

Associated General Contractors of Alaska

Ryan Anderson, P.E.

Commissioner

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Deputy Commissioner

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Director, Program Management and Administration

November 12, 2025



KEEP ALASKA MOVING

West Coast Alaska Storm – Typhoon Halong

2025 TYPHOON HALONG IMPACT AREA

- | | |
|--------------|------------------|
| Akiak | Mekoryuk |
| Alakanuk | Mountain Village |
| Atmautluak | Napakiak |
| Bethel | Napaskiak |
| Chefornak | Nightmute |
| Chevak | Noatak |
| Deering | Nome |
| Eek | Nunam Iqua |
| Elim | Nunapitchuk |
| Emmonak | Oscarville |
| Galena | Pilot Station |
| Golovin | Pitkas Point |
| Hooper Bay | Quinhagak |
| Kaltag | Saint Mary's |
| Kasigluk | Scammon Bay |
| Kipnuk | Shageluk |
| Kongiganak | Shaktolik |
| Kotlik | Shishmaref |
| Kotzebue | Teller |
| Koyuk | Toksook Bay |
| Kwigillingok | Tuluksak |
| | Tuntutuliak |
| | Tununak |
| | Unalakleet |



DOT&PF Metrics

West Coast Storm 2025: Team Response



50+ Communities impacted by two typhoon surge storms

250+ DOT&PF 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

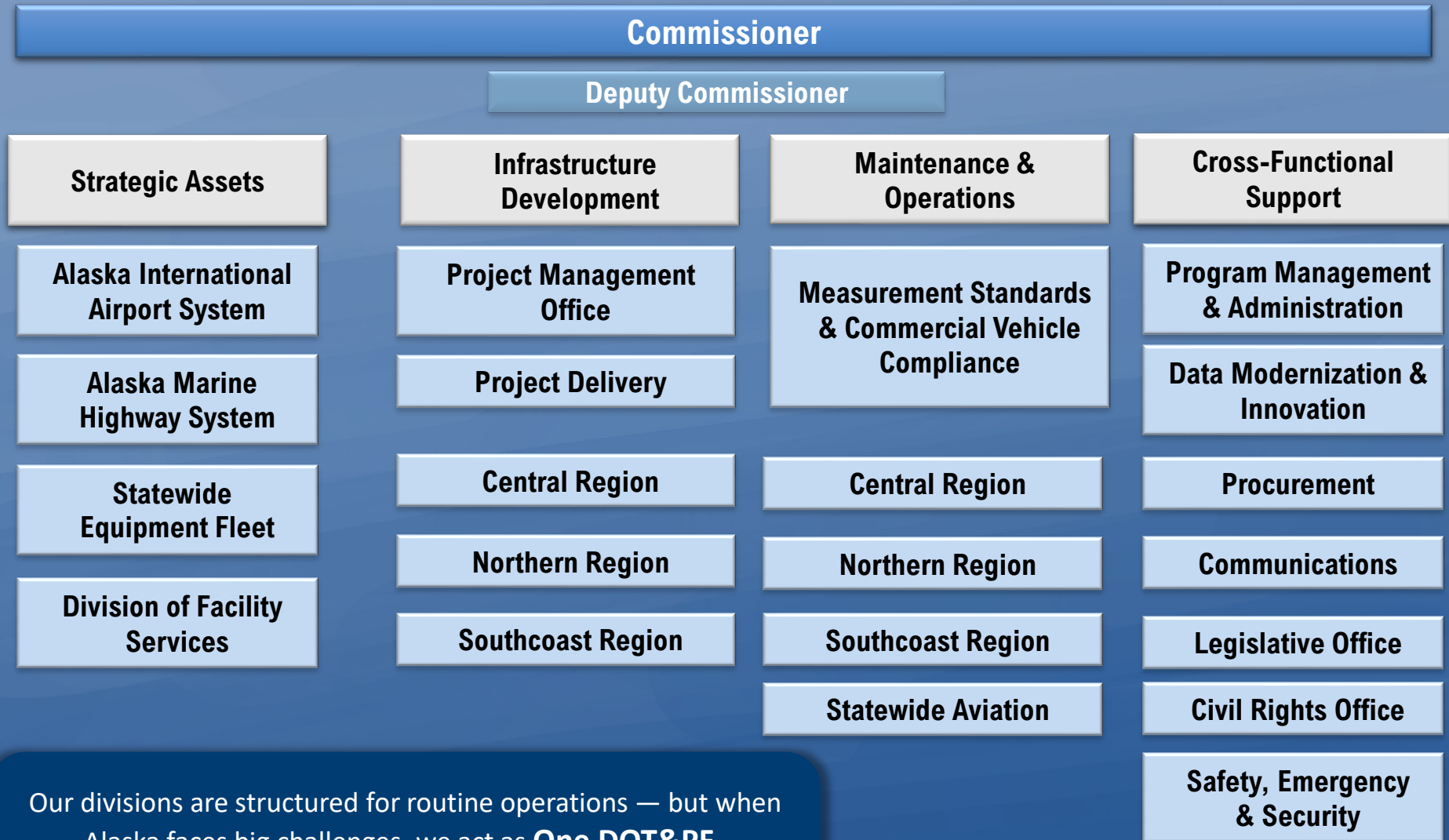
55+ Suppliers

1,000,000+ 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 transportation systems and assist affected communities.



DOT&PF: Unified Structure to Tackle Challenges



Our divisions are structured for routine operations — but when Alaska faces big challenges, we act as **One DOT&PF**. That means shared resourcing, unified permitting, coordinated programming, and decisive field leadership.

