

ALASKA DOT&PF

2025 ROADS AND HIGHWAYS

ADVISORY BOARD



March 6, 2025, 8:30 AM - 12:30 PM

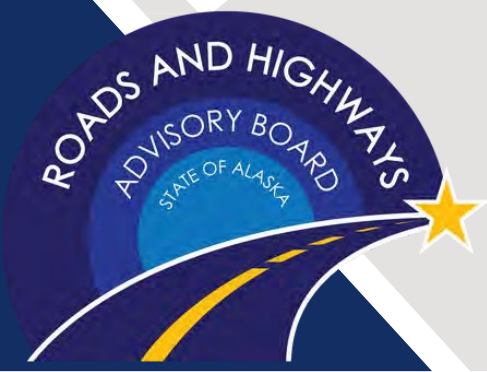
In-person: Mile 3 Conference Room 140

3132 Channel Dr., Juneau, AK

Phone Line: 1-253-205-0468 Meeting

ID: 818 8370 7942

DOT&PF FACEBOOK LIVE STREAM



**STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
ROADS AND HIGHWAYS ADVISORY BOARD MEETING AGENDA**

March 6, 2025, 8:30 AM - 12:30 PM

In-person: Mile 3 Conference Room 140, 3132 Channel Dr., Juneau, AK

Phone Line: 1-253-205-0468 Meeting ID: 818 8370 7942

DOT&PF FACEBOOK LIVE STREAM



Call to order/Roll Call

Roads and Highways Advisory Board Members:

- Chair Dan Hall
- Jon Fuglestad
- Kodi Long
- Jason McComas-Roe
- Andrew Guy
- Pat Kemp
- Aves Thompson

DOT&PF

- Commissioner Ryan Anderson
- Deputy Commissioner Katherine Keith
- Southcoast Director Christopher Goins
- Central Region Director Sean Holland
- Division Director Dan Smith
- Northern Region Preconstruction Engineer Al Beck
- Frontier Roads and Sustainability Program Manager Rebecca Garrett
- Northern Region Maintenance and Operations Chief Jason Sakalaskas
- Executive Secretary Winnie Cichosz
- Communication Manager Danielle Tessen

AIDEA

- Program Manager Jeffrey San Juan



02

MEETING AGENDA



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

ROADS AND HIGHWAYS ADVISORY BOARD MEETING AGENDA

March 6, 2025, 8:30 AM - 12:30 PM

In-person: Mile 3 Conference Room 140, 3132 Channel Dr., Juneau, AK

Phone Line: 1-253-205-0468 Meeting ID: 818 8370 7942

DOT&PF FACEBOOK LIVE STREAM



Board Members: Chair Dan Hall, Jon Fuglestad, Kodi Long, Jason McComas-Roe, Andrew Guy, Pat Kemp, and Aves Thompson

DOT&PF: Commissioner Ryan Anderson, Deputy Commissioner Katherine Keith, Christopher Goins, Sean Holland, Al Beck, Rebecca Garrett, Jason Sakalaskas, Winnie Cichosz and Danielle Tessen

AIDEA: Jeffrey San Juan

Agenda					
Time		Item	Speaker	Purpose	Materials
8:30am	Item 1	Call to Order/Roll Call			01 sheet
	Item 2	Agenda/Notes Approval		Action	02 Notes and agenda
	Item 3	Report of Board Chair	Dan Chair	Information	
	Item 4	Report of Members	All Board Members	Information	
	Item 5	Commissioner's Remarks	Commissioner Anderson		
8:45am	Item 6	General Public Comments			
Old Business					
9:00am	Item 7	Build America Buy America Update	Director Goins	Information	07 Build America Buy America BABA
9:15am	Item 8	STIP Update	Deputy Commissioner Keith	Information	08 STIP flyer
New Business					
9:30am	Item 9	Measurement Standards and Commercial Vehicle Compliance	Director Dan Smith	Information	09 Measurement Standards Powerpoint
10:00am	Item 10	Project Delivery and 2025 Construction Season	Deputy Commissioner Keith, Director Holland, Director Goins, Al Beck	Information	10 Project Delivery map Powerpoint
11:00am			BREAK		
11:15am	Item 11	Dalton Highway Corridor Challenges	Jason Sakalaskas	Information	
11:30am	Item 12	Yukon Kuskokwim Corridor Project	Rebecca Garrett and Danielle Tessen	Information	11 Yukon Kuskokwim Corridor Project AVCP work
NOON	Item 13	Ambler Mining District Access Update	Jeffrey San Juan	Information	12 Powerpoint and Map
12:15 pm	Item 14	Closing Comments	Commissioner Anderson		
12:30 pm	Item 15	Adjourn	Dan Chair	Schedule next meeting	

RAHAB Board Meeting Notes

Date: November 5, 2024

Time: 1:01 PM

Location: Alaska DOT&PF Central Region, Anchorage, Alaska / Zoom

1. Opening and Roll Call

Call to Order: The meeting was called to order at 1:01 PM by Chair Dan Hall.

Attendance: All members were present (quorum established):

- Dan Hall (Chair, in-person)
- Jon Fuglestad (in-person)
- Kodi Long (in-person)
- Jason McComas-Roe (online)
- Andrew Guy (in-person)
- Patrick Kemp (online)
- Aves Thompson (in-person)

Approval of Agenda and Minutes:

- The agenda and previous meeting minutes were reviewed and approved after corrections.
- **Corrections to Minutes:**
 - Name spelling adjustments requested by Fuglestad, Long, McComas-Roe, and Thompson.
 - Jason McComas-Roe requested his absence from the May meeting be recorded as excused due to lack of notification.

Chair's Remarks:

Dan Hall welcomed members and introduced Pat Kemp, a new board member with experience as a former DOT Commissioner.

2. Public Comments

The floor was opened for public comments via phone (by pressing star-nine) or Zoom hand-raising.

- **Outcome:** No public comments were received.
-

3. Buy America Requirements Update

Presentation by Chris Goins:

- FHWA plans to remove the **Manufactured Product Waiver** by the end of 2024.
- This could delay utility-related projects significantly, as many utilities are unable to source compliant domestic materials.

Challenges:

- Difficulty sourcing domestic metals, glass, lumber, and polymers.
- Pre-purchased non-compliant materials cannot be used, potentially delaying projects.

Mitigation Efforts:

- DOT is working with AASHTO and drafting a letter requesting an Alaska-specific waiver.
- Plans are underway to engage Alaska's congressional delegation for support.

Discussion Highlights:

- **Aves Thompson:** Asked if the decision was administrative or congressional (it is administrative).
 - **Dan Hall:** Expressed concern over the delays this would impose.
-

4. Workforce Development and Recruitment Challenges

DOT Report:

- Success in obtaining FHWA funds for training programs to secure CDLs and certifications.
- Partnerships are being formed with rural schools to provide highway-related credentials to students.

Discussion Highlights:

- **Andrew Guy:** Emphasized the need for robust efforts to mitigate workforce shortages.
 - **Kodi Long:** Suggested more aggressive strategies to attract and retain workers in Alaska.
-

5. Year-End Obligations and Awards

Presentation by Director Pannone:

- **\$662.7M in federal funds** were obligated for FY2024, with **\$417.4M awarded over 53 projects**.
- Awards decreased compared to previous years (63 projects in 2022, 73 in 2021).

Discussion Highlights:

- **Dan Hall:** Asked about differences between obligations and awards (obligations secure federal funds; awards are contractor agreements).
 - **Kodi Long:** Inquired about timelines for spending obligated funds.
-

6. STIP Amendments and Planning Findings

Deputy Commissioner Keith's Presentation:

- Overview of STIP approvals and amendments, noting delays caused by public comment requirements and FHWA interpretations.

Key Issues:

- Ambiguities in federal regulations causing inefficiencies.
- FHWA declined to provide written clarifications, causing project uncertainties.

Discussion Highlights:

- **Aves Thompson:** Expressed surprise at FHWA's lack of clear written guidance.
 - **Dan Hall:** Suggested that frequent amendments disrupt project timelines.
-

7. Dalton Highway Maintenance

Challenges:

- Ongoing issues on a critical commercial route.
- Proposed actions: form an ad hoc group, consider user fees, and establish an advisory committee.

Discussion Highlights:

- **Andrew Guy:** Stressed the highway's importance to rural communities.
 - **Kodi Long:** Suggested partnerships and state funds to address these issues.
-

8. Manh Choh Mine Haul Route

Presentation:

- Recommendations included policy improvements, safety actions, and capital projects to address concerns.

Discussion Highlights:

- **Dan Hall:** Highlighted safety concerns, especially regarding school bus routes.
 - **McComas-Roe:** Suggested local involvement in safety initiatives.
-

9. School Bus Safety

Recommendations:

- Launch public awareness campaigns.
- Explore ITS solutions and apply for grants.

Discussion Highlights:

- **Andrew Guy:** Supported efforts to educate the public on interacting with school buses.
 - **Chris Goins:** Emphasized ITS improvements for school zones.
-

10. Bridge Posting and Load Monitoring

- Monthly monitoring of the Manh Choh haul route bridges shows no observed damage.

Discussion Highlights:

- **Kodi Long:** Inquired about long-term plans for monitoring and maintenance.
-

Action Items

1. **STIP Process Flowchart:** DOT Staff to develop a flowchart clarifying STIP processes.
 2. **White Paper:** Leadership to prepare a white paper addressing federal regulatory challenges.
 3. **Dalton Highway Funding:** Ad hoc group to explore solutions for Dalton Highway maintenance.
 4. **School Bus Safety:** Safety Division to implement awareness campaigns and seek grant funding.
 5. **Bridge Monitoring:** Maintenance Division to continue monthly bridge assessments.
-

Next Meeting

Date: March 6, 2025

Location: Juneau, Alaska

Invited Guests: Dan Smith and Carlos Rojas from MS/CVC

Adjournment: The meeting adjourned at 4:25 PM.

07

BUILD AMERICA BUY AMERICA UPDATE



BABA Manufacture Products Waiver Final Rule Summary

2/23/2025

The BABA manufactured products waiver final rule has come out (This can be found by **searching for [Docket No. FHWA–2023–0037] RIN 2125–AG13 Buy America Requirements for Manufactured Products AGENCY: Federal Highway ACTION: Final rule.**).

It states ‘no Federal-aid highway construction project is to be authorized for advertisement or otherwise authorized to proceed unless the manufactured products used and permanently incorporated in such project are produced in the United States.’ ‘The final assembly requirement will become effective for Federal-aid projects obligated on or after **October 1, 2025. The Manufactured Products General Waiver will remain in place until this date.** In addition, the **55 percent requirement will subsequently become effective for Federal-aid projects obligated on or after October 1, 2026.** This means that, to be Buy America-compliant, for Federal-aid projects obligated on or after October 1, 2026, all manufactured products permanently incorporated into the project must both be manufactured in the United States and have the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States be greater than 55 percent of the total cost of all components of the manufactured product.’

Short version, Projects using any Federal funds must use domestic steel, iron, construction materials **and manufactured products.** This shall apply to utility relocations. Projects obligated on or after **October 1, 2025 require domestically manufactured products.** Projects obligated on or after **October 1, 2026, require domestic manufacture and they must minimally have 55% of their components’ cost be US mined, produced, or manufactured.**

Definitions of interest included below:

1. **Manufactured products** means articles, materials, or supplies that have been processed into a specific form and shape, or combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies. If an item is classified as an iron or steel product, an excluded material, or other product category as specified by law or in 2 CFR part 184, then it is not a manufactured product. However, an article, material, or supply classified as a manufactured product may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.
2. **Produced in the United States** means that (1) the manufactured product was manufactured in the United States and (2) the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content of the manufactured product has been established under applicable law or regulation.
3. **Predominantly of iron or steel or a combination of both** means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. The cost of iron and

steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of iron or steel components.

4. **Component** means an article, material, or supply, whether manufactured or unmanufactured, incorporated directly into a manufactured product or, where applicable, an iron or steel product.
5. **De Minimus waiver** under a single financial assistance award:
 1. The total value of the non-compliant products is no more than the lesser of \$1,000,000 or 5% of total allowable costs under the Federal financial assistance award;
 2. The size of the Federal financial assistance award is below \$500,000; or
 3. The non-domestically produced miscellaneous minor components comprise no more than 5 percent of the total material cost of an otherwise domestically produced iron or steel product.

Below are the key reasons FHWA provided for discontinuing the Manufactured Products General Waiver, as outlined in the **BABA Manufactured Products Waiver Final Rule**:

- **Congressional Intent & BABA Compliance:** The **Build America, Buy America Act (BABA)** demonstrates a preference against broad waivers, requiring agencies to review and limit such waivers to maximize domestic manufacturing.
- **Policy Alignment:** The waiver was inconsistent with **Executive Order 14005**, which aims to maximize the use of goods, products, and materials made in the U.S.
- **Domestic Manufacturing & Economic Growth:** The FHWA determined that maintaining the waiver discouraged **domestic production, job creation, and investment in U.S. manufacturing**.
- **Supply Chain Resilience & National Security:** Increasing domestic production strengthens **supply chains** and reduces dependence on foreign suppliers, which can help prevent **disruptions**.
- **Lack of Market Signals for Manufacturers:** The waiver removed incentives for manufacturers to **onshore production** and did not provide **clear market signals** about demand for domestic products.
- **Limited Economic Impact of Including Manufactured Products:** FHWA stated that the **economic effect** of applying Buy America to manufactured products was **previously underestimated** and could **now be beneficial**.
- **Administrative Burdens Not Justified:** The **complexity** of tracking manufactured products and their components was initially cited as a reason for the waiver. However, FHWA now believes that these burdens can be managed and **do not justify a broad exemption**.
- **Public Interest Justification No Longer Applies:** The original justification for the waiver in 1983 included concerns about **costs, availability, and compliance difficulty**. FHWA now believes these concerns can be **addressed through targeted waivers** rather than a **blanket exemption**.
- **Transition Strategy:** FHWA intends to **phase in** the requirements over time (final assembly by **October 1, 2025**, and the **55% domestic component requirement by October 1, 2026**) to **mitigate supply chain concerns**.

FHWA's Approach to Targeted Waivers and Timeline for Implementation

FHWA has outlined a **phased approach** for implementing Buy America requirements for manufactured products while allowing for **targeted waivers** where necessary. Here's how they plan to proceed:

1. Transition Period for Implementation

To allow time for **onshoring of production** and to assess industry readiness, FHWA is implementing a **two-phase transition** for manufactured product compliance:

Phase 1: Final Assembly Requirement (Effective October 1, 2025)

- All manufactured products must be assembled in the U.S. to qualify as Buy America-compliant.
- The waiver for manufactured products remains in effect **until this date**, allowing time for manufacturers to prepare.
- FHWA expects this to **signal the market** and encourage domestic production investment.

Phase 2: 55% Domestic Component Requirement (Effective October 1, 2026)

- In addition to the final assembly requirement, **at least 55% of a manufactured product's components (by cost) must be mined, produced, or manufactured in the U.S..**
 - This phased approach gives time for:
 - Manufacturers to **adjust supply chains**.
 - FHWA to **assess availability** and issue waivers for products not yet feasible for U.S. production.
-

2. Process for Identifying Targeted Waivers

FHWA has acknowledged concerns over **domestic availability** of certain products and intends to issue **targeted, time-limited waivers** based on data collection and industry feedback.

