscal year (FY) 2026 capital match summary:

[Original punctuation provided.]

**FFY2026 Project Delivery
State Match Projections**

Current Status

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

Program Implications

- DOTPF 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

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CHAIR BJORKMAN asked for confirmation of his understanding that the funding for Cascade Point Road is from the general fund and DOTPF did not use federal funds for that project.

[1:14:59 PM](#)

COMMISSIONER ANDERSON confirmed that project is state funded through Juneau Access Appropriation Funds. He briefly discussed the funding for that project, which he noted was previously in STIP.

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CHAIR BJORKMAN asked if this is the typical process for this type of project.

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COMMISSIONER ANDERSON answered by referencing the Katlian Bay project, which is similar.

[1:15:34 PM](#)

CHAIR BJORKMAN said he is unfamiliar with that project and asked for additional information.

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COMMISSIONER ANDERSON briefly discussed the Katlian Bay project. He explained that this project used only state-appropriated funds.

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CHAIR BJORKMAN asked why state funding was chosen over federal funding for those projects.

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COMMISSIONER ANDERSON replied state funding comes with certain advantages. He said that state-funded projects are subject to different criteria than federally funded projects and the latter have additional restrictions. He explained that state funding speeds up project delivery.

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CHAIR BJORKMAN expressed understanding regarding why this would be a benefit given the politics surrounding the project; however, he expressed uncertainty about the rationale behind choosing state funding for the road. He highlighted the timeline for the project and noted that the public comment period is still open. He acknowledged that using state funding removes any federal requirements or limitations on those projects. However, he expressed concern about using state funds for projects that would significantly change the cultural landscape of a community and that would potentially require the demolition of culturally significant structures or locations. He suggested that it is more reasonable to use state funds on projects of cultural significance to the local community.

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COMMISSIONER ANDERSON expressed understanding. He briefly discussed the scope of appropriations for the Cascade Point Road project and provided a description of the project location. He noted upcoming fiscal challenges to the Alaska Marine Highway System (AMHS). He explained that the Cascade Point Road would increase transportation efficiency of AMHS by reducing the length of the ferry run.

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CHAIR BJORKMAN indicated that this would be addressed at a future committee hearing. He referenced the economics of both the project and current ferry runs and opined that there is interest in understanding whether the road would ultimately result in a savings for the state. He acknowledged that this is an issue of high importance for many Alaskans who want to ensure the responsible use of state funding.

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COMMISSIONER ANDERSON continued to discuss slide 21. He highlighted the federal toll credit program and provided a brief overview. He emphasized that the use of toll credits saves the State of Alaska from providing a general fund match. He briefly discussed the use of toll credits for the AMHS Tustumena

Replacement Vessel project. He said the toll credit program has accrued close to \$70 million, which DOTPF can continue to apply towards state match. He emphasized the importance of innovative methods to secure match that do not rely on state general funds.

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CHAIR BJORKMAN returned to the Cascade Point Road project discussion. He directed attention a study by King Economics that showed the project to be uneconomical. He asked Commissioner Anderson if he agrees with that analysis and requested an explanation for any disagreement. He opined that Alaskans are concerned that the State of Alaska is moving forward with the Cascade Point project despite the economic concerns. He asked Commissioner Anderson to explain why investing in the project makes fiscal sense for Alaskans, in light of the aforementioned study.

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COMMISSIONER ANDERSON said he interpreted the study by King Economics differently. He opined that the study provided a good analysis. He acknowledged discussions in support of performing economic analyses on various ferry terminals and suggested that this should be done on all ferry terminals. He explained that DOTPF is a public agency and, as such, focuses on more than economics. He listed the benefits of shorter ferry runs, both for passengers and for the State of Alaska, highlighting time and money savings.

COMMISSIONER ANDERSON briefly discussed the long-range transportation plan developed with the Alaska Marine Highway Operations Board (AMHOB) and acknowledged concerns related to changes AMHOB made to the transportation plan to reflect the Cascade Point project. He emphasized that the overall vision of the long-term transportation plan is to create more roads and shorter ferry runs. He stated that Cascade Point fits that equation. He said DOTPF is considering Cascade Point from a larger, system-wide perspective. He expressed a willingness to evaluate the economics further and said he would also consider the Auke Bay ferry terminal (and others). He reiterated that economics is not the sole criterion used to determine whether a project would benefit AMHS.