What's at Stake for Alaska

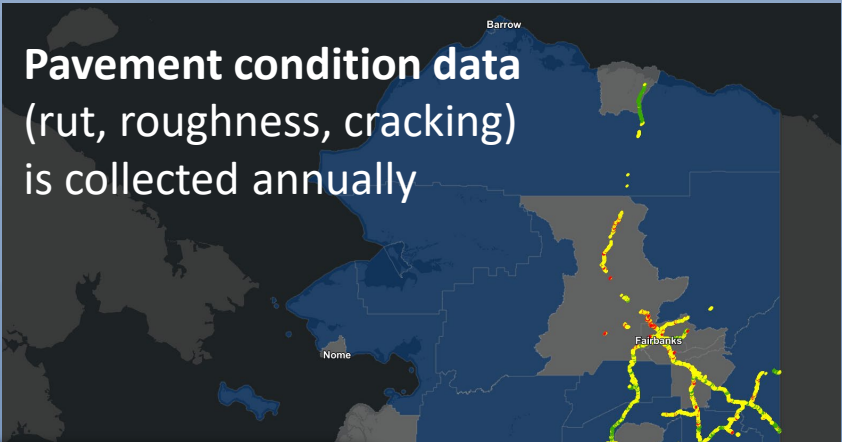
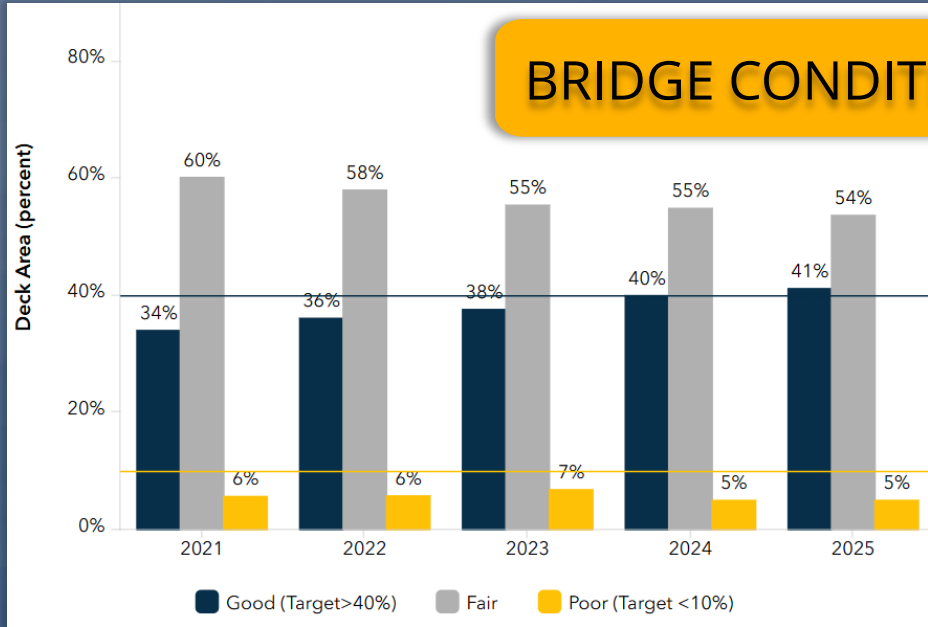


Highway Assets & Conditions

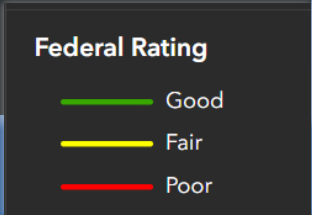
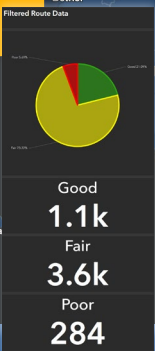
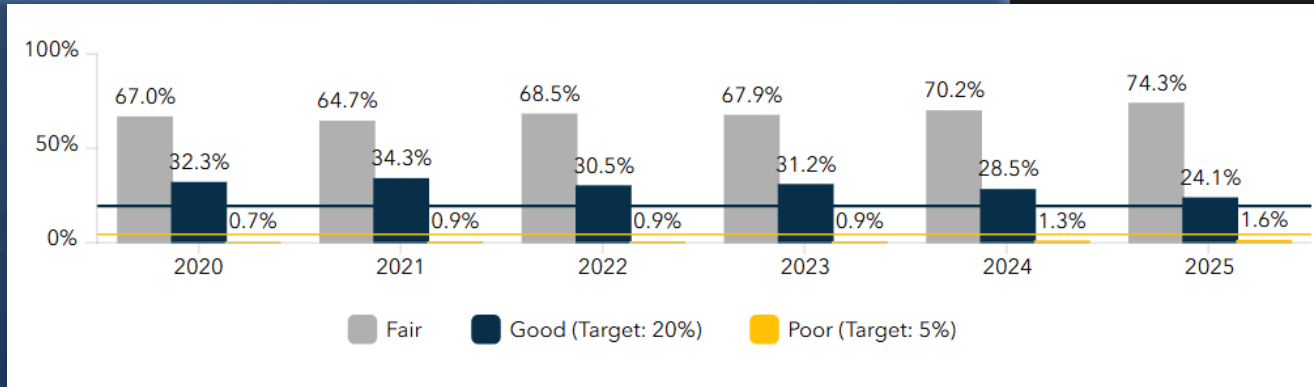
Readiness for Increased Freight and Construction Traffic



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



PAVEMENT OVERALL CONDITION BY YEAR: INTERSTATE



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

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.