The key steps in this process include:

A. Data Collection and Industry Engagement (2024–2025)

- FHWA will **monitor** the market response to the upcoming Buy America requirements.
- A **Request for Information (RFI)** was issued to gather feedback on which products may need **temporary exemptions**.
- Additional **outreach to manufacturers, industry groups, and state DOTs** will continue through **2024 and early 2025**.

B. Waiver Analysis & Initial Waivers (Mid-to-Late 2025)

- FHWA will **review industry responses** to determine:

- Which **specific products** are unlikely to meet the **final assembly requirement** by October 1, 2025.
- If certain categories of **manufactured products need temporary waivers** due to **lack of domestic production capacity**.
- FHWA will then **publish and propose initial waivers** through the **Federal Register** for public comment.
- Time-limited waivers will be granted where necessary, with **sunset provisions** for periodic review.

C. Monitoring & Adjusting Waivers (2025–2026)

- **Continuous monitoring** will take place for the final assembly requirement phase.
- As the **55% domestic content requirement approaches (2026)**, FHWA will:
 - **Reassess** whether any additional **targeted waivers** are needed.
 - Extend, modify, or eliminate existing waivers as **U.S. production capacity grows**.

D. Post-Implementation Waiver Process (2026 & Beyond)

- FHWA will use a **case-by-case** waiver process for **products that remain unavailable** even after the compliance deadlines.
- Agencies and contractors will be allowed to **request waivers** for specific **non-compliant products** that **cannot be sourced domestically**.

3. Guiding Principles for Targeted Waivers

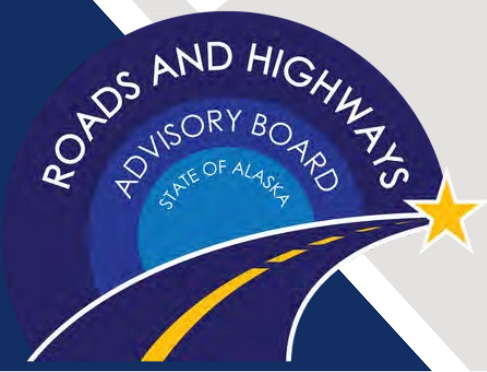
- **Time-Limited:** Waivers will not be indefinite; FHWA will reassess them **periodically**.
 - **Narrowly Scoped:** Waivers will apply **only to specific products** that cannot be domestically sourced.
 - **Market Signal-Oriented:** Waivers will be used to **encourage domestic manufacturing investment**, not to replace it.
 - **Transparency & Public Input:** FHWA will publish **waiver justifications** and allow for **public comment**.
-

Conclusion

FHWA intends to **phase in compliance** while ensuring flexibility through **targeted, temporary waivers**. By setting clear **compliance deadlines**, monitoring market readiness, and adjusting waivers where necessary, FHWA aims to **balance supply chain concerns with the goal of increasing domestic production**.

08

STIP UPDATE





STATE OF ALASKA
DEPT. OF TRANSPORTATION & PUBLIC FACILITIES

2024-2027 STIP


STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Public Comment OPEN for 2024-2027 STIP **Amendment 2**

Review and comment
through **March 20, 2025**

 **ONLINE** at dot.alaska.gov/stip or scan this QR code

 **TEXT** STIP to 855-925-2801

 **EMAIL** dot.stip@alaska.gov

 **CALL** 855-925-2801 & use **PIN 2191** to leave a message





09

MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE





Alaska Department of Transportation & Public Facilities

Commercial Vehicle Compliance

Director Daniel V. Smith & Chief Carlos T. Rojas III

Commercial Vehicle Compliance Overview

- MSCVC operates nine fixed weigh stations around the State.
 - 4 Fairbanks – 6 filled PCNs
 - 3 Anchorage - 10 filled PCNs
 - 1 Tok – 4 PCNs
 - 1 Sterling – 3 PCNs
- On average, CVC staff weigh around 80,000 vehicles each year.
- Inspect an average of 6,805 vehicles each year.



Top 10 Most Common Violations CY2024

Federal Violation Code	Violation Description	Count
392.2W	Excessive Weight violation	1420
393.9	Inoperable Required Lamp	810
396.17C	Operating a CMV without proof of a periodic inspection	441
393.47E	Brake Out of Adjustment - Roto, Clamp	407
392.2RG	State vehicle registration or License Plate violation	379
393.95A	No/discharged/unsecured fire extinguisher	247
393.53B	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear	213
393.95F	Emergency Equipment - Stopped vehicle warning devices missing or improper	171
393.60C	Damaged or discolored windshield	171
393.11	No or defective lighting devices or reflective material as required	149



Size and Weight



Legal Vehicle Weights

Axle Weight

Single Axle	20,000 lbs.
2-Axle Group	38,000 lbs.
3-Axle Group	42,000 lbs.
4-Axle Group	50,000 lbs.

Bridge Formula

Formula for a vehicle with no lift axles in the drive group:

$$W = 500 \left(\frac{LN}{N-1} + 12N + 36 \right) + 3,000$$



Weighing Allowance

17 AAC 25.335

The department will weigh vehicles in their as-found condition and will grant weight allowances.

Snow and Ice build-up

October 1 through April 30:

- An additional 1,500-pound allowance is granted for snow and ice build-up.

Auxiliary Power Unit (APU)

- Allowed an additional 550 pounds total in power unit axle weights, or bridge formula weight.



Peak CMV Traffic – Weigh In Motion

October 1, 2024 - January 28, 2024 - WIM- CMVTraffic						
Hours	TOK	FOX	GSM	GNM	STE	Total
0-1	477	266	505	1315	694	3257
1-2	380	267	506	1027	581	2761
2-3	403	319	535	948	539	2744
3-4	488	343	609	1344	715	3499
4-5	762	320	991	1977	1065	5115
5-6	625	343	1955	3098	1877	7898
6-7	678	296	3175	4676	2557	11382
7-8	885	295	4493	6848	3388	15909
8-9	883	283	5460	10004	4329	20959
9-10	890	353	5680	11049	4732	22704
10-11	983	369	6176	10711	5012	23251
11-12	1018	375	6412	10742	5190	23737
12-13	963	371	6387	10861	5433	24015
13-14	1105	339	6651	11634	5518	25247
14-15	991	396	6506	13233	5516	26642
15-16	1088	389	5618	15546	5337	27978
16-17	1239	348	4045	15253	5041	25926
17-18	957	335	2475	11347	4413	19527
18-19	927	310	1845	7086	3182	13350
19-20	770	287	1372	4497	2198	9124
20-21	716	283	1071	3570	1651	7291
21-22	627	296	844	2854	1212	5833
22-23	711	294	687	2282	1042	5016
23-24	512	305	561	1753	765	3896
Grand Total	19078	7782	74559	163655	71987	337061



Low CMV Traffic

High CMV Traffic

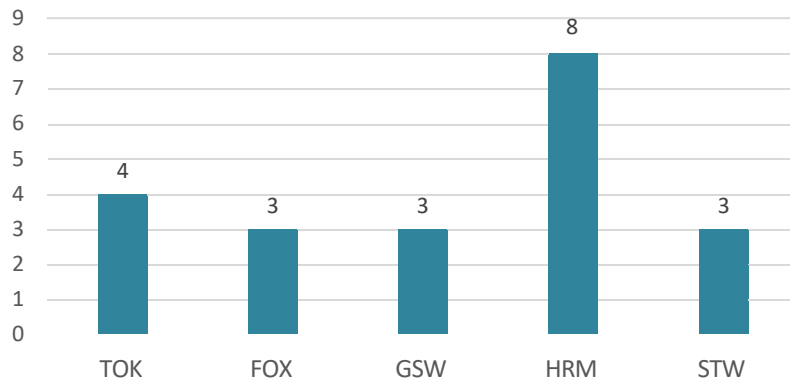


Weigh Stations



Weigh Station Staffing Levels

Oct 1, 2024 - Jan 28, 2025



October 1, 2024 - January 28, 2025 - Fixed Weigh Stations						
Hours	TKW	FXW	GSW	HRM	STW	Total
0-1						0
1-2						0
2-3						0
3-4						0
4-5						0
5-6						0
6-7	71	115	9	23	21	239
7-8	188	216	18	129	162	713
8-9	222	320	172	306	248	1268
9-10	254	279	401	295	247	1476
10-11	197	410	284	346	300	1537
11-12	212	281	272	259	247	1271
12-13	323	161	278	248	207	1217
13-14	361	156	438	287	146	1388
14-15	386	53	323	324	203	1289
15-16	308	66	155	121	140	790
16-17	305	148	108	165	70	796
17-18	278	132	97	167	61	735
18-19	241	171	89	167	52	720
19-20	70	135	97	137	35	474
20-21	187	67	78	76	33	441
21-22	101	112	80	103	7	403
22-23		74	45	124		243
23-24		4	8	65		77
Grand Total	3704	2900	2952	3342	2179	15077



Low – CMV Count

High – CMV Count



Questions?





10

PROJECT DELIVERY AND 2025 CONSTRUCTION





March 6, 2025

Roads and Highways Advisory Board

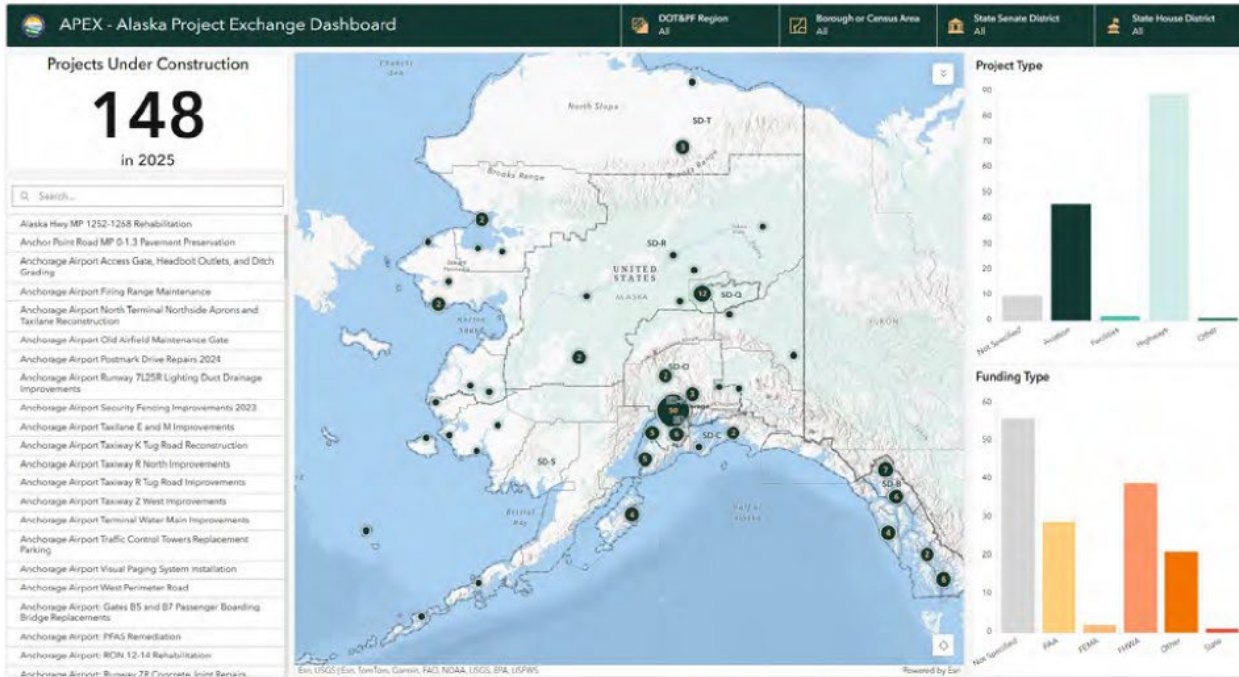
Department of Transportation & Public Facilities

DOT&PF Summer Construction 2025



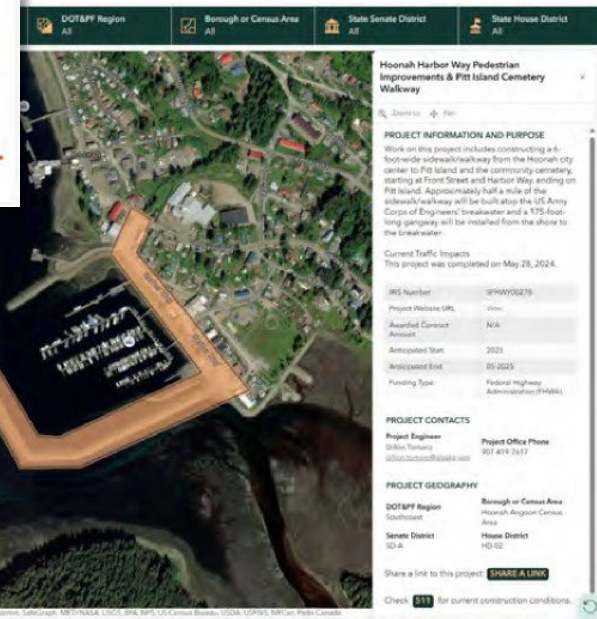
ALASKA PROJECT EXCHANGE

Interactive Map and Info About 2025 Construction Season



Statewide view

Zoom in and click for project info



Scan to go to website

FFY2025 CONSTRUCTION PROGRAM

\$ in Millions

FFY2025 Contracts Awarded to Date: \$268.0

All Numbers Current as of 3/4/2025

FFY2025 Contractor Payments (\$ in Millions)	
Expected from Existing Awards	\$524.1
Expected From Pending Awards	\$17.2
Expected from CMGC Projects	\$93.7
Upcoming Awards	\$208.2
Total Contractor Payments Projected	\$843.2

FFY2025 Contract Awards (\$ in Millions)	
Awarded in FFY2025	\$263.4
Currently Advertising/Pending Award*	\$22.2
CMGC*	\$181.8
To be Advertised*	\$493.7
Total Contract Awards Projected	\$961.1
*Future award values are estimated subtracting 10% from projected awards.	

Key Issues

- Utility Agreements and Buy America Build America
- Bureau of Land Management Highway Easement Deeds
- Late Federal Aviation Administration Grant Awards
- Late Congressional Release of Funds
- Project Cost Increases

FHWA August Redistribution Obligation Limitation

- \$19.2 in FFY2024
- \$126.1 in FFY2025 (*Projected*)

CMGC: Construction Manager General Contractor
FHWA: Federal Highways Administration
FY is State Fiscal Year, FFY is Federal Fiscal Year



PROJECT DELIVERY

Tentative Advertising Schedule

- DOT&PF's forecast of construction project bidding
- One-year time horizon
- Strengthened protocols this past year

Timing Of Bids

- Typical bidding window for upcoming construction season
 - February through May
 - Longer in Southeast Alaska
- US Congress releases obligation limitation throughout the year – not optimal for bidding timeframes

Project Delivery Strategies

- **Tentative Advertise Schedule**
- **Agile Methods:** High-level engagement to remove obstacles
- **Improved Management Systems:** Tracking project schedules and estimates (Project Delivery Plan)

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Office of the Commissioner

TO: Regional Directors
DFS Director
AMHS Director
Chief Engineer

DATE: November 23, 2024

PHONE NO: 465-3900

FROM: Ryan Anderson, P.E.
Commissioner

SUBJECT: Protocols for Maintaining
the Tentative Advertising
Schedule (TAS)

The Tentative Advertising Schedule (TAS) serves as the Alaska Department of Transportation and Public Facilities' (DOT&PF) one-year plan for project bidding. This schedule is a critical communication tool that our contracting community relies on for workforce and business planning. To maintain our credibility, it is essential that the TAS is always current and accurately reflects DOT&PF's project delivery plans in alignment with our current funding strategies.