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SENATOR KIEHL pointed out that DOTPF previously studied the economics of AMHS and found that AMHS delivers roughly \$2 of economic activity for every \$1 the State of Alaska invests in AMHS. He said the discussion of economics is related to the

earlier discussion of projects that use federal funding versus those that do not. He opined that it is understandable for DOTPF to rankle at the restrictions that come along with federal funding. However, he pointed out that historically, the legislature has appropriated unrestricted general funds (UGF) and DOTPF has federalized those projects. He expressed interest in learning the department's method for deciding when to federalize a project versus when to use state general funds. He opined that understanding the equation behind this decision would help Alaskans understand how DOTPF is using the funding.

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COMMISSIONER ANDERSON concurred. He briefly discussed reasons DOTPF might federalize projects that began as UGF projects and offered examples. He highlighted increasing costs as one reason for federalization. He expressed willingness to continue these discussions.

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MS. KEITH advanced to slide 22, containing an infographic illustrating the Statewide Transportation Improvement Program (STIP) timeline:

[Original punctuation provided.]

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

MS. KEITH noted that the FFY2026-2029 STIP 45-day comment period would begin prior to commencement of the 2026 legislative session. She briefly discussed the rolling STIP and why DOTPF chose the FFY2026-2029 dates. She highlighted STIP Amendment two and changes to available state matching funds, which required STIP adjustments due to the resulting fiscal constraints. She explained that DOTPF maintained full project funding by extending project timelines and leveraging advance construction

conversion in FFY2026. She stated that DOTPF can successfully obligate its full program; however, the decrease in available funding will impact projects that go to construction in 2026. She said that prioritization of projects ahead of the 2026 season is one goal of the 45-day comment period. She explained that, following legislative discussions, DOTPF will create an additional STIP amendment (with a 30-day period for adjustments). She emphasized the importance of flexibility to allow for fiscal changes in order to create the best possible program.

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SENATOR TOBIN asked about substantive recommendations related to the previous STIP. She asked whether DOTPF has evaluated those recommendations and whether they will be incorporated into the upcoming STIP. She highlighted FHWA recommendations related to the process DOTPF uses to produce the final list of prioritized projects and how those projects are selected and programmed into STIP, as well as the recommendation to create a simplified public process. She wondered how DOTPF plans to meet those recommendations. In addition, she noted that the upcoming STIP public comment period would occur over a holiday weekend and questioned whether the timing would allow for robust public engagement and feedback. She emphasized the importance of public engagement in the process.

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COMMISSIONER ANDERSON expressed pride in STIP improvements. He said DOTPF received an award from the American Association of State Highway and Transportation Officials (AASHTO) for, "Modernizing Alaska's transportation project delivery, transparency, and industry partnerships." He emphasized that this was not solely based on STIP but was instead based on changes DOTPF made to the entire system. He gave a brief overview of the positive changes DOTPF made to its programming, including greater transparency. He acknowledged the FHWA recommendation to simplify and said DOTPF is attempting to do so; however, STIP and associated processes are somewhat complicated.

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MS. KEITH added that in the summer of 2025, DOTPF received an additional AASHTO award for public engagement. She stated that STIP would have a very robust public engagement period as a result of the tools and strategies implemented by the DOTPF communications team. She acknowledged that the comment period would include a holiday but reiterated that DOTPF expects high

engagement during the 45-day public engagement period due to the communications team's significant advance planning. She indicated that the STIP public comment period was delayed due to disaster response efforts. She briefly discussed improvements to public engagement and said this is a high priority. She said that if DOTPF does not receive the expected amount of public engagement, it would extend the public comment period. She added that DOTPF hopes to have public comment and feedback available when 2026 legislative committee hearings commence. She noted that the public comment period would impact the STIP strategy and timeline.