November 25, 2025

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

Kenai Spur Reroute – Readiness Pathway

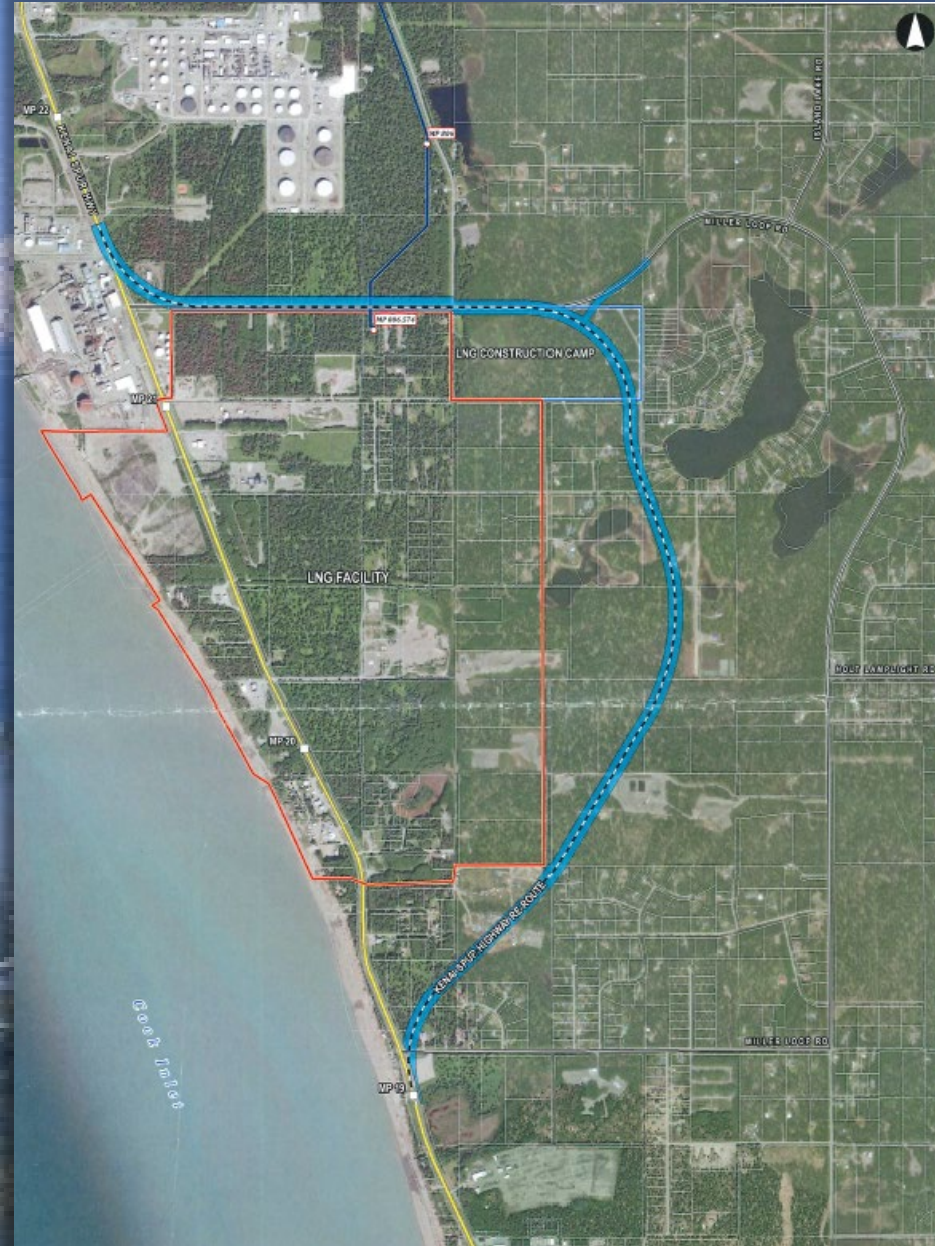
Supports LNG facility access, community safety, and long-term coastal resilience.