The TAS can be accessed at: <https://dot.alaska.gov/procurement/awp/awp-tas.cfm>.

The TAS Update Process can be accessed at: <https://dot.alaska.gov/aashtoware/guides.shtml>

Effective immediately, the following protocols are in place:

1. **Responsibility for Updates:** Project Managers are responsible for updating project information in the TAS. Division Directors, through their respective Preconstruction Engineers, are accountable for ensuring the accuracy of the information.
2. **Authorization for Updates:** Division Directors will designate individuals authorized to update the TAS through AASHTOWare Project. This designation must be provided in writing and include the Data Modernization and Innovation Director.
3. **Monthly Review:** Division Directors will conduct monthly meetings with their staff to review the TAS and the corresponding funding plans. Any changes as a result of these meetings will be input into the Project Delivery Plan for consideration.
4. **Quarterly Working Session:** A one-year project delivery outlook session will be held quarterly, focusing on changes to Project Delivery Plan, and TAS. This meeting will be facilitated by the Commissioner's Office.

Thank you for your attention to these protocols and your continued cooperation in maintaining the integrity of our project planning process.

cc: Deputy Commissioner Keith, Director Pamone, Director Langley

"Keeping Alaska Moving"



PROJECT DELIVERY NORTHERN REGION

ADVERTISING FOR BIDDING

Project	TAS Month 2/21/25	Delivery Confidence	Notes on schedule	Low End of Eng Est	High End of Eng Est	Progress			
						95% Review Complete	Utility Complications	ROW Complications	Critical Path
Dalton Highway MP 245-274 Resurfacing	February		+1 months	\$10,000,000	\$20,000,000	✓	●	●	ATA
Yankovich-Miller Hill Road Reconstruction and Multi-Use Path	February		+4 to 6 months	\$5,000,000	\$10,000,000	✓	▲	◆	ROW
Chena Ridge Road and Chena Pump Road Resurfacing	March		maybe +1 month	\$20,000,000	\$30,000,000	✗	●	●	ATA
Fairbanks Bike Lane Striping and Signing (TAP)	March			\$200,000	\$500,000	✓	●	●	
HSIP: CHENA SMALL TRACTS ROUNDBOUT	March		+3 months	\$5,000,000	\$10,000,000	✗	●	●	ATP & ATA
Elelson Farm Road Surface Maintenance	April			\$100,000	\$200,000		●	●	
FAST AREA SURFACE UPGRADES FFY2025	April		+1 months	\$1,000,000	\$2,500,000	✗	●	●	ATA
Glenn Highway MP 143-154 Resurfacing	April			\$1,000,000	\$2,500,000	✓	●	▲	ROW
Kotzebue Airport Crosswind Runway Improvements	April		-	\$10,000,000	\$20,000,000	✓	●	●	Grant/OST approval
Northern Region ADA Improvements - Nome: Staadman Street	April		+1 months	\$5,000,000	\$10,000,000	✓	●	●	ENV RE-EVAL
Richardson Highway MP 82-115 Resurfacing (Const MP 97- 106.5)	April			\$10,000,000	\$20,000,000	✓	●	●	ATA
Seppala Drive Upgrade	April		+2 months	\$10,000,000	\$20,000,000	✓	▲	●	ENV RE-EVAL/BABA
Richardson Highway MP 0-7 Repave	April?		NEW	\$10,000,000	\$20,000,000	✗	●	●	ATP & ATA
Dalton Highway MP 90-104 Highfloat	April?		NEW	\$10,000,000	\$20,000,000	✗	●	●	ATP & ATA
COPPER RIVER HIGHWAY MP 2.4 DRAINAGE IMPROVEMENTS	May			\$500,000	\$1,000,000	✗	●	●	Review PS&E/ATA
Cummings Road Surfacing Upgrades	May			\$500,000	\$1,000,000		●	●	
Dalton Highway Yukon River Bridge #0271 Redecking	June?		NEW	\$2,500,000	\$5,000,000	✗	●	●	ATA
Buckland Airport Improvements	June			\$10,000,000	\$20,000,000	✓	●	●	Grant/OST approval
DALTON HWY MP 247-289 AND MP 305-362 DELINEATOR REPLMT (HSIP)	June			\$1,000,000	\$2,500,000	✗	●	●	ATP & ATA
Deering Airport Improvements	June			\$30,000,000	\$40,000,000	✓	●	▲	ROW/Grant/OST
ODIAK SLOUGH CULVERT REPLACEMENT	July			\$2,500,000	\$5,000,000	✗	▲	●	PM FFY26 Funding
Pearl Creek Elementary School Access Improvements and Plug- Ins (CMAQ)	July		Remove?	\$2,500,000	\$5,000,000	✓	●	●	CORPS Permit/School Closure
			Total	\$146,800,000	\$265,200,000				



PROJECT DELIVERY CENTRAL REGION

ADVERTISING FOR BIDDING

Project	TAS Month 2/21/25	Delivery Confidence	Notes on schedule	Low End of Eng Est	High End of Eng Est	Progress			
						95% Review Complete	Utility Complications	ROW Complications	Critical Path
Dalton Highway MP 245-274 Resurfacing	February		+1 months	\$10,000,000	\$20,000,000	✓	●	●	ATA
Yankovich-Miller Hill Road Reconstruction and Multi-Use Path	February		+4 to 6 months	\$5,000,000	\$10,000,000	✓	▲	◆	ROW
Chena Ridge Road and Chena Pump Road Resurfacing	March		maybe +1 month	\$20,000,000	\$30,000,000	✗	●	●	ATA
Fairbanks Bike Lane Striping and Signing (TAP)	March			\$200,000	\$500,000	✓	●	●	
HSIP: CHENA SMALL TRACTS ROUNDBOUT	March		+3 months	\$5,000,000	\$10,000,000	✗	●	●	ATP & ATA
Eleison Farm Road Surface Maintenance	April			\$100,000	\$200,000		●	●	
FAST AREA SURFACE UPGRADES FFY2025	April		+1 months	\$1,000,000	\$2,500,000	✗	●	●	ATA
Glenn Highway MP 143-154 Resurfacing	April			\$1,000,000	\$2,500,000	✓	●	▲	ROW
Kotzebue Airport Crosswind Runway Improvements	April		-	\$10,000,000	\$20,000,000	✓	●	●	Grant/OST approval
Northern Region ADA Improvements - Nome: Steadman Street	April		+1 months	\$5,000,000	\$10,000,000	✓	●	●	ENV RE-EVAL
Richardson Highway MP 82-115 Resurfacing (Const MP 97- 106.5)	April			\$10,000,000	\$20,000,000	✓	●	●	ATA
Seppala Drive Upgrade	April		+2 months	\$10,000,000	\$20,000,000	✓	▲	●	ENV RE-EVAL/BABA
Richardson Highway MP 0-7 Repave	April?		NEW	\$10,000,000	\$20,000,000	✗	●	●	ATP & ATA
Dalton Highway MP 90-104 Highfloat	April?		NEW	\$10,000,000	\$20,000,000	✗	●	●	ATP & ATA
COPPER RIVER HIGHWAY MP 2.4 DRAINAGE IMPROVEMENTS	May			\$500,000	\$1,000,000	✗	●	●	Review PS&E/ATA
Cummings Road Surfacing Upgrades	May			\$500,000	\$1,000,000		●	●	
Dalton Highway Yukon River Bridge #0271 Redesign	June?		NEW	\$2,500,000	\$5,000,000	✗	●	●	ATA
Buckland Airport Improvements	June			\$10,000,000	\$20,000,000	✓	●	●	Grant/OST approval
DALTON HWY MP 247-289 AND MP 305-362 DELINEATOR REPLMT (HSIP)	June			\$1,000,000	\$2,500,000	✗	●	●	ATP & ATA
Deering Airport Improvements	June			\$30,000,000	\$40,000,000	✓	●	▲	ROW/Grant/OST
ODIAK SLOUGH CULVERT REPLACEMENT	July			\$2,500,000	\$5,000,000	✗	▲	●	PM FFY26 Funding
Pear Creek Elementary School Access Improvements and Plug- Ins (CMAQ)	July		Remove?	\$2,500,000	\$5,000,000	✓	●	●	CORPS Permit/School Closure
			Total	\$146,800,000	\$265,200,000				



PROJECT DELIVERY SOUTHCOAST REGION

ADVERTISING FOR BIDDING

SOUTHCOAST REGION
TENTATIVE 12-MONTH ADVERTISE SCHEDULE (Feb 21, 2025)
PAGE 1

PROJECT ID	ANT ADV DATE	PROJECT NAME	ENGINEER ESTIMATE RANGE		FUNDING CLASS	PROJECT DESCRIPTION	LOCATION	MANAGER	NOTES
			LOW	HIGH					
SFWHY00440	25-Mar	HNS HIGHWAY MPT1-9- DEC 20 SE PR	\$500,000	\$1,000,000	Highway (ER)	December 2020 Storm Damage Repairs. Asphalt patching, embankment, geotextile, riprap, misc drainage at multiple locations.	Haines	Joel Osburn	
SDRER00639	25-Apr	HAINES HIGHWAY MP10 EROSION REHABILITATION	\$1,500,000	\$3,000,000	Highway	Restore/reconstruct approximately 800 LF of riprap highway embankment adjacent to the Chilkat River at MP 10.	Haines	Travis Eckhoff	Not on TAS yet. Awaiting STIP AM 2.
SFAPT00558	25-Apr	KDK ADQ AIRPORT TAXIWAYS C AND D RECNSTN	\$50,000,000	\$70,000,000	Airport	Reconstruct Taxiways C and D & Runway 1129 at Kodiak Airport. 2 Funding Stages - Bid as one project.	Kodiak	David Epstein	Risk of April delivery. May ATA more likely.
SFWHY00312	25-Apr	SIT SEAWALK PHASE II WFLHD RASPS	\$2,500,000	\$5,000,000	Highway	Construct Pedestrian Sea Walk in vicinity of O'Connell Lightering Facility.	Sitka	Gregory Lockwood	
SFWHY00326	25-Apr	COLD BAY TROUT CREEK CULVERTS WFL	\$5,000,000	\$7,000,000	Highway	Replace two damaged culvert structures across Trout Creek and Little Trout Creek in Cold Bay, AK.	Cold Bay	Brett Wells	
SFWHY00591	25-May	KTN N. TONGASS HWY RESURFACE AP FERRY TERMINAL to WARD CREEK BRIDGE - STAGE 2	\$5,000,000	\$8,000,000	Highway	Stage 2 Resurface North Tongass of Airport Ferry Terminal (mp 0.717) to Ward Cove (mp 4.485). Replace culverts and guardrail.	Ketchikan	Brett Wells	
SFWHY00514	25-May	KDK AREAWIDE ROCKFALL TREATMENT PRESERVATION	\$400,000	\$800,000	Highway	Remove and remedy rockfall debris from existing slopes & catchment ditches. Rezanoff Drive downslope near harbor.	Kodiak	Travis Eckhoff	
SFAPT00178	25-Jun	UNALASKA TAXIWAY AND APRON REHABILITATION	\$7,000,000	\$10,000,000	Airport	Mill and pave Unalaska airport apron and taxiway and other miscellaneous work items.	Unalaska	Bran Pollard	Making ready for May 15 ATA
SFAPT00361	25-Jun	KOKHANOK AIRPORT RESURFACING AND FENCING	\$10,000,000	\$15,000,000	Airport	Gravel runway resurfacing and grading, regrading ditches and safety areas, fencing, replacement of inoperative culverts and drainage repairs. Installation of new AWOS.	Kokhanok	David Epstein	Shelf Ready Goal. Funding not secured. Possible ready by May 1.
SFWHY00481	25-Jun	JNU GLACIER HWY. CHIP SEAL - INDUSTRIAL TO ROUNDABOUT	\$1,000,000	\$2,000,000	Highway	Construct a chip seal overlay on Glacier Highway between Brotherhood Bridge and Auke Bay Ferry Terminal.	Juneau	Joel Osburn	
SFWHY00103	25-Jun	SIT HALIBUT POINT RD & PETERSON AVE INTERSECTION SAFETY IMPR	\$800,000	\$1,500,000	Highway	Additional illumination at the Halibut Point Road/Peterson Avenue Intersection.	Sitka	Nathan Purves	
SFWHY00446	25-Aug	HNS HWY / LUTAK ROAD - DEC 20 SE PR	\$1,000,000	\$2,000,000	Highway (ER)	Construct permanent repairs to various slopes and drainage damaged by December 2020 Storm. Repairs include asphalt patching, embankment, geotextile, riprap and drainage.	Haines	Joel D Osburn	Risk of delay.
SFWHY00438	25-Aug	JNU ROADWAYS AND CULVERTS - DEC 20 SE PR	\$500,000	\$1,000,000	Highway (ER)	Construct permanent repairs to various locations damaged by the December 2020 Storm. Sites located on Glacier Highway/Lemon Road, Egan Drive/Glacier Highway, and Glacier Highway/Twin Lakes Drive. Repairs include asphalt patching, embankment, geotextile, riprap, drainage, roadside hardware.	Juneau	Joel Osburn	
SFWHY00403	25-Aug	JNU LOOP RD-VALLEY BLVD INTERSECTION SAFETY IMP HSP	\$4,000,000	\$6,000,000	Highway	Construct a single-lane roundabout at the Loop Road - Mendenhall Boulevard / Valley Blvd intersection.	Juneau	Nathan Purves	
SFWHY00532	25-Aug	JNU MENDENHILL LOOP RESRFE: VALLEY-FLYD DRYDN & FLYD-STPHN	\$2,000,000	\$4,000,000	Highway	Resurface Mendenhall Loop Road between Stephen Richards and Floyd Dryden roundabouts and between Floyd Dryden Roundabout and Valley Blvd intersection.	Juneau	Nathan Purves	Risk of delay due to PM Funding



NORTHERN REGION (NR)

NORTHERN | 2025 CONSTRUCTION

CONTINUING

- 1 | Alaska Hwy MP 1235-1268 Rehabilitation (Const MP 1252-1268)
- 2 | Chalkyitsik Airport Improvements
- 3 | Dalton Hwy MP 289-305
- 4 | Elliott Hwy MP 51-63 Rehabilitation
- 5 | Land Development for Nenana Totchaket
- 6 | Marshall Airport Improvements
- 7 | Nome Kougarok Rd MP 61.5, 66.5, & 79.5 Permanent Repairs
- 8 | Richardson Hwy MP 266-341 Passing Lanes
- 9 | St. Mary's Airport Improvements