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SENATOR TOBIN expressed appreciation for the national recognition of DOTPF and recognized the hard work of dedicated DOTPF employees. She pointed out that in-state disruptions have caused frustration and emphasized the State of Alaska's responsibility to stakeholders. She asked for additional information regarding improvements made to the tribal consultation process.

[1:38:37 PM](#)

MS. KEITH highlighted the new tribal engagement team. She explained that previously, one DOTPF employee was tasked with tribal engagement. She briefly described the team makeup. She said the tribal engagement team holds regular meetings and is working to develop strategy that will later be included in STIP. She added that DOTPF is developing a book to guide staff on innovative ways and best practices for tribal engagement.

[1:39:43 PM](#)

COMMISSIONER ANDERSON added that in recent years DOTPF has held a session at the Alaska Federation of Natives (AFN) convention and is working to improve tribal engagement policies. He briefly discussed the policies. He said DOTPF has also been engaged with tribal transportation programs. He noted nuances with tribal partnerships and highlighted several ways DOTPF is partnering with, and funding, tribes as they work on creating cultural resources. He recognized the need for internal tribal relations training. He indicated plans for a robust internal training as well as online resources for contractors and consultants who work with tribes on behalf of DOTPF.

[1:42:41 PM](#)

CHAIR BJORKMAN turned the discussion to the public's perception of road quality. He highlighted the perception of roads in poor or even dangerous condition and offered examples. He asked how

those projects move from a perceived need to a plan outlined in STIP.

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COMMISSIONER ANDERSON answered by addressing the examples offered by Chair Bjorkman. He noted that DOTPF does monitor areas of concern; however, resources are limited. He explained that in one instance, the local rural planning organization brought the issue to the attention of DOTPF. Department engineers confirmed that repair is needed and DOTPF added the project to STIP. He explained that one way to address these issues is for regional groups to bring regional priority projects to DOTPF. He said multiple entities with competing interests in an area can make it difficult for the department to determine where to focus limited resources. Another way to bring projects to the department's attention is to utilize the DOTPF asset management program. He said DOTPF has a variety of funding pots that can apply to specific types of projects, which can impact prioritization.

1:47:39 PM

MS. KEITH added that DOTPF maintains an active list of needs, and these are included in the department's project database. She explained that these are included in department's long-range transportation plan, or the 10-year plan. This helps DOTPF to balance critical, urgent needs (i.e. those impacting public life, health, and safety) and those that fall under the proactive asset management plan (a part of the 10-year plan that applies to general pavement, bridge, and road conditions and maintenance).

1:48:28 PM

CHAIR BJORKMAN opined that it is important for the public to have ways to track the progress of those projects as they move from conceptualization to STIP, construction, and completion. He briefly commented on project optics and offered an example to show how DOTPF actions, while an improvement, have not adequately addressed the issue. He opined that the public would benefit from increased communication about project plans and emergency plans for projects that pose a safety concern.

1:51:19 PM

COMMISSIONER ANDERSON returned to slide 2, containing a map of the Typhoon Halong impact area. He provided a brief overview of the storm events that occurred on the west coast Alaska in October 2025. He detailed the impact those storms had on local communities, which do not have road access and thus rely heavily

on air travel. He stated that DOTPF tracked the storms and has staff in those communities. He highlighted the role of department contractors in the emergency response. He said DOTPF used all available resources in its emergency response and is continuing to participate in recovery efforts in those communities. He briefly discussed the way DOTPF is using Incident Command System (ICS) structures, which unify command and resources across state agencies.

[1:54:42 PM](#)

MS. KEITH advanced to slide 3 and provided an overview of the DOTPF emergency response to the impacts of Typhoon Halong in western Alaska:

[Original punctuation provided.]

DOTPF Metrics
West Coast Storm 2025: Team Response

- 50+ Communities impacted by two typhoon surge storms
- 250+ DOTPF 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 million+ 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 systems and assist affected communities.