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



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



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

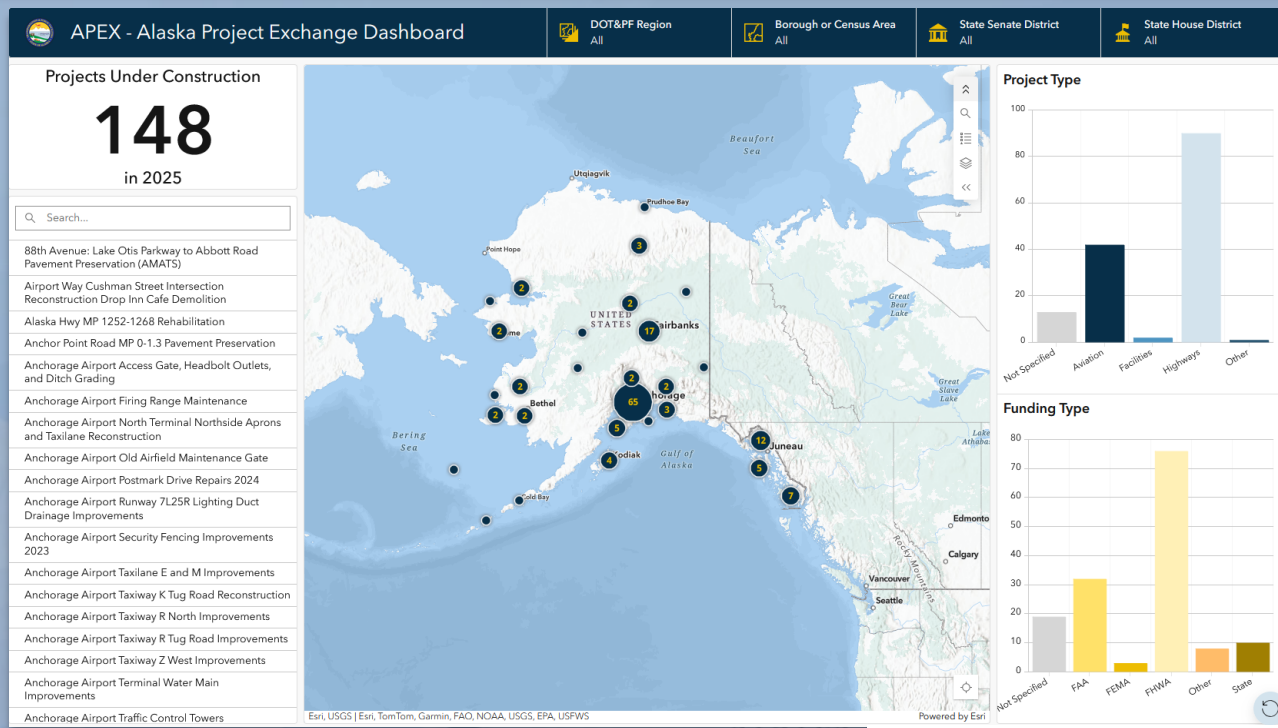


Aviation provides critical logistics support for Alaska's energy and infrastructure development — from cargo and workforce transport to emergency response and construction staging.

Anchorage and Fairbanks serve as international cargo hubs, while rural airports along the corridor sustain operations and community access during construction.

FFY25 Project Delivery Program Review

Construction Activity and Goals



Focused Infrastructure Areas

- Bridges
- Pavement
- New roads and realignments

Tentative Advertise List:

<https://dot.alaska.gov/procurement/awp/tas.html>

Current Bid Calendar:

<https://dot.alaska.gov/procurement/awp/bids.html>

Contract Award Status:

<https://dot.alaska.gov/procurement/awp/cas.html>

Project Delivery Fiscal Year Trends and FFY2025 Projections

Fiscal Year	Contract Awards (\$m)	Contractor Payments (\$m)	FHWA Obligations (\$m)	FAA Obligations (\$m)	Disc. Grant Obligations (\$m)
FFY2022	\$815.2	\$894.4	\$812.2	\$256.0	
FFY2023	\$736.7	\$1,022.0	\$792.8	\$229.3	
FFY2024	\$630.6	\$1,144.7	\$662.8	\$244.8	
FFY2025	\$935.0	\$885.7	\$900.0+ **	\$235.8	\$564.9M
Projected*					

* All projected values are contingent on federal appropriations and may be adjusted based on Congressional funding decisions, particularly while operating under a Continuing Resolution (CR), which may affect the timing and distribution of federal allocations. Projected numbers are also contingent on project delivery timelines.

** Obligation totals include August Redistribution, with preliminary estimates exceeding \$120 million for FFY2025. Advance Construction (AC) agreements, an essential financial tool allowing project acceleration, are not considered obligations. However, repayment of AC does constitute an obligation, thereby impacting fiscal projections.

FFY25 Project Delivery Program Review

Contract Awards

Contract Awards FFY 2025: \$897,230,167

Regional:

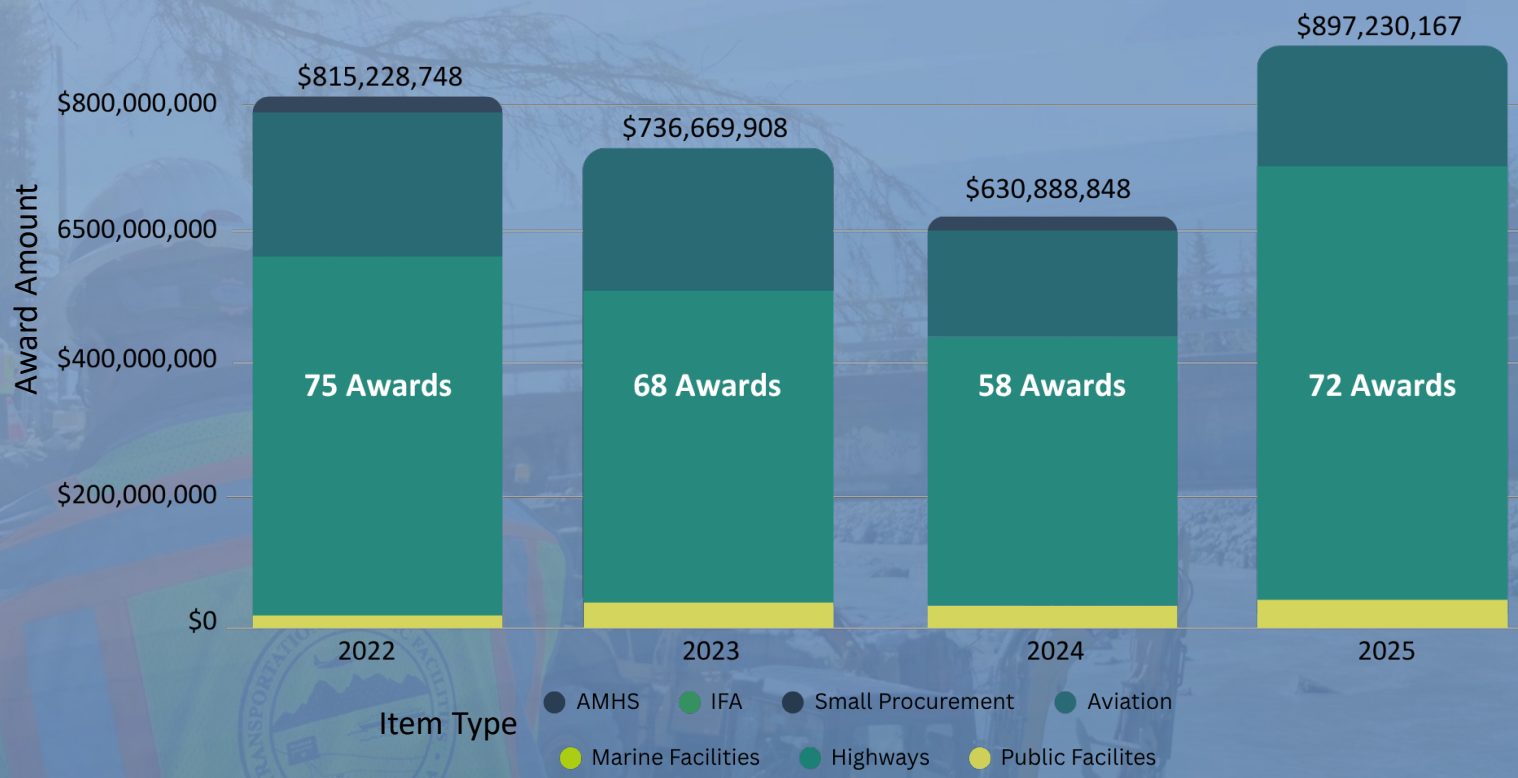
Northern
\$369,082,182

Central
\$365,101,097

Southcoast
\$163,046,888

All Awards by Type (FFY)

(Including Sterling Highway MP 45-60 Sunrise to Skilak Lake Rd Reconstruction Stage 1B CM/GC, 10/2/2025)

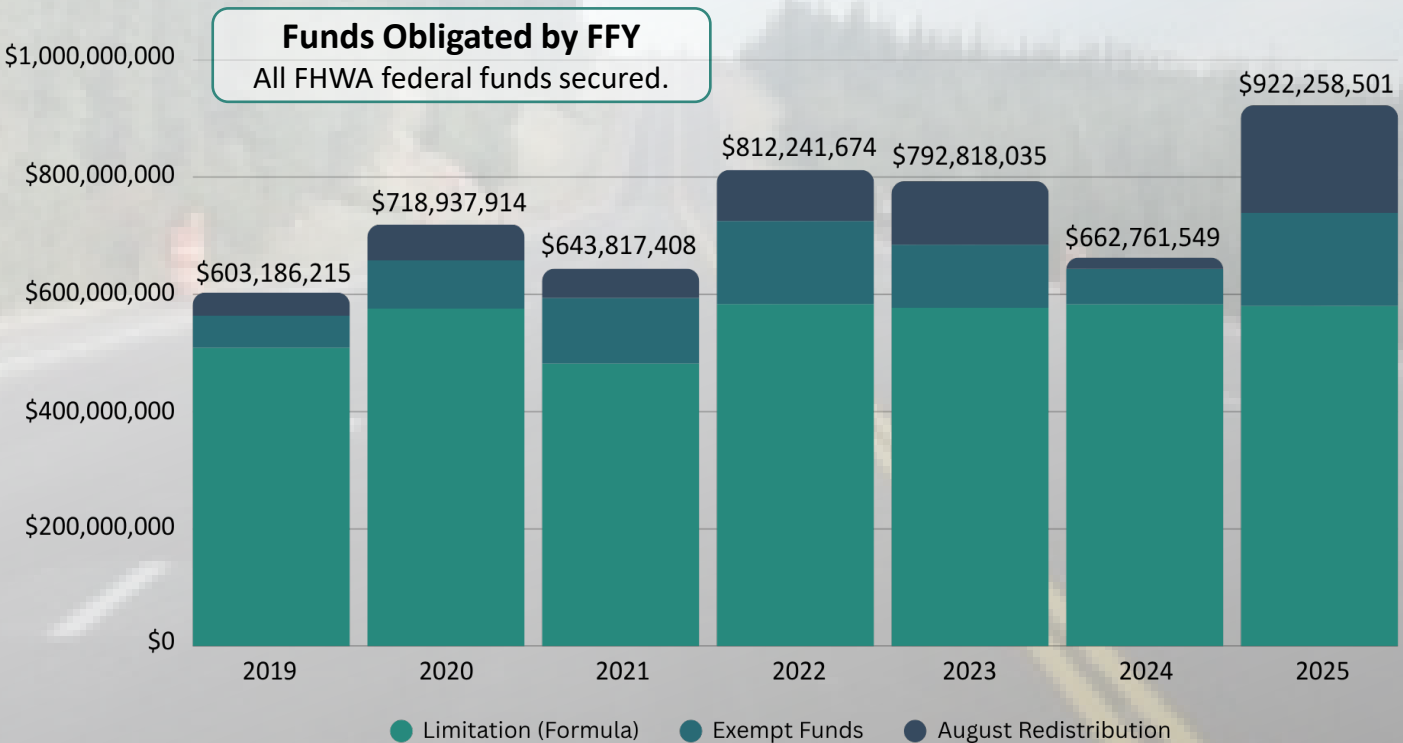


FFY25 Project Delivery Program Review

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 DOT&PF history



Our team successfully obligated 100% 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.