NEW IN 2025

- 10 | Buckland Airport Improvements*
- 11 | Dalton Hwy MP 245-274 Resurfacing
- 12 | Dalton Hwy MP 247-289 and 305-362 Delineator Replacements*
- 13 | Dalton Highway Yukon River Bridge Redecking
- 14 | Deadhorse Airport Improvements
- 15 | Deering Airport Improvements*
- 16 | Glenn Hwy MP 143-154 Resurfacing
- 17 | Kotzebue Airport Crosswind Runway Improvements*
- 18 | Kotzebue to Cape Blossom Road Stage II*
- 19 | NR ADA Improvements - Steadman Street
- 20 | NR Drainage Improvements - Copper River Hwy MP 2.4 Culvert Replacements*
- 21 | NR Systemic Signal Upgrades - Nenana Canyon*
- 22 | Odiak Slough Culvert Replacement*
- 23 | Parks Hwy MP 319-325 Reconstruction Stage 1*
- 24 | Richardson Hwy MP 97-106.5 Resurfacing
- 25 | Ruby Slough Road Rehabilitation
- 26 | Seppala Drive Upgrade
- 27 | Shishmaref Sanitation Road Erosion Control

*Indicates projects that will be advertised later in the season and may only see preliminary construction in 2025



Last updated 2/11/25

MP – Milepost

SOUTHWEST ALASKA

SOUTHWEST ALASKA 2025 CONSTRUCTION



ANCHORAGE AND EAGLE RIVER

ANCHORAGE MUNICIPALITY 2025 CONSTRUCTION



More project info at
[dot.alaska.gov/creg/
project_info/](https://dot.alaska.gov/creg/project_info/)

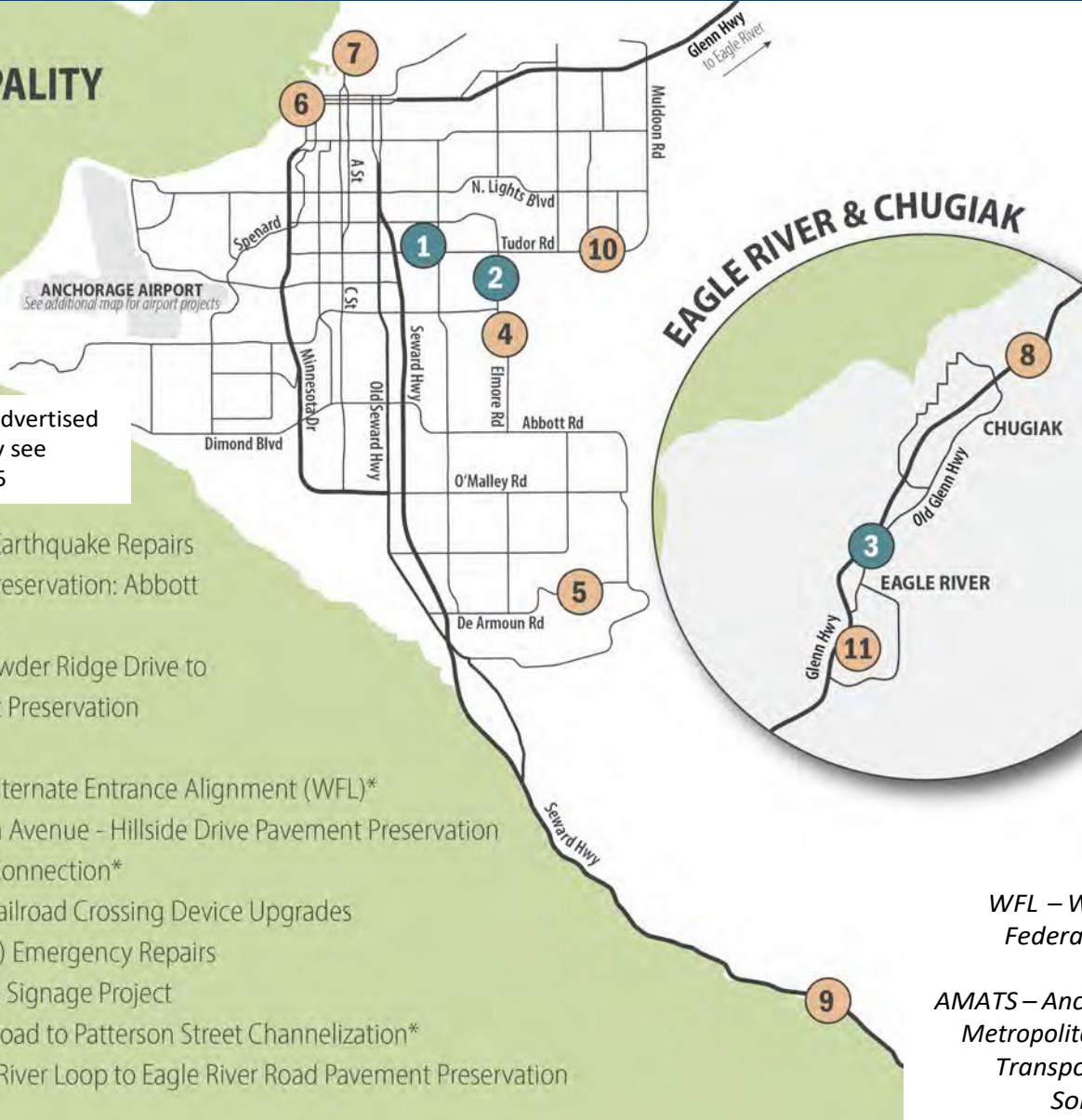
*indicates projects that will be advertised
later in the season and may only see
preliminary construction in 2025

CONTINUING

- 1 | DOT&PF Annex Building Earthquake Repairs
- 2 | Elmore Road Pavement Preservation: Abbott Road to Providence Drive
- 3 | N. Eagle River Access - Powder Ridge Drive to Old Glenn Hwy Pavement Preservation

NEW IN 2025

- 4 | Campbell Tracts Facility Alternate Entrance Alignment (WFL)*
- 5 | DeArmoun Road: E. 140th Avenue - Hillside Drive Pavement Preservation
- 6 | AMATS: Downtown Trail Connection*
- 7 | HSIP: Ocean Dock Road Railroad Crossing Device Upgrades
- 8 | Peters Creek Bridge (1367) Emergency Repairs
- 9 | Seward Hwy MP 98.5-118 Signage Project
- 10 | HSIP: Tudor Road Baxter Road to Patterson Street Channelization*
- 11 | AMATS: VFW Road: Eagle River Loop to Eagle River Road Pavement Preservation

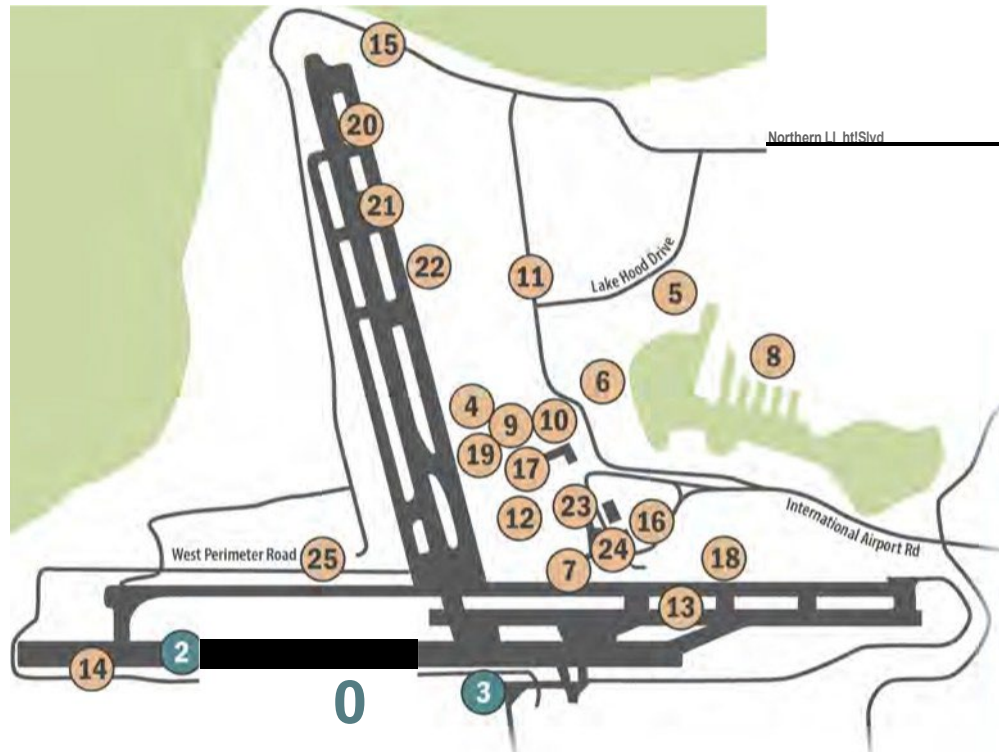


WFL – Western
Federal Lands

AMATS – Anchorage
Metropolitan Area
Transportation
Solutions

ANCHORAGE INTERNATIONAL AIRPORT

ANCHORAGE INTERNATIONAL AIRPORT 2025 CONSTRUCTION



More project info at
dot.alaska.gov/creg/project_info/

*Indicates projects that will be advertised later in this season and may only see preliminary construction in 2025

- I**
- 1 | Old Airfield Maintenance Gate
 - 2 | Runway 7R Pavement Repairs & Improvements
 - 3 | Taxiway Z West Improvements
- Q**
- 4 | Access Gate and Headbolt Outlet Installation
 - 5 | ATCT Replacement Parking
 - 6 | Firing Range Maintenance
 - 7 | Gates BS and B7 Passenger Boarding Bridge Replacements
 - 8 | Lake Hood Aircraft & Lakeshore Drive Rehabilitation
 - 9 | North Terminal Northside Aprons & Taxiway Reconstruction
 - 10 | PFAS Remediation*
 - 11 | Postmark Drive Repairs 2024
 - 12 | RON 12-14 Rehabilitation
 - 13 | Runway 7U25R Lighting Duct Drainage Improvements
 - 14 | Runway 7R Concrete Joint Repairs
 - 15 | Security Fencing Improvements 2023
 - 16 | South Terminal Parking Area Improvements
 - 17 | Taxiway E & M Improvements
 - 18 | Taxiway Klug Road Improvement
 - 19 | Taxiway V Gate Reconstruction
 - 20 | Taxiway R North & Taxiway U Improvements
 - 21 | Taxiway R North Drainage Improvements
 - 22 | Taxiway R Tug Road Improvements
 - 23 | Terminal Water Main Improvements
 - 24 | Visual Paging System Installation Design-Build*
 - 25 | West Perimeter Road



KENAI PENINSULA

KENAI PENINSULA 2025 CONSTRUCTION

CONTINUING

- 1 | Homer Airport Improvements
- 2 | Seward Highway MP 17-22.5 Rehabilitation
- 3 | Seward Highway: MP 75-90 Road and Bridge Rehabilitation Phase III
- 4 | Sterling Highway MP 45-60 Phase III and IV Early Work Package
- 5 | Sterling Highway MP 45-60 Sunrise to Skilak Lake Road Stage II Juneau Creek Bridge

NEW IN 2025

- 6 | Anchor Point Road MP 0-1.3 Pavement Preservation
- 7 | Anton Anderson Memorial (Whittier) Tunnel Backup Generation
- 8 | Chenega Bay Airport Lighting Improvements
- 9 | Hope Highway MP 7.9 & 12.9 Pipe Replacements
- 10 | Kachemak Drive MP 0-3.5 Pavement Preservation*
- 11 | Kenai Peninsula Bridge Deck Rehabilitations FY2023
- 12 | Kenai River Flats Pedestrian Improvements / Kenai Bridge Access Road Pathway
- 13 | Kenai Spur Highway MP 29-38 Pavement Preservation*
- 14 | Kenai Spur Highway Rehabilitation Phase II: Sports Lake Rd to Swires Rd
- 15 | Seward Highway MP 90-99 Pavement Preservation*
- 16 | Seward Highway MP 14 Railroad Crossing Reconstruction*
- 17 | Sterling Highway and Kalifornsky Beach Road Intersection Flashing Beacon*
- 18 | Sterling Highway MP 157-169 Reconstruction, Phase 1*
- 19 | Sterling Highway MP 169-175 Pavement Preservation
- 20 | Sterling Safety Corridor Improvements MP 82.5 to 94 Progressive Design Build



AREA-WIDE PROJECTS

11

MP – Milepost

More project info at dot.alaska.gov/creg/project_info/

*Indicates projects that will be advertised later in the season and may only see preliminary construction in 2025

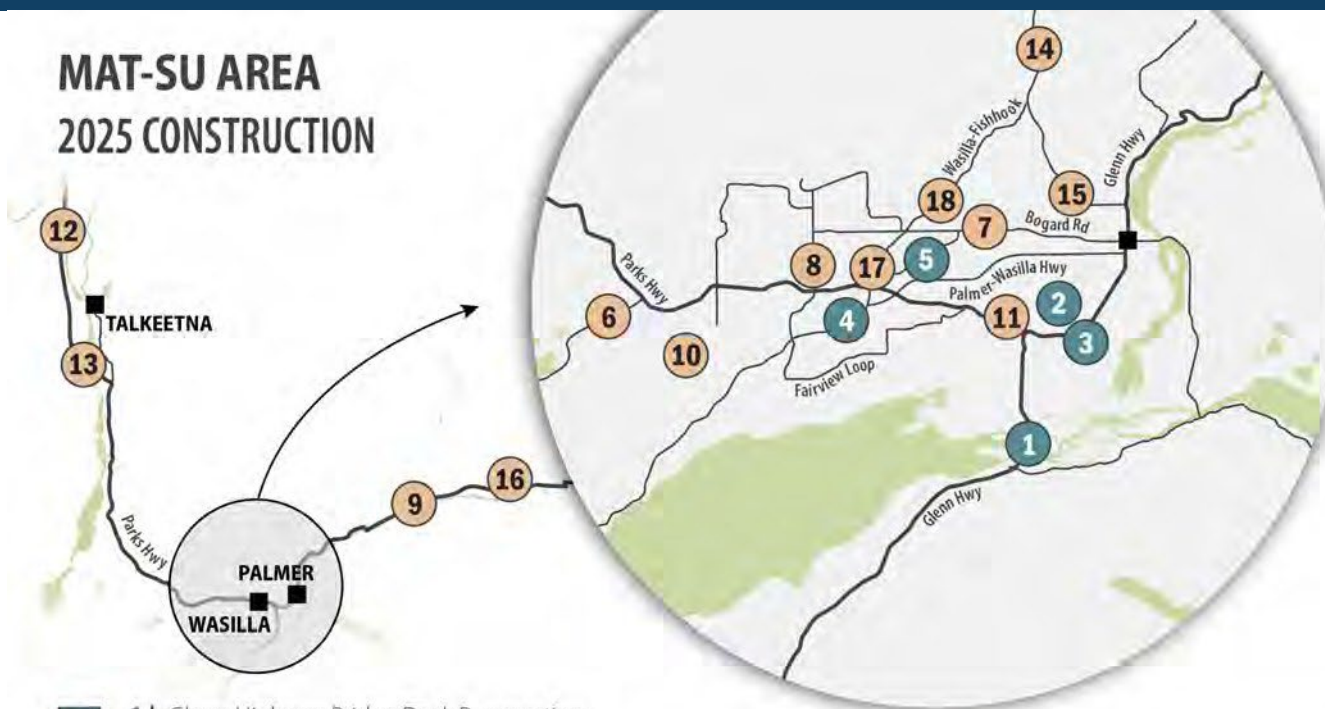


MAT-SU

MAT-SU AREA 2025 CONSTRUCTION



More project info at
[dot.alaska.gov/creg/
project_info/](https://dot.alaska.gov/creg/project_info/)