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MS. KEITH continued to discuss slide 3 and noted that DOTPF has improved its disaster response technology. She highlighted the drone program, which provided live drone coverage in over 35 of the impacted communities. That data was provided to the Federal Emergency Management Agency (FEMA). She emphasized that the updated response technology enabled a faster, more thorough response to Typhoon Halong. She expressed hope that the data,

which offers a clear image of the before and after conditions, would support both the individual and public assistance FEMA provides. She briefly discussed the work done by contractors, air carriers, and suppliers. She noted that communities are still experiencing drinking water and food shortages.

MS. KEITH continued to discuss slide 3. She said the department expects work to continue through the winter to restore basic functions within the affected communities. She highlighted several of the most impacted communities. She said DOTPF is working to support school infrastructure repair; this includes repairs to the electrical and water filtration systems as well as insulation repair. She expressed a willingness to come up with additional ways DOTPF can assist with repairs. She noted that 12 miles of board road are in need of complete reconstruction.

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COMMISSIONER ANDERSON briefly discussed how the length of airport runways impacts disaster response. He highlighted the use of helicopters and barges and commended the contractors for their work. He noted that this is a learning experience for all involved. He briefly discussed Automated Surface Observing Systems (ASOS) outages and repairs along with repairs to airport lighting. He indicated that DOTPF is addressing issues as they arise. He stated that the department is focused on airports and roads - key transportation areas in need of repair - as well as assisting with residential housing and public schools. He indicated a willingness to help where possible.

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SENATOR TOBIN expressed gratitude for the work of DOTPF and shared anecdotes she received from department employees deployed to western Alaska as part of the disaster response team. She highlighted community resilience and the challenge of working during the winter months. She expressed a desire to hear feedback from DOTPF and other departments about what the State of Alaska can learn from this experience. She emphasized the importance of preparation and planning. She surmised that large storms are likely to occur with greater frequency and intensity and expressed hope that the State of Alaska would have a more coordinated response in the future as a result of what DOTPF is learning as it coordinates the response to Typhoon Halong.

[2:03:10 PM](#)

COMMISSIONER ANDERSON concurred and said DOTPF is paying attention. He commented that engineers can also gather important information by noticing which structures withstood the storm.

[2:03:29 PM](#)

SENATOR KIEHL praised the DOTPF response to Typhoon Halong. He noted that many DOTPF staff left their regular work to deploy as part of the emergency response. He acknowledged that emergency response is the highest priority and asked where DOTPF would likely experience delays because of the emergency response to western Alaska.

[2:04:33 PM](#)

COMMISSIONER ANDERSON advanced to slide 4, containing an infographic illustrating DOTPF structure. According to the infographic, DOTPF is broken down into four main sections: Strategic Assets, Infrastructure Development, Maintenance and Operations, and Cross-Functional Support.

COMMISSIONER ANDERSON highlighted the department's ability to be agile and to shift priorities when Alaska is faced with challenges. He explained that DOTPF staff from across the state have helped during the Typhoon Halong emergency response process. He said department staff have delegated tasks where possible. He said he would continue to evaluate areas of concern and noted that it is early in the federal fiscal year. He pointed out that DOTPF also hires contractors who work alongside department employees. He emphasized that emergency response provides important experience and education for DOTPF staff and briefly discussed the associated advantages. He indicated that DOTPF is paying attention to any areas that may have fallen behind as a result of the disaster response.

[2:06:49 PM](#)

SENATOR KIEHL indicated that an end of year summary would be helpful, particularly with respect to which projects are behind, where additional assistance would allow DOTPF to catch up on those projects, and where expectations for projects may need to shift. He emphasized that the department set aside many projects to prioritize disaster response and has been accomplishing much in that regard.

[2:07:32 PM](#)

COMMISSIONER ANDERSON advanced to slide 5, containing a map of Alaska's liquified natural gas (LNG) transportation corridor. He briefly discussed the role of DOTPF in supporting Alaska's LNG pipeline. He described how the pipeline would follow the Alaska

highway system. He highlighted the operations impact and the construction component. He noted the various crossing locations for both the Dalton and Parks highways and discussed how the construction of those crossings would impact the public.