FFY25 Project Delivery Program Review

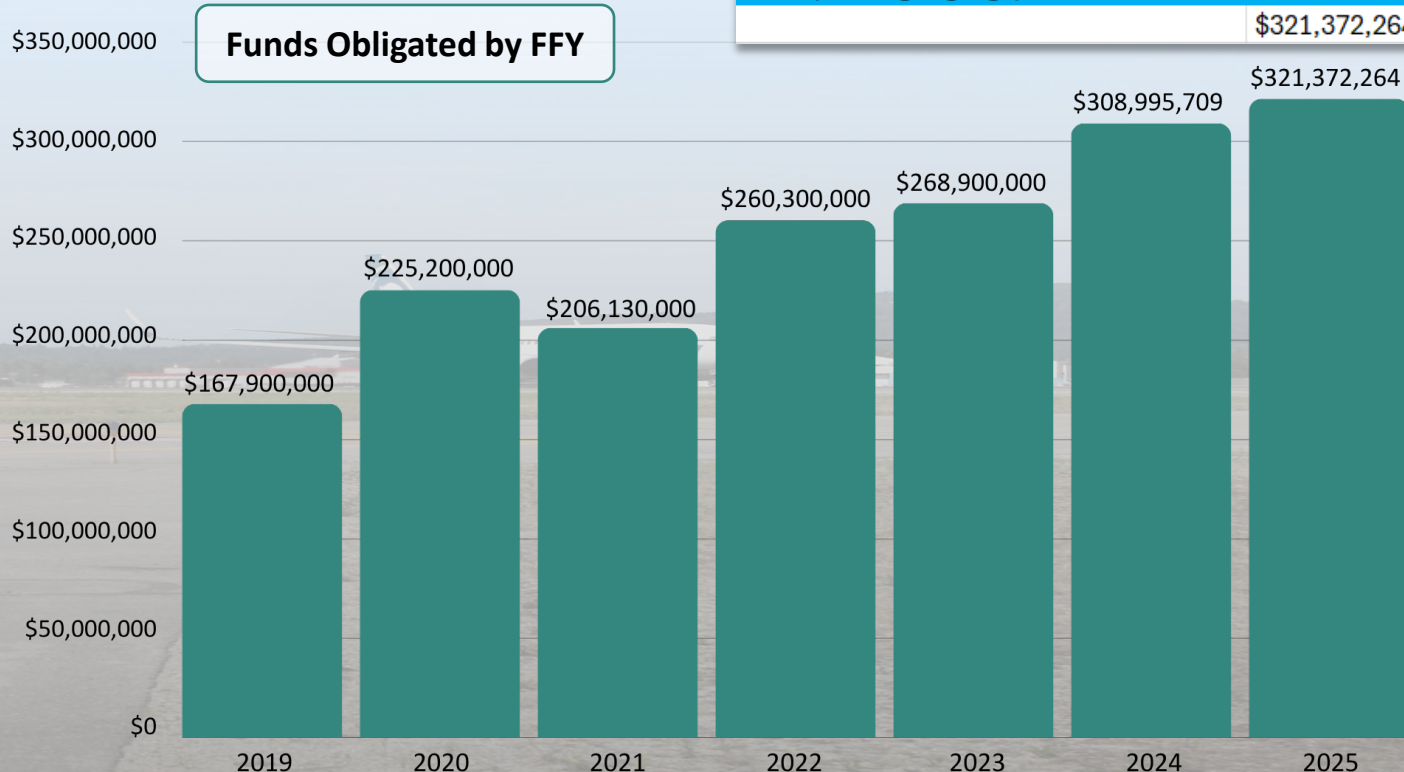
Obligations and Grants – Airports

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.

SRE & ARFF Equip.	\$22,035,614
Safety & Stds. Improvements	\$41,691,958
Terminal & Bldgs	\$50,009,019
Airfield Ltg. & Vis Aids	\$12,841,139
Surface Perserv. Maint.	\$4,000,535
Airfield Rehabilitation & Reconstruction	\$182,055,293
Planning	\$3,512,659
Other (Fencing, Signage)	\$5,226,047
	\$321,372,264