CONTINUING

- 1 | Glenn Highway Bridge Deck Preservation
- 2 | Glenn Highway: Colleen Street Intersection and Frontage Road
- 3 | Glenn Highway: Parks Highway to S. Inner Springer Loop, Phase II
- 4 | Knik-Goose Bay Road, Fairview Loop to Palmer-Wasilla Highway, Phase I
- 5 | Seward Meridian Parkway Road Improvements, Phase II Palmer-Wasilla Highway to Seldon Road

NEW IN 2025

- 6 | Big Lake Road: MP 0-3.6 & Church Road Pavement Preservation*
- 7 | Bogard Road Pavement Preservation: Trunk Road to Wasilla-Fishhook Road
- 8 | HSIP: Church Road and Spruce Avenue Intersection Flashing Beacon
- 9 | Glenn Highway MP 66.5-92 Pavement Preservation Phase I*
- 10 | Hollywood Road: Vine Road to Big Lake Road Pavement Preservation*
- 11 | Mat-Su Area Repairs Group B - November 2018 Earthquake Permanent Repairs*

NEW IN 2025

- 12 | Parks Highway Phase I: Culvert Replacement
- 13 | Parks Highway Phase II: Railroad Creek Bridge
- 14 | Palmer-Fishhook Road MP 7-17*
- 15 | HSIP: Palmer-Fishhook & Trunk Road Roundabout
- 16 | Victory Road Pavement Preservation*
- 17 | Wasilla-Fishhook - Main Street Rehabilitation*
- 18 | Wasilla-Fishhook Road: E. Seldon Road to Tex-Al Drive Pavement Preservation

*Indicates projects that will be advertised later in the season and may only see preliminary construction in 2025

MP – Milepost

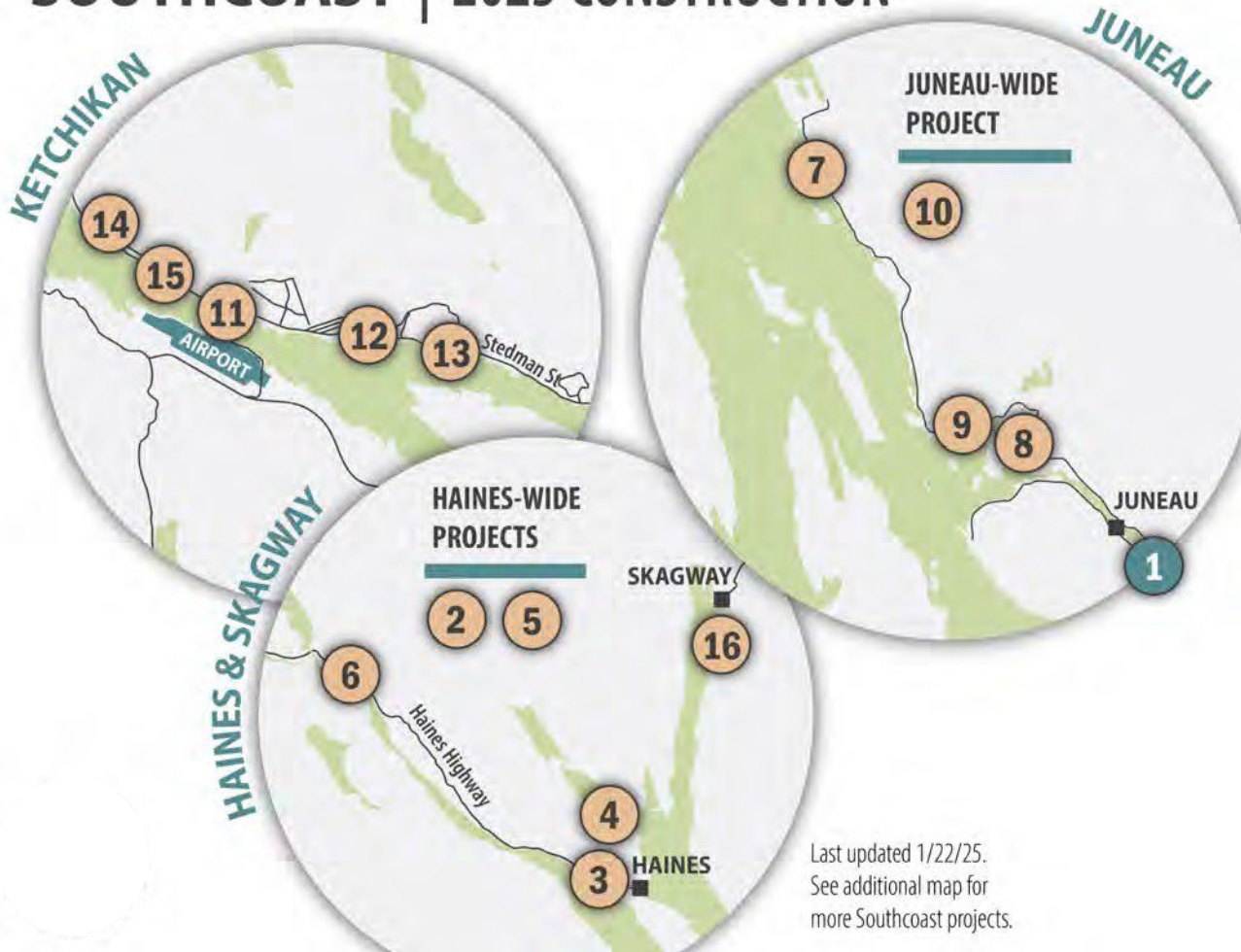


SOUTHCOAST REGION



SOUTHCOAST REGION CONTINUED

SOUTHCOAST | 2025 CONSTRUCTION



CONTINUING

1 | Juneau Douglas Hwy Resurface & Sidewalk Repairs

NEW IN 2025

- 2 | Haines Anadromous Culverts*
- 3 | Haines Highway MP 1-9
- 4 | Haines Lutak Road*
- 5 | Haines Roadways and Culverts*
- 6 | Haines Hwy Reconstruction MP 20-25
- 7 | Juneau Bridget Cove Creek Culvert Replacement
- 8 | Juneau Glacier Highway Chip Seal - Industrial to Roundabout*
- 9 | Juneau Waydelich Creek: Upper & Lower Wall Repairs
- 10 | Juneau Roadways and Culverts*
- 11 | Ketchikan Ferry Terminal Improvements - Phase II
- 12 | Ketchikan Sayles/Gorge St Viaduct Improvement
- 13 | Ketchikan HSIP Stedman & Deermount Street Intersection Safety Improvements
- 14 | Ketchikan N. Tongass Highway Resurface: Airport Ferry Terminal to Ward Creek Bridge Stage I
- 15 | Ketchikan Wolfe Pt Slope Stability Improvements
- 16 | Skagway State Street Pavement Rehabilitation

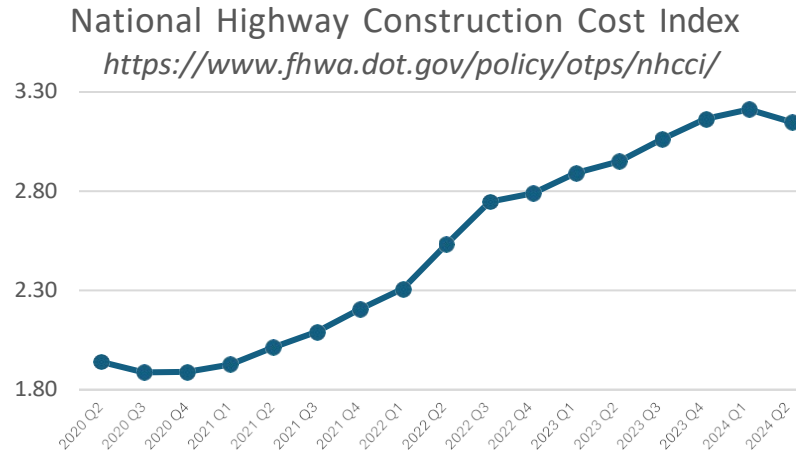
*Indicates projects that will be advertised later in the season and may only see preliminary construction in 2025

MP – Milepost

KEY ACTIONS AHEAD

Addressing Inflationary Impacts

Sequence larger projects into stages, creating more opportunities for Alaska-based contractors to participate competitively, and potentially increasing competition.



**NHCCI Up 67% from
Q4 CY2020 to Q2 CY2024**

NHCCI Components

Grading and Excavation	Signalization
Bridge	Lighting
Asphalt	Roadway
Concrete Pavement	Lighting/Electrical
Concrete-Miscellaneous	Grassing
Concrete-Culverts	Erosion Control
Base Stone	Retaining Wall
Drainage-Pipe	Miscellaneous-
Drainage-Inlets/Catch	Stone/Riprap
Basins	Clearing
Underdrain	Painting Structures
Traffic Control	Buildings/ Miscellaneous
Guard Rail	Structures
Fencing	Utility-Water
Signs-Permanent	Utility-Gas
Striping/Pavement	Utility-Sewer
Marking	Equipment/Labor

Timing of Federal Fund Distribution

Leverage financial tools such as advanced construction, or pre-awarding grant-based projects, allowing projects to move forward without waiting on federal funding release schedules.

Buy America/Build America (BABA) Compliance

Evaluating options to address supply chain issues: Advance purchases, stockpile reimbursable accounts, DOT&PF taking risk to relocate utilities through construction contracts, etc.

Right-of-Way Acquisition Delays

For Federal Highways Highway Easement Deeds with Bureau of Land Management (BLM), requesting renewed reviews by Department of Interior of BLM easement stipulations.



KEY ACTIONS AHEAD

Gravel/Rock Excavation Sites

Asking for renewed review of Free Use Permits on BLM lands and developed new policy guidance for staff to seek out material site authorizations in preconstruction phases.

Addressing Resource Constraints: General Engineering Consultants

- Multidisciplinary engineering firm or team
- Provides comprehensive support services for transportation infrastructure projects
- Supplement the capabilities of a transportation agency, such as the Washington Department of Transportation (WSDOT)
- Expertise in a wide range of disciplines, including planning, design, environmental compliance, project management, and construction oversight

Addressing Internal Controls: Agile Project Management Office (PMO)

Establishing project management expectations, standards, and best practices to enhance the efficiency and effectiveness of project delivery. The PMO serves as a strategic oversight body, ensuring that transportation projects are executed consistently, meet agency goals, and align with state and federal regulations.

Modernizing Project Delivery and Forecasting Tools

- DOT&PF Capital Project Dashboard
- Enhanced Tentative Advertising Schedule (TAS)
- Project Delivery Plan (PDP)
- Modernized Statewide Transportation Improvement Program (STIP)



THANK YOU

Alaska Department of Transportation & Public Facilities
DOT.Commissioner@alaska.gov



3/4/2025

11

DALTON HIGHWAY





Roads and Highways Advisory Board

Department of Transportation & Public Facilities (DOT&PF)

M&O Dalton Highway Updates

Jason Sakalaskas, Chief, Maintenance & Operations, Northern Region



DALTON HIGHWAY ACTIVITY



M&O Capital Project Investment Dalton Highway 2025

- Dalton Highway MP 76-89 Resurfacing within current proposed FY2026 Gov. Capital Budget
- Dalton Highway Aggregate Stockpiles \$4 million – Proposed FY26 Gov. Capital Budget

Dalton Highway Maintenance Contracting \$692.5K – Proposed FY26 Gov. Operating Budget

Highway Use Agreement – DOT&PF and AGDC (Alaska Gasline Development Corporation)

- Ensure readiness for an upcoming pipeline project while maintaining highway infrastructure, including Right-of-Way, Pipeline Crossings, Construction Load Impacts, Material Sites, Driveways, and other related factors

EQUIPMENT OPERATIONS STAFFING

Maintenance District	Total Equipment Operator Positions	Vacancy Rate (as of Jan. 29, 2024)	Vacancy Rate (as of February 3, 2025)
Anchorage	48	19%	4%
Matanuska-Susitna	37	14%	3%
Kenai Peninsula	53	25%	9%
Southwest	19	16%	5%
Dalton	70	26%	22%
Denali	26	27%	17%
Fairbanks	57	33%	11%
Tazlina	42	33%	3%
Tok	34	32%	32%
Valdez	24	29%	38%
Western	29	21%	20%
Kodiak/Aleutian	32	4%	9%
Southeast	56	11%	7%
Total/Average	527	22%	14%

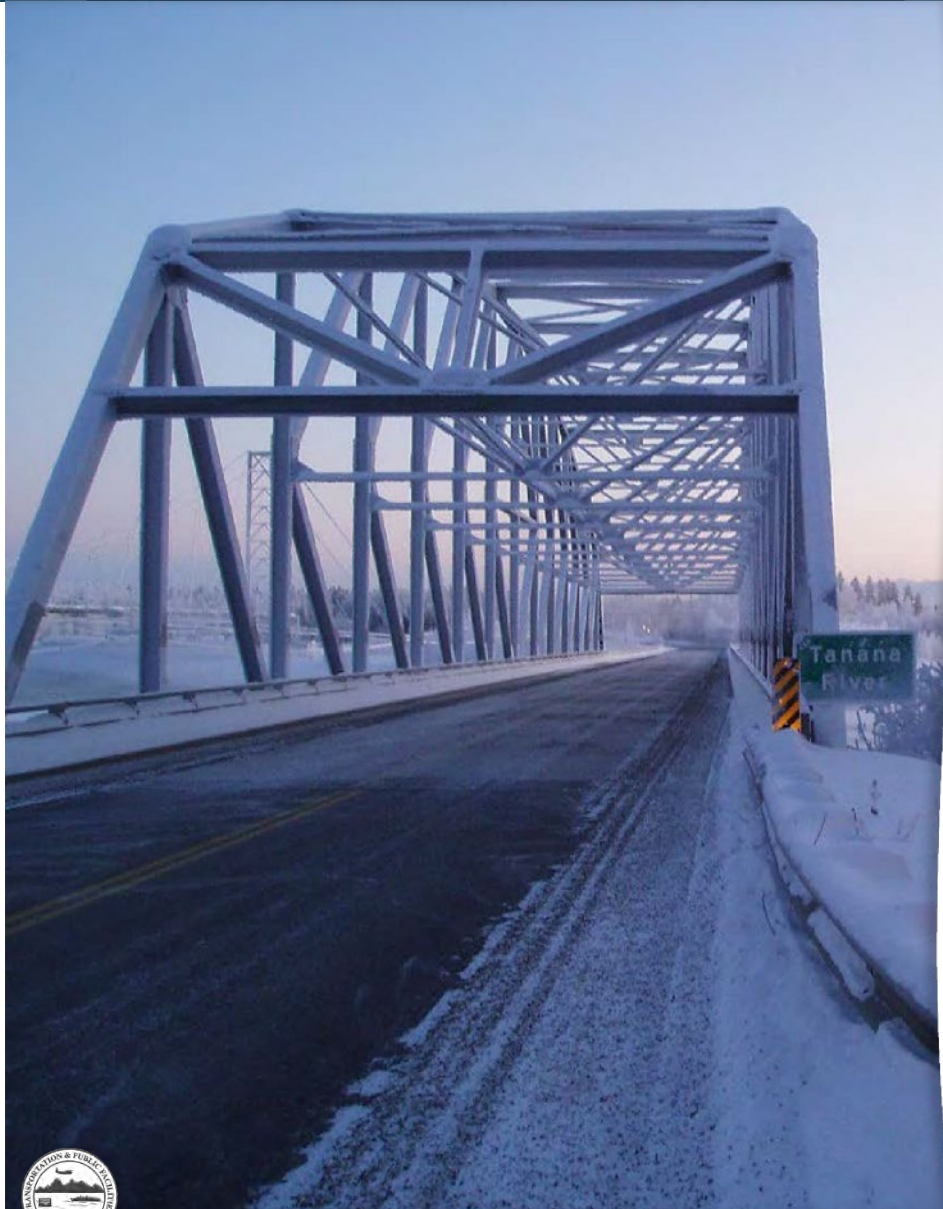


EQUIPMENT MECHANIC STAFFING

Maintenance District	Heavy Equipment Mechanic Positions	Vacancy Rate (as of Jan. 29, 2024)	Vacancy Rate (as of February 3, 2025)
Anchorage	10	33%	50%
Matanuska-Susitna	7	28%	0%
Kenai Peninsula	9	11%	22%
Southwest	5	40%	40%
Dalton	13	0%	23%
Denali	4	50%	25%
Fairbanks	11	36%	55%
Tazlina	6	33%	50%
Tok	8	13%	0%
Valdez	5	60%	40%
Western	8	50%	50%
Kodiak/Aleutian	5	40%	20%
Southeast	12	25%	50%
Total/Average	103	25%	33%