2:10:03 PM

SENATOR TOBIN observed that slide 5 considers LNG for export and asked how DOTPF is planning for the potential impacts of LNG for in-state use (e.g. the proposed Fairbanks spur).

2:10:29 PM

COMMISSIONER ANDERSON replied that the Fairbanks spur would increase traffic on the Parks Highway. The route is undetermined and thus the construction impacts are unclear. He briefly discussed his understanding of the trucks and their cargo, and how that would impact road usage.

2:11:55 PM

SENATOR TOBIN asked who pays for the crossings and additional infrastructure needs. She wondered if those are part of the LNG project or are programmed into STIP and asked about the necessary legislative response.

2:12:24 PM

COMMISSIONER ANDERSON replied that some of the analyses are done routinely by DOTPF and briefly discussed those. He noted that this would be a large project that may require additional funding. He said the department is seeking a unified approach and briefly discussed the construction process. He said that DOTPF would know more once the timeline is available.

2:13:46 PM

COMMISSIONER ANDERSON advanced to slide 6, containing bar graphs displaying bridge and pavement condition by year. He noted that there is some question regarding whether DOTPF can has sufficient capacity to handle the gas line construction. He indicated the infographic on slide 6 and said that DOTPF is exceeding federal metrics and is on a positive trajectory. He implied that the department is prepared for the level of construction the LNG pipeline would require. He acknowledged that DOTPF will need to repair some locations; however, the ability to shift and allocate funds will help to address areas of concern. He discussed bridges and referenced the Manh Cho project, which helped improve bridge management. He stated that DOTPF is paying close attention to bridge assets.

2:15:15 PM

CHAIR BJORKMAN briefly discussed construction standards in Alaska and contrasted this with construction standards in other states. He offered examples to illustrate how roads are evaluated in other states. He asked about strategies to ensure Alaskan roads last longer. He asked whether DOTPF could potentially take on quality assurance measures that would lengthen the lifespan of Alaska's roadways.

[2:17:28 PM](#)

COMMISSIONER ANDERSON replied that DOTPF has utilized many of these practices. He briefly discussed practices in rural Alaska and suggested a future presentation to focus on asphalt would be helpful.

CHAIR BJORKMAN indicated his agreement.

[2:18:20 PM](#)

COMMISSIONER ANDERSON advanced to slide 7 and discussed Fairbanks' role in the transport of Alaska LNG:

[Original punctuation provided.]

Fairbanks Gateway to the North

DOTPF 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

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.

[2:19:30 PM](#)

COMMISSIONER ANDERSON advanced to slide 8, containing a map of Dalton Highway:

[Original punctuation provided.]

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.

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

[2:21:12 PM](#)

COMMISSIONER ANDERSON advanced to slide 9, containing a map of the Kenai Spur Road reroute:

[Original punctuation provided.]

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

[2:21:45 PM](#)

CHAIR BJORKMAN asked about the timeline for the Kenai Spur Reroute project.

[2:21:59 PM](#)

COMMISSIONER ANDERSON replied that it would likely take 3-5 years to reach shovel-ready construction status under a federal funding scenario.

CHAIR BJORKMAN commented that 3-5 years is a long time.

COMMISSIONER ANDERSON said a state-funded scenario would accelerate the timeline. He added that additional funding sources for this and other Alaska LNG related projects could accelerate those projects.

[2:22:35 PM](#)

COMMISSIONER ANDERSON advanced to slide 10, containing a map showing Alaska's interior transport network:

[Original punctuation provided.]

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

[2:23:53 PM](#)

COMMISSIONER ANDERSON advanced to slide 11 and highlighted Alaska's aviation infrastructure:

[Original punctuation provided.]

**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.

[2:24:42 PM](#)

CHAIR BJORKMAN thanked the presenters and invited them to return for more detailed presentations on STIP, match funding, and other topics covered broadly in today's presentation.

[2:26:08 PM](#)

There being no further business to come before the committee, Chair Bjorkman adjourned the Senate Transportation Standing Committee meeting at 2:26 p.m.