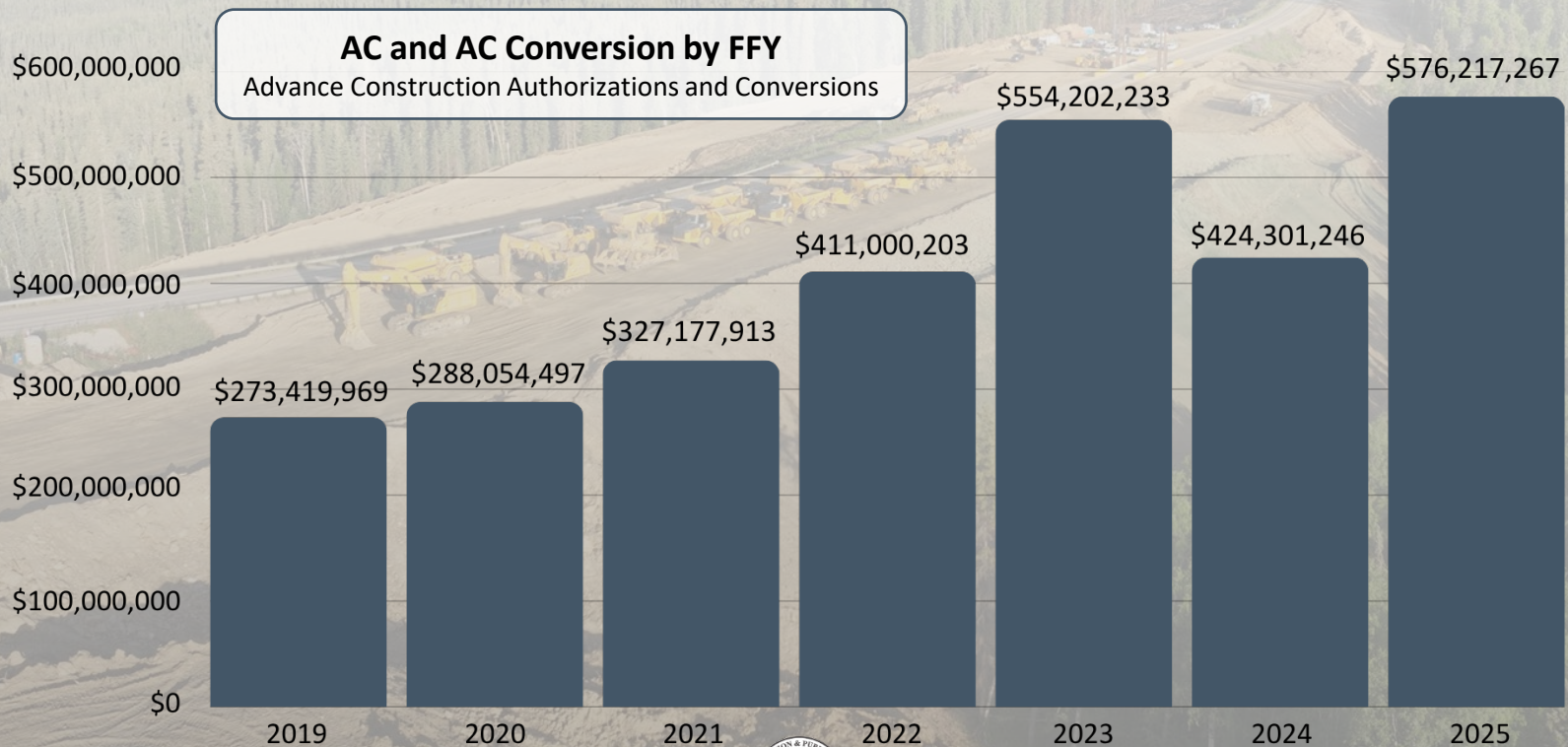


FFY25 Project Delivery Program Review

Advance Construction

Advance Construction (AC): A Tool for Project Delivery

- Allows DOT&PF to begin projects under this authority and convert to federal funds later
- Ensures continuous project delivery even when federal obligation limits are reached
- FFY25 balance: \$576 million, reflecting a strong project pipeline
- Balance managed carefully to align with federal reimbursements and construction schedules

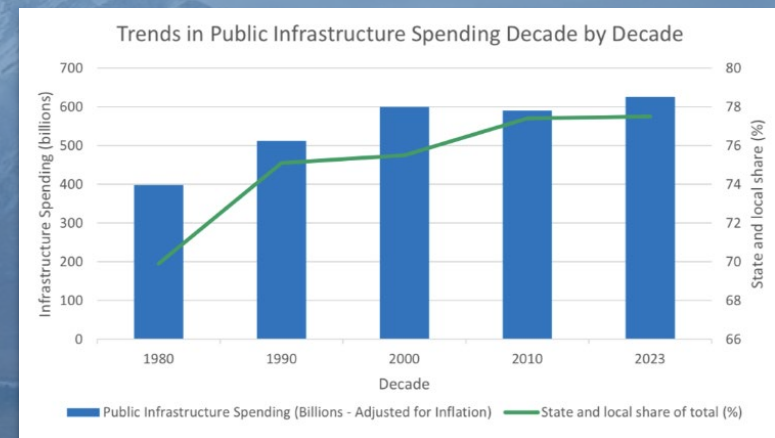
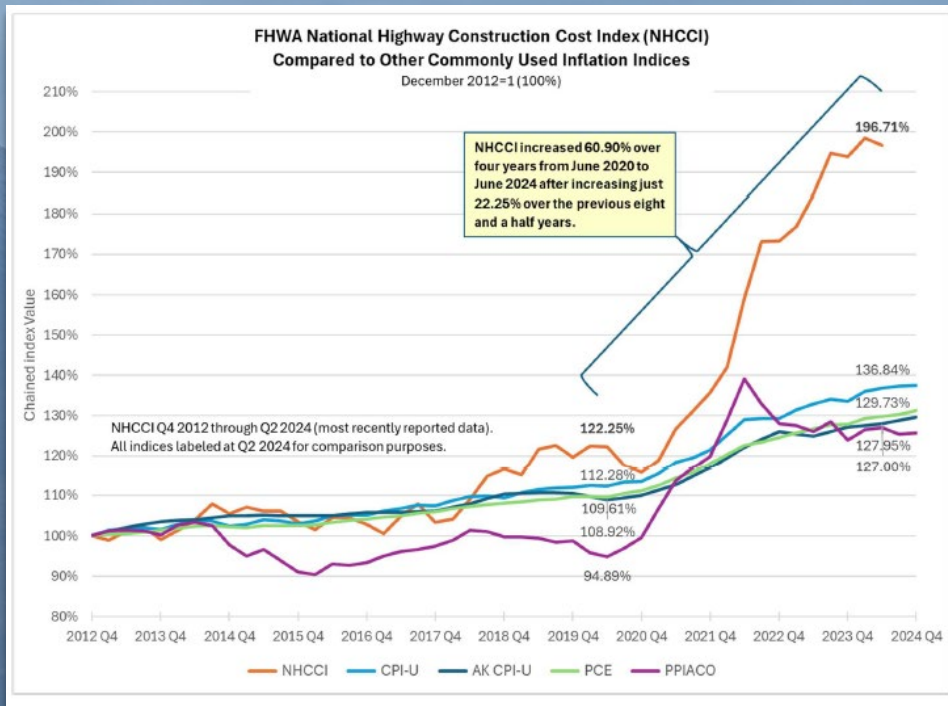