RESOURCE SHARING & CONTRACTOR SUPPORT



Resource Sharing

- **Dept. of Natural Resources Support** – Snow removal
- **Regional Equipment Operator Sharing** – Staffing from other districts

Contract Support for Maintenance & Operations

- Routine summer maintenance
 - Capitalize on capital project resources
 - Material hauling contracts
- Routine winter maintenance activities
- Emergency event response

MATERIAL SITE UPDATE



Summer 2025 Tentative Stockpile Material Plan for Maintenance							
District	Station	MP	MS #	Name	Land Owner	Quantity	Type
Dalton Highway	Seven Mile	64	65-9-029-2	Shooting Range	BLM	15,000	E-1
						5,000	3" Minus
	Jim River	125	65-9-037-2	Bonanza Creek East	BLM	20,000	D-1M
		145	65-9-045-2	Jim River No. 3	BLM	20,000	D-1M
	Chandalar	253	65-9-008-2	Atigun River No. 1	BLM	20,000	E-1
		275	65-9-104-2	Galbraith Camp	BLM	10,000	E-1
	Deadhorse	390	65-9-099-2		DNR	10,000	C-Chips
		412	65-9-102-2	Deadhorse	DNR	10,000	C-Chips

Dalton Highway BLM (2/27/25):

MATERIA L SITE	BLM #	FUP EXPIRATION	ALYESKA	ASSOCIATED PROJECT(S)	MAINTENANCE STATION	HIGHWAY	HWY MILE	OWN ER	KW COMMENTS
65-9-030-2	FF092996	12/31/2023	083-1	Dalton 90-104	SEVEN MILE STATION	DALTON HIGHWAY	86	BLM	1 yr ext granted to 12/31/2024
65-9-043-2	FF092997	12/31/2023	083-2	Dalton 90-104	SEVEN MILE STATION	DALTON HIGHWAY	88.5	BLM	1 yr ext granted to 12/31/2024
65-9-037-2	FF-093001	12/31/2030		Dalton 90-104			125	BLM	
65-9-045-2	FF093007	12/31/2022	092-3.1	Dalton 109-144	JIM RIVER STATION	DALTON HIGHWAY	145	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-048-2	FF-093010	12/31/2030			JIM RIVER STATION	DALTON HIGHWAY	154	BLM	
65-9-091-2	FF-093016	12/31/2026	098-0.2	Dalton 109-144	COLDFOOT STATION	DALTON HIGHWAY	173	BLM	
65-9-090-2	FF093019	12/31/2022	100-2.1	Dalton 109-144 & Hamond bridge	COLDFOOT STATION	DALTON HIGHWAY	186	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-097-2	FF-93442	12/31/2012			COLDFOOT STATION	DALTON HIGHWAY	195	BLM	
65-9-052-2	FF093020	12/31/2022	102-1		COLDFOOT STATION	DALTON HIGHWAY	197	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-105-2	FF-095644	12/31/2022			CHANDALAR STATION	DALTON HIGHWAY	221	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-089-2	FF-093021	12/31/2026	106-1.1		CHANDALAR STATION	DALTON HIGHWAY	221.5	BLM	
65-9-055-2	FF093022	12/31/2022			CHANDALAR STATION	DALTON HIGHWAY	222.5	BLM	
65-9-004-2	FF-093024	12/31/2010			CHANDALAR STATION	DALTON HIGHWAY	240	BLM	
65-9-008-2	FF-093025	12/31/2030	111-2	Dalton Resurf 245- 274	CHANDALAR STATION	DALTON HIGHWAY	253	BLM	Application for quantity of material increased submitted. Approval Pending.
65-9-022-2	FF093026	12/31/2010			CHANDALAR STATION	DALTON HIGHWAY	260	BLM	
65-9-021-2	FF093027	12/31/2022	112-3.1		CHANDALAR STATION	DALTON HIGHWAY	261	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-056-2	FF093028	12/31/2022			CHANDALAR STATION	DALTON HIGHWAY	267.5	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-076-2	FF-093029	12/31/2010			CHANDALAR STATION	DALTON HIGHWAY	275	BLM	
65-9-104-2	FF095580	12/31/2022			CHANDALAR STATION	DALTON HIGHWAY	275	BLM	Submitted 5/16/23 - Extension to 4/30/26
65-9-059-2	FF093031	12/31/2023	117-2BD		SAG RIVER STATION	DALTON HIGHWAY	290.5	BLM	Submitted 5/16/23 - Extension to 4/30/26

Legend:

Red

These sites already have extensions. Since I just applied for the extensions putting an application together will not take much work.

Green

These sites are authorized under existing FUPs which have not expired.

Blue

Sites that have expired and have no extensions. These will need new applications build from scratch and will take some time to put together.

Other BLM Material Sites Pending:

71-3-015-5	AA-86391	12/31/2026		Rich 167-173		RICHARDSON HIGHWAY	155.5	BLM	Extension requested 2/24/25
65-9-115-2	HED			Dalton 109-144		DALTON HIGHWAY	114	BLM	(Fish Creek) Submitted 2020 Pending
65-9-116-2	HED			Dalton 109-144		DALTON HIGHWAY	124	BLM	(Bonanaz Creek) Submitted 2020 Pending



12

YUKON KUSKOKWIM CORRIDOR PROJECT





Yukon - Kuskokwim River
Freight & Energy Corridor



Yukon-Kuskokwim Freight and Energy Corridor Plan

STAGE III

TECHNICAL REPORT

PREPARED BY

DOWL

4041 B Street
Anchorage, Alaska 99503

PREPARED FOR

ASSOCIATION OF VILLAGE COUNCIL PRESIDENTS (AVCP)

TRANSPORTATION DEPARTMENT

P.O. Box 219
Bethel, Alaska 99559



Table of Contents

I	Executive Summary	III
II	Project and Corridor History	1
	Introduction	1
	A. Stages	1
	Stage I: 2010-2011: Yukon-Kuskokwim Road Reconnaissance Engineering Review	1
	Stage II: 2012-2015: Yukon-Kuskokwim Freight and Energy Corridor Plan	2
	Stage III: 2017-2019: Yukon-Kuskokwim Freight and Energy Corridor Plan	3
	B. Future Project Components	5
III	Public Outreach	7
	A. Public Outreach Efforts	7
	B. Land Ownership Analysis	8
	C. Subsistence and Cultural Resources Literature Review and Data Gap Analysis	9
	D. Place Names Documentation	10
	E. Barge Landing Existing Conditions	13
IV	Stage III Outcomes	15
	A. Stage IV – Study Completion	16
	B. Future Project Development	17
V	Conclusion	18

Figures

Figure 1:	Project Timeline	vi
Figure 2:	Stage II – Evaluated Corridors	3
Figure 3:	Corridors A and C	5
Figure 4:	Historic Corridors	11
Figure 5:	Existing Ports and Barge Landings	14
Figure 6:	Future Planning Needs	15

Tables

Table 1:	Existing Marine Facilities	14
-----------------	----------------------------	----

Executive Summary

Introduction and Methodology

A transportation corridor between the Kuskokwim and Yukon Rivers has been studied and discussed since the 1950’s. In 2010, the community of Kalskag requested assistance from both the Denali Commission and the Association of Village Presidents (AVCP) to review and study an overland route between the Yukon and Kuskokwim Rivers. Since 2011, AVCP has conducted a multi-year Corridor Study to find a constructible and feasible route between the Yukon and Kuskokwim Rivers. This resulted in the Yukon-Kuskokwim Freight and Energy Corridor Plan (Corridor Plan).

The methodology of the Corridor Plan mimics the Federal Highway Administration’s Planning and Environmental Linkage (PEL) process. This process is used to identify transportation issues, priorities and environmental concerns. A PEL study can lead to a seamless decision-making process that minimized duplication of effort, promotes efficient and cost-effective solutions, promotes environmental stewardship, and reduces delays in project implementation.

Study Location

The Corridor Plan study area is in Southwest Alaska near Kalskag and Lower Kalskag, about 90 miles from Bethel on the Kuskokwim River. The study area has grown to include an expansive region of Alaska that stretches across approximately 59,000 square miles, in 56 remote Alaskan communities.



History

Figure 1 shows the study area and the corridors that have been studied since the 1950’s.

1956

- One of the original studies was completed by the Alaska Bureau of Public Road and looked at connecting the Yukon and Kuskokwim Rivers between Kalskag and the Paimiut Slough with a road. This corridor traversed the flat, lowland, wetlands west of the Portage Mountains.

1981

- The State of Alaska conducted a feasibility study along a corridor that shifted the 1956 corridor east and into the base of the Portage Mountains. This corridor, at the time, was concluded to be a more feasible corridor.

2011

- The Yukon to Kuskokwim River Engineering Study was conducted by the Western Federal Lands Highway Division of the Federal Highway Administration (2010-2011). This reconnaissance engineering review was requested by the Denali Commission on behalf of the community of Kalskag to review historical engineering studies. The goal of the study was to find an overland corridor between the two rivers; three corridors were looked at. The results from this study concluded that there were practical and feasible corridors and the primary corridor that was deemed superior would take advantage of existing infrastructure in the Kalskag area – barge access closer to Bethel and an airport with a 3,200 by 75-foot gravel surfaced runway. It was noted that land status in Alaska is complex, ever-evolving, and it was recommended to begin discussions with the manager of the Yukon Delta National Wildlife Refuge about time requirements for acquisition of a right-of-way and the process.

2015

- The Yukon-Kuskokwim Freight and Energy Corridor Plan was developed by AVCP (2012-2015). This Corridor Plan developed alternate routes and performed in-depth engineering and feasibility study to understand the best corridor location outside of the Yukon Delta Refuge. The work included engineering, land use and environmental analysis for several potential corridors, an economic analysis, and public outreach. The Corridor Plan selected Corridor C as the preferred route. Corridor C runs along the east side of the Portage Mountains beginning at Kalskag and ending at a port site on Paimiut Slough.

2019

- The Yukon-Kuskokwim Freight and Energy Corridor Plan, Stage III – Technical Report was developed by AVCP (2017-2019). This stage of the Corridor Plan had an original goal of determining the preferred route and taking steps to preserve the corridor through federal and private lands, so it would be available for a future transportation corridor. However, due to public concerns about cultural and subsistence uses in the north section of Corridor C, it triggered a renewed interest to study the direct comparisons between Corridors A and C, along with a need to gather additional public involvement from additional communities in the upper Yukon-Kuskokwim area.

Transportation Corridors

Over the years many transportation corridors have been discussed and studied. Below is a list of those transportation corridors:

1956:

Paimiut Portage: This north-south route used the Paimiut and Twelvemile Sloughs, located across the Yukon River from the abandoned village of Paimiut, to access a series of tundra lakes along the western flank of the Portage Mountains. These headwater lakes and their connecting streams, together with Arhymot Lake and its outlet stream, provided a connection to the Kuskokwim River.

1981:

Primary Corridor: The proposed road alignment begins on the north bank of the Kuskokwim River between Upper and Lower Kalskag and closely parallels the western flank of the Portage Mountains to Paimiut Slough, off the Yukon River, roughly a distance of 33 miles.

2011:

Primary Corridor: The alignment description is identical to the 1981 – Primary Corridor description.

Corridors A and B: Cross through low passes in the Portage Mountains and are aligned generally along narrow valley bottoms.

Corridor B: Is the only corridor that is located completely outside of the Yukon Delta National Wildlife Refuge.

2015:

Corridor A: Partially located in the Yukon Delta National Wildlife Refuge and traverses’ lowlands where road building would be challenging and cost-prohibitive.

Corridor B: Begins in Kalskag on the Kuskokwim River and terminates at Paimiut Slough, traversing the western foothills of the Portage Mountains, and is approximately 42 miles long.

Corridor C: Shares the termini locations as Corridor B but runs along the eastern foothills of the Portage Mountains and is approximately 44 miles long.

Corridor D: Begins in an uninhabited and undeveloped northern bank of the Kuskokwim River, between Kalskag and Aniak, then meets up with a portion of Corridor C to its termination point on Paimiut Slough and is approximately 31 miles long.

Corridor E: Begins in an uninhabited and undeveloped northern bank of the Kuskokwim River, between Aniak and Chuathbaluk and

terminates at the southern bank of Paimiut Slough at an undeveloped location east of the termination points for Corridors A, B, C, and D, and is approximately 33 miles long.

Corridor Comparison:

- The Primary Corridor that was studied in 1981 and 2011 is in the general location of 2015 Corridor A.
- Corridor A that was studied in 1981 and 2011 is in the general location of 1015 Corridor D.
- Corridor B that was studied in 1981 and 2011 is in the general location of 1015 Corridor E, however in 2015 the corridor was refined to run within State of Alaska patented land.

Benefits of a Transportation Corridor

The Corridor Plan has examined the many benefits of a transportation corridor that links the Yukon and Kuskokwim Rivers. It was determined that it would address economic issues such as:

- create opportunities to lower bulk cargo prices,
- create jobs through construction and operations and maintenance activities associated with a future construction project,
- provide regional transportation system redundancy and security, and
- promote possible economic opportunities that improve the long-term stability for the 56 communities in the AVCP region and the four communities in the lower Yukon Tanana Chiefs Conference region.

Finalizing the Corridor Study

During the final stage, Stage IV of the Corridor Plan, it will focus on filling the gaps that are critical in developing a direct, side-by-side, comparison of Corridors A and C. Through Stage III, Corridor C was analyzed and during Stage IV, Corridor A will be fully analyzed. This additional information about Corridor A will enable decision-makers to have a detailed comparison of the two routes. Public outreach will also be increased during Stage IV. There will be continued meetings with stakeholders at regional meetings and a technical advisory committee will be developed. This committee will have representatives from stakeholder groups, tribal leaders, and state and federal agencies with a goal of contributing knowledge to assist the final decision for a preferred corridor.

Promoting and Advocating

AVCP will continue to promote and advocate to move the project forward throughout the regions. During the final stage of the Corridor Plan, AVCP will continue to combine modern planning and research methods with traditional and trusted communication methods with village elders, leaders and residents. Combining these methods used extensively thus far, will result in better decision-making when determining the preferred corridor route at the completion of the Corridor Plan.

AVCP will begin conversations with land owners along the Corridors and will also begin promoting and advocating the Corridor Plan and future construction project to:

- funding partners,
- regional, tribal, and local stakeholders,
- Alaska Legislature,
- Congressional Delegation, and
- initiate conversations with land owners along the Corridors.



Figure 1: Project Timeline

Project and Corridor History

Introduction

The Yukon Kuskokwim Delta region is one of the largest deltas in the world stretching across 59,000 square miles, with approximately 26,000 residents in 56 remote communities. Because of rising energy and shipping costs in the region, Association of Village Council Presidents (AVCP) has been planning and researching corridor locations to anticipate future construction of a transportation corridor between the Kuskokwim and Yukon Rivers.

The original project started in 2010 with Reconnaissance Engineering, then moved to Stages I through III of the Yukon-Kuskokwim Freight and Energy Corridor Plan (Corridor Plan). Below is Figure 3 which illustrates the historic corridor routes.

The Corridor Plan from the beginning has been a cooperative planning process that evaluated connecting the Yukon Rivers with an overland transportation link. The Corridor Plan methodology has been based off the Federal Highway Administration’s (FHWA) corridor planning and planning and environmental linkages (PEL) processes. These processes represent a collaborative and integrated approach to transportation decision-making that

1. considers environmental, community, and economic goals early in the transportation planning process, and
2. uses the information, analysis, and products developed during the transportation planning process to inform the environmental review process.

This report provides an overview of the history of the project and corridor development, a summary of activities completed during Phase III of the Corridor Study, and recommendations for further studies and next steps to begin preliminary project design. Throughout the planning process there has been extensive and ongoing public outreach based on traditional methods and local knowledge.

A. Stages

Stage I: 2010-2011

Yukon-Kuskokwim Road Reconnaissance Engineering Review

In 2010, the Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration was assigned by the Denali Commission, at the request of the Native Village of Kalskag, to conduct an engineering review of the 1956 and 1981 road route. WFLHD was tasked to determine if the road route on the west side of the Portage Mountains (Corridor A) was still feasible. WFLHD found that construction remained feasible, but identified a land use challenge.

In 1980, Congress established the Yukon Delta National Wildlife Refuge (Refuge) from an array of reserved lands in the region as part of Alaska Native Interest Lands Conservation Act (ANILCA) legislation, the old Clarence Rhodes National Wildlife Range east boundary was moved eastward toward the Portage Mountains foothills in a way that the middle portion of the road route lay inside the new refuge.

This boundary created a challenge and FHWA indicated that other routes would need to be examined in any future work to ensure there was not another practical route to use for an overland link.

To address this challenge, AVCP commenced a corridor study using FHWA’s PEL process.



What is a transportation corridor?

It is a linear area in which one or more modes, such as a pipeline, railroad or road, provides an area to transport goods, services and people.

Stage II: 2012-2015

Yukon-Kuskokwim Freight and Energy Corridor Plan

In 2012, the community of Kalskag requested the AVCP Transportation Department take the lead on additional studies as the regional transportation and tribal organization. Through a series of engineering and geotechnical tasks, additional routes were evaluated on the west and east sides of the Portage Mountains while avoiding the Yukon Delta Wildlife Refuge. Four additional routes were identified, see Figure 3.

This initial range of alternatives included non-construction solutions such as policy, pricing and statute alternatives, use of other transport modes including barge, rail, and aviation alternatives, and traditional highway construction and operations alternatives.

This first phase confirmed that an overland transport corridor, open seasonally to meet summer barging operations, is a reasonable long-range transportation solution. The transportation corridor could include fuel pipeline(s), freight haul / pipeline service road, barge transfer ports, energy production / transmission, and maintenance, operations, and security facilities. The Corridor Plan:

- refined transport goals and general route standards,
- identified cost-effective, environmentally sound port locations on Paimiut Slough and the Kuskokwim River,
- located five practical corridor routes between ports, and
- identified adequate material sources to support construction and maintenance operations.

AVCP continued to advance the Corridor Plan process to understand economic, environmental, and social conditions in the project area, including a long-range view of transportation challenges, and then identify practical solutions that address those challenges.

During Stage II, the goal was to select the most practical route that had minimal environmental impact and avoided or accessed traditional places and uses as preferred by project area villages. Using engineering, environmental data, and local knowledge, AVCP used a criteria-driven process and ongoing public outreach to select Corridor C on the east side of the Portage Mountains as the best practical route outside the refuge.

Corridor A, the historic route, was not included in early Corridor Plan work as it was determined to be impractical due to land use challenges. However, this decision did not eliminate Corridor A from being brought up routinely in public meetings.

The Corridor Plan confirmed that an overland route has the long-term potential to improve fuel and freight deliveries in Western Alaska and would prepare the region for opportunities associated with the Alaska Natural Gas Pipeline project. Because of the fluctuation of the oil and gas market in Alaska - closure of Flint Hills Oil and Gas Refinery in 2014 and the construction delay of the Alaska Natural Gas Pipeline - the Corridor Plan will be a valuable tool for AVCP to use when funding opportunities arise to begin design of the future preferred corridor.

Stage II concluded in 2015 with a public review process that brought new concerns related primarily to subsistence and cultural resource uses along the Corridor C route that needed additional data and analysis. That new input led to a decision to supplement the Corridor Plan with the current Stage III effort. See Figure 3 – Historical Corridor Plan Routes and Figure 4 – Corridors A and C.

Stage III: 2017-2019

Yukon-Kuskokwim Freight and Energy Corridor Plan

The original goal for Stage III was to determine the preferred route and take steps to preserve the corridor through federal and private lands. However, during public outreach efforts, concerns about cultural and subsistence uses in the north section of Corridor C triggered a renewed interest to study the direct comparisons between Corridor A and C, along with a need to improve public engagement from additional communities in the upper Yukon-Kuskokwim area.

Tasks included:

- Increased public outreach to communities along the northern portion of Corridor C.
- Detailed land status and ownership research along Corridor C to document right-of-way (ROW) opportunities and challenges.
- Subsistence and cultural resources literature review and data gap analysis in the study area covering Upper Kalskag, Lower Kalskag, Aniak, Atmautluak, Kasigluk, Nunapitchuk, Tuluksak, Chuathbaluk, Marshall, Russian Mission, Holy Cross, Anvik, Shageluk, and Grayling. The review summarized known information on subsistence areas and identified areas where information is outdated or limited.
- Place name reporting to collect and document traditional place names in Aniak, Chuathbaluk, Upper Kalskag, and Lower Kalskag.
- Barge landing existing conditions analysis.

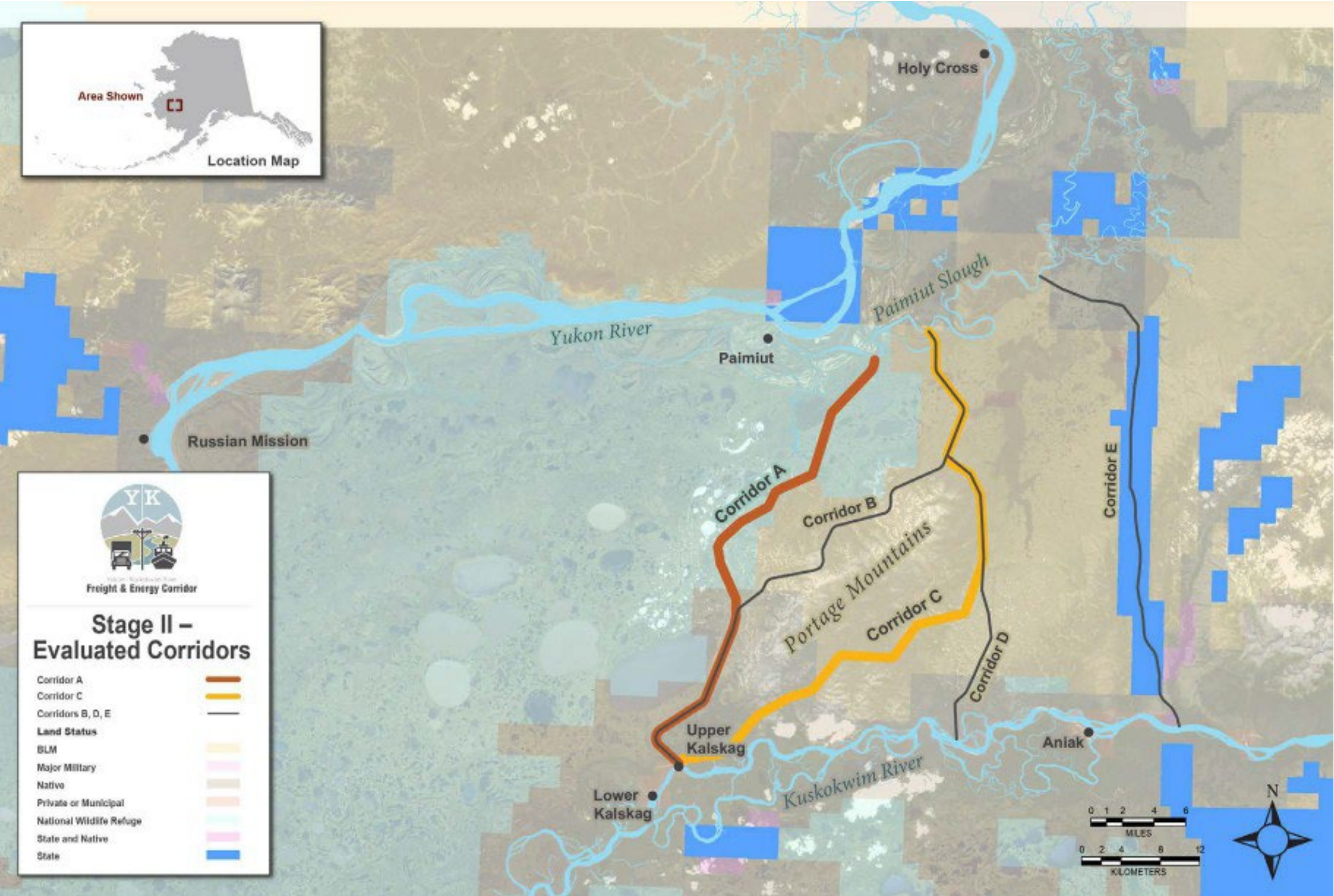


Figure 2: Stage II – Evaluated Corridors

B. Future Project Components

Throughout the project, the corridor elements described below have been discussed and documented.

- New port at or near Kalskag on the Kuskokwim River with piling-supported or sheet wall dock transfer facilities, fuel storage and freight lay-down yards, security systems, and emergency response capabilities.
- New port on Paimiut Slough that connects to the Yukon River with piling-supported or sheet wall dock transfer facilities, fuel storage and freight lay-down yards, security systems, emergency response capabilities, and staff housing facilities.
- At one or both ports, site development for potential power production with associated transmission infrastructure along the corridor for maintenance stations, pump stations, and area communities.
- Roughly a 45-mile corridor between the ports with capability for:
 - Seasonal, low-volume freight haul road, opened in the spring and closed after barging season is complete.
 - Seasonal maintenance stations with 1) routine maintenance and minor reconstruction capable equipment fleet, 2) road and pipeline emergency response capability, and 3) limited access to gravel sites developed and reclaimed during construction.
 - One or Two refined fuel product pipelines built using winter construction techniques for seasonal gasoline/diesel transport including pump station facilities coordinated with maintenance station locations.
 - Power transmission lines, both overhead or below ground to provide maintenance station and pump station services and power distribution to project area communities.

While the road is essential to successful operations, the key infrastructure may be the fuel pipeline(s) that provides two-way flow to ports on both rivers so fuel transfers from lowest-price sources are available to both Yukon and Kuskokwim River communities. The road, confined to summer operations, will be a low-speed freight haul road that also provides easy access to pipeline(s) for maintenance and operations needs. Work to date indicates the project is practical to construct and operate when economic and social conditions warrant. The corridor would create new transportation efficiencies and security throughout the Yukon and Kuskokwim River regions.

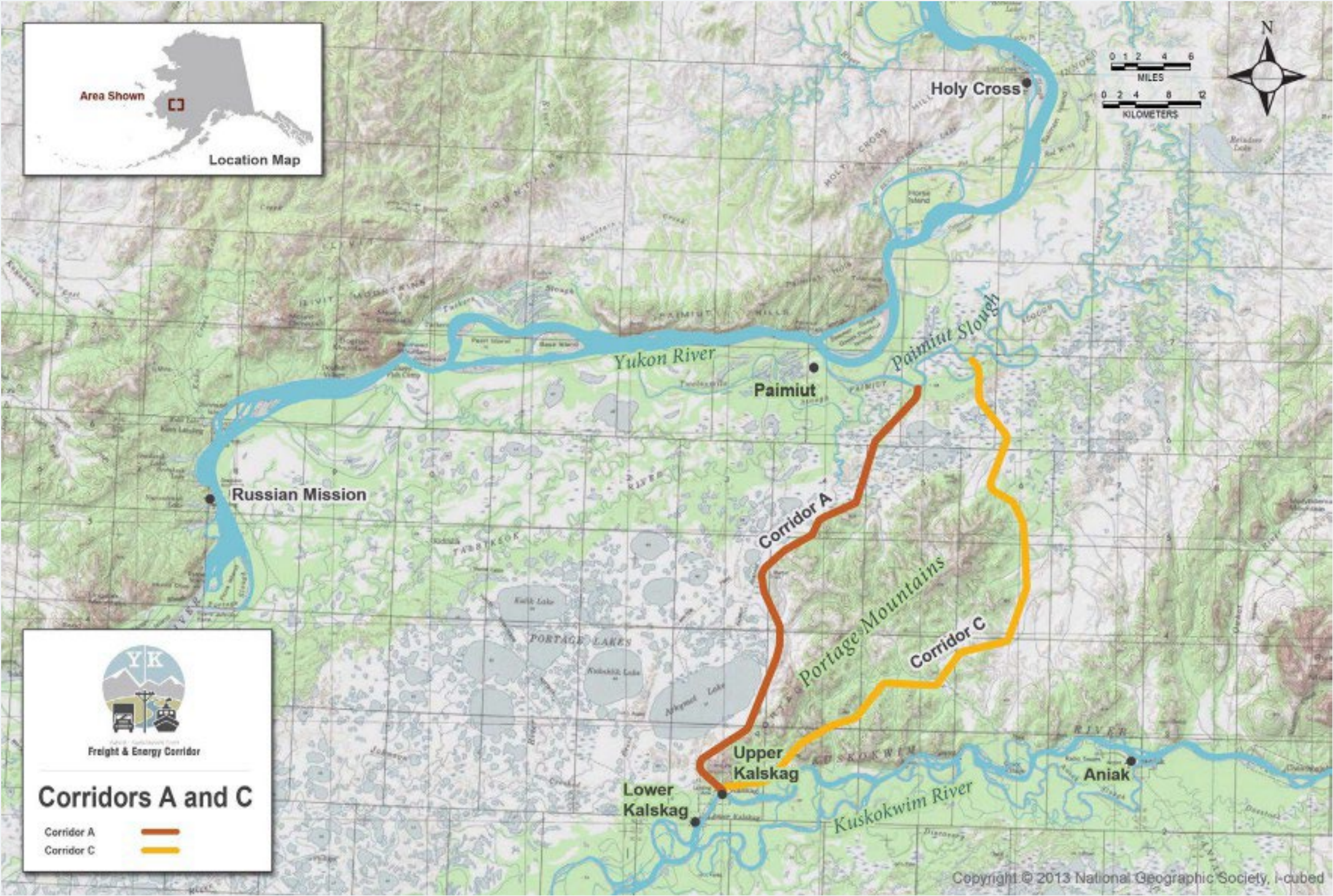
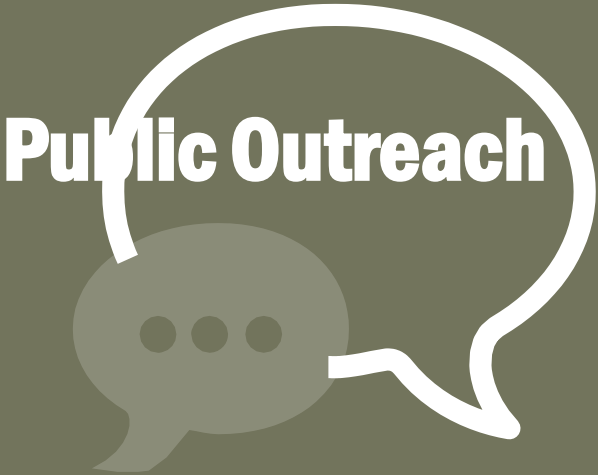


Figure 3: Corridors A and C



During Stage III the primary goal was to identify public concerns related:

- to the overall project,
- the corridor route selection process, and
- how best to continue improving public outreach to such a large study area.