FFY26 Construction Pipeline

Challenges and Focus

FFY26 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



Eno Center for Transportation, 2025

FFY26 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

Current Listing Summary

Download this Data >

This dashboard displays data on construction projects that are tentatively planned to be advertise in the next 12 months.

Number of Projects on List

91

Value Low

\$670,100,000

Value High

\$1,098,500,000

No Changes Since:

9/29/2025 1:15pm

Highway Projects

60

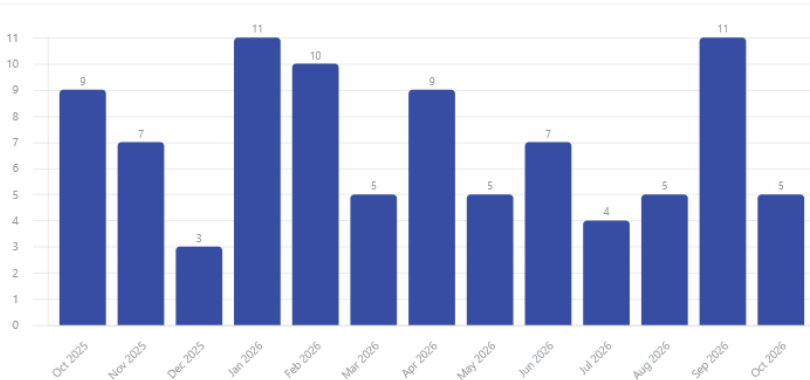
Airport

19

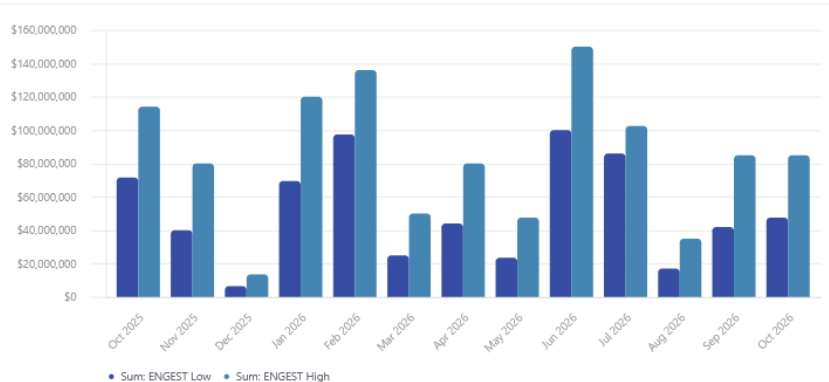
Other

8

Total Projects by Month



Engineers Estimate Low/High by Month



Shovel Ready Projects

Projects shovel ready in the next year but not on the Advertise List primarily due to funding, or other reasons.

Project Count

24

Value Low

\$200,700,000

Value High

\$314,000,000

FFY26 Fiscal Outlook

Surface & Air Transportation

Federal Programs Total Combined Investment: ~\$1.98B

Surface Transportation (STIP Amendment 2)

- **Total Revenue (FFY26): \$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 (FFY26): ~\$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 & lighting
- Safety & compliance upgrades
- Rural airport access & maintenance support

FFY26 Project Delivery

State Match Projections

SFY26 CAPITAL – State Match Summary					
Category	Governor Proposed	Enacted Budget	Funding Source	% Change	Allocation Reduction
Total Capital	\$115,971,056	\$45,816,078	UGF	-60.5%	-\$70,154,978
STP (Surface Transportation Program)	\$90,125,981	\$31,849,826	UGF	-64.7%	-\$58,276,155
AIP (Airport Improvement Program)	\$23,773,636	\$13,966,252	UGF	-41.3%	-\$9,807,384
Other	\$1,611,548	\$0	AIDEA	-100.0%	-\$1,611,548
Safety	\$59,891	\$0	AIDEA	-100.0%	-\$59,891
FTA (Transit)	\$400,000	\$0	AIDEA	-100.0%	-\$400,000

Current Status

- \$70M state match shortfall following FY25 legislative actions and vetoed reappropriations
- DOT&PF adjusted STIP—~25 projects deferred 1–3 years to remain within available match
- Continuing delivery through carryforward match and Advance Construction authority

Program Implications

- DOT&PF can still obligate the program in FFY26 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 FY26, but a fix is needed to maintain momentum

Next Steps - Support Needed



CAPITAL BUDGET

Advance port, highway, and intermodal connector investments, including match.

OPERATING BUDGET

Sustain workforce, training, and maintenance capacity.

REGULATORY REFORM

Now is your chance: Administrative Order 360

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