A. Public Outreach Efforts

A Public Involvement Plan (PIP) was developed for each stage of the planning process. The PIP provided the planning team with a common vision and process for involving key stakeholders and community leaders. The

goal was to have future project planning and corridor development informed by community comments and suggestions. Stakeholders who have been involved with this planning effort to date include:



Stage III Public Outreach Efforts

Partner/Tribal Gatherings: The planning team held and participated in seven gatherings throughout 2018. The team visited AVCP and Tanana Chiefs Conference (TCC) communities and regional leaders regarding the project status. Following is a list of the meetings that took place during the Stage III efforts.

- **October 19-21, 2017** – Alaska Federation of Natives – Anchorage
- **January 30, 2018** – The Kuskokwim Corporation (TKC) Meeting – Anchorage
- **March 10, 2018** – TCC Sub-Regional Advisory Meeting – Fairbanks
- **March 12, 2018** – Tribal Gathering – Bethel
- **May 23, 2018** – Grayling, Anvik, Shageluk, Holy Cross, and TCC Meeting – Anchorage
- **October 3, 2018** – TCC Sub-Regional Advisory Meeting – Holy Cross
- **October 18-20, 2018** – Alaska Federation of Natives – Anchorage
- **November 18, 2018** – AVCP Executive Board Meeting – Bethel
- **March 7, 2019** – TCC Sub-Regional Advisory Meeting – Fairbanks

Public Involvement Handouts and Social Media

Methods: The planning team developed and distributed public outreach materials:

- **Project Fact/Comment Sheet** – A project fact and comment sheet was prepared to communicate overall project goals, objectives, and facts to stakeholders and to serve for conference and presentation purposes. The fact sheet included a section for comments on the back and have been collected by the planning team.
- **Frequently Asked Questions (FAQ)** – An FAQ was prepared to help alleviate public uncertainty about the project. The FAQ’s are located on the AVCP website.
- **Project Website and Facebook** – The project shared the AVCP transportation department’s website and the AVCP Facebook page. They provided periodic project updates to stakeholders and the public.
- **Survey** – A survey was developed and distributed to the public and stakeholders via the AVCP website and Facebook page. The survey asked the public for

their input on what the project meant to them as individuals and what it meant to their community. Four (4) surveys have been completed and provided to the planning team.

Outcomes/Recommendations: Stage III public input identified new concerns about cultural and subsistence uses in the north section of Corridor C, which triggered renewed interest in developing data that would allow a direct engineering and environmental comparison between Corridors A and C.

B. Land Ownership Analysis

The planning team completed an extensive land status and ownership research analysis for Corridor C. The review area was along the 45-mile by 2,000-foot corridor. The following methodology was used for the analysis document, it identified surface and subsurface ownership data within Corridor C.

1. Potential conflicts within Corridor C could include:
 - a. **Private properties:** Portions of private property may need to be acquired within the corridor.
 - b. **Native allotments:** All efforts will be made to go around native allotments, currently there are no known allotments within the corridor.
 - c. **Easement:** There will be easements needed within the corridor that will require additional acquisition or permissions.
2. Research and documentation for relevant properties that could impact the future corridor acquisition has been completed for Corridor C and include records for the following properties:
 - a. Trails
 - b. Easements
 - c. Subdivisions
 - d. Private property owners
 - e. Native Allotments
 - f. Patents/Deeds/Conveyances

C. Subsistence and Cultural Resources Literature Review and Data Gap Analysis

Through public meetings and gathering public input, the project team received a number comments that directed them to research subsistence and cultural resources along both Corridor A and Corridor C. The primary goal of this effort was to compile existing subsistence harvest and use data as well as existing documentation of cultural resources to inform the planning team and communities as the planning process develops. This work also allowed the communities to take a lead in ensuring that their indigenous ways of living are valued, protected, and incorporated into future project development planning materials.

Work included a subsistence and cultural literature review for communities along the Kuskokwim River (Upper Kalskag, Lower Kalskag, Aniak, Atmautluak, Kasigluk, Nunapitchuk, Tuluksak and Chuathbaluk) and six communities along or near the Yukon River (Marshall, Russian Mission, Holy Cross, Anvik, Shageluk, and Grayling). A summary of the scope of work and data gap recommendations are provided below. The full report is available for review upon request to the AVCP Transportation Department.

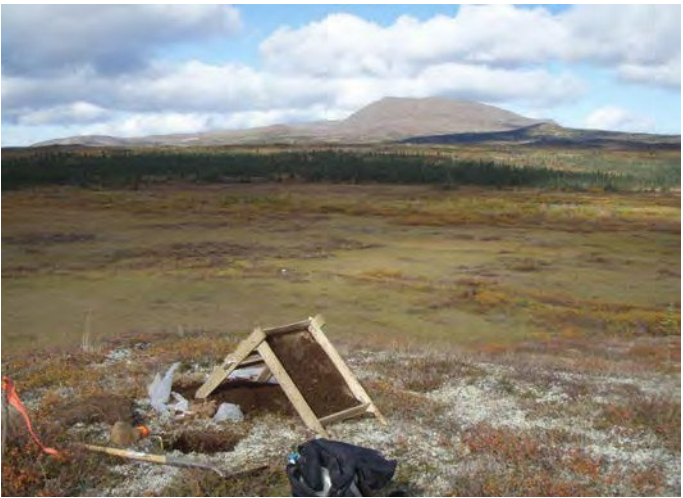


Photo credit: Stephen R. Braund and Associates

Subsistence Review Summary and Data Gap Recommendations

An Alaskan anthropological firm, Stephen R. Braund & Associates, was tasked to document where subsistence activities occurred (use areas), what resources are being harvested (harvest data), and during what times of the year these activities are occurring (timing of subsistence activities), with a focus on the major resources of moose, salmon, and non-salmon fish species. The analysis provided the team with four data gap recommendations to implement during the next stage of the planning process. They are discussed further in the Next Steps section.

Cultural Resource Review Summary and Data Gap Recommendations

The cultural resource study area is located within the traditional territory of Central Yup’ik peoples, near the interchange with two Athabascan language groups (primarily the Deg Xinag with Holikachuk located farther up the Yukon and Innoko rivers). The literature review determined that little is known about the prehistoric sequence of past cultural groups due to an overall lack of research. This lack of research is apparent in the small number of documented cultural resource sites and place names in the study area. Most of the reported sites correlate to current village locations and associated historic structures. The analysis identified two data gaps to address in the next stage of the planning process.

- GIS landscape analyses for the cultural resource study area. This effort will guide any future field survey efforts.
- Traditional and sacred site interviews in five communities closest to the Project (Upper Kalskag, Lower Kalskag, Aniak, Russian Mission, Holy Cross).

D. Place Names Documentation

A cultural anthropologist traveled to Aniak and Upper Kalskag to document indigenous historical information by interviewing elders from Aniak, Chuathbaluk, Upper Kalskag, and Lower Kalskag.

During the interviews, elders told many stories about the historic use of the existing winter trail system and portage for transportation between the Kuskokwim and Yukon Rivers. The graphic below provides a general context of the typical route to reach the Yukon River. For a full review of the Yup’ik Atlas, visit the Yup’ik Environmental Knowledge Project website. This website documents the historic winter trail and portage use, as well as the documented place names within the project area and the Yukon-Kuskokwim region.

Elders spoke about historical use of the area and that the Qalqaa (Lower Kalskag) area has been a transportation hub for hundreds of years, with winter trails leading to Paimiut and Russian Mission. They described the main portage route from Lower Kalskag to Paimiut on the Yukon. Entering from the north end of Maqallartuli Creek (Mud Creek), then takes a short portage (Tevyaraq) to Pike Lake (Kuicaram Qagatii, Johnson River Lake), follows the little lakes along the hills, portaging into Paimiut Slough.



Communities that participated in the interviews are shown above in relation to Corridors A and C.



Photo credit: Ann Riordan, Elder meeting in Aniak, Summer 2018

Elders described the summer portage route between the Kuskokwim and the Yukon River below Russian Mission. From Lower Kalskag, they followed Maqallartuli Creek (Mud Creek) until they reached the portage at Qessanaqutaq. From there, people crossed a small lake, Kiatmurun, and took another portage into the upper Kuicaraq (Johnson River). See Figure 5, Summer Portage Route.

To reach the Yukon, they followed Kuicaraq downstream to Qakerluat (Crooked Creek). They then followed Qakerluat Creek to its headwater lake, Qakerluat, then into Quliq Lake. At the northwest corner of Quliq Lake, they took another portage through a fabricated creek into upper Taallerviksaar River. Finally, they followed Taallerviksaar downstream until it entered the Yukon River below Russian Mission.

Elders spoke about historical use of the area and that the Qalqag (Lower Kalskag) area has been a transportation hub for hundreds of years.

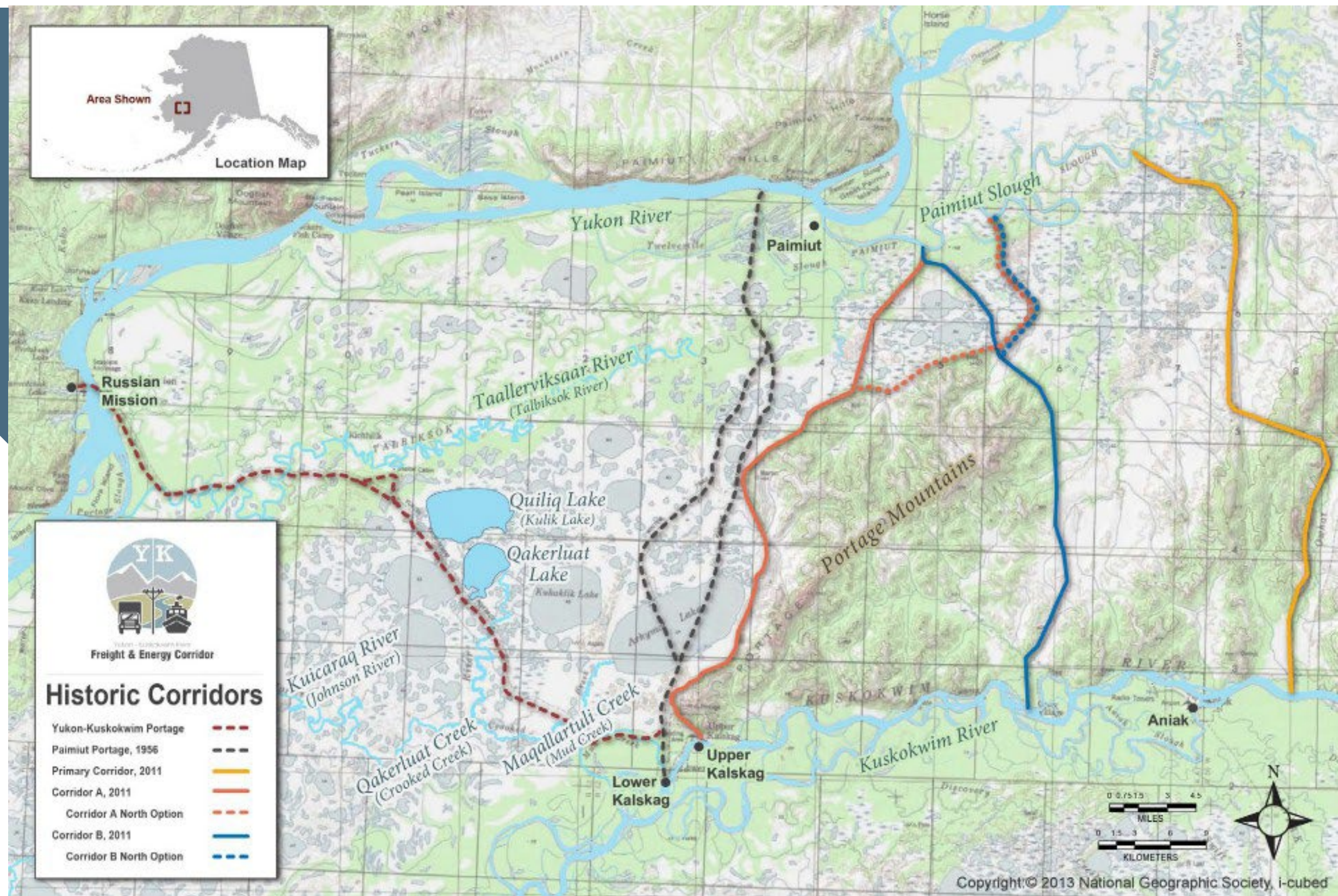


Figure 4: Historic Corridors

E. Barge Landing
Existing Conditions

The barge landing analysis included two primary focuses within the AVCP and TCC regions:

1

documentation of existing conditions of marine and fuel facilities

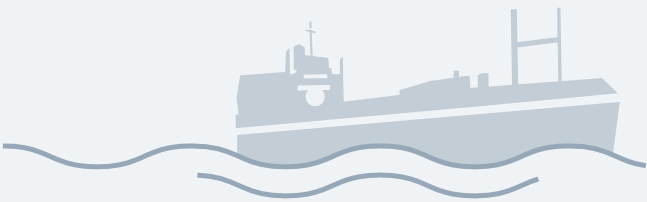
2

documentation of fuel spills over the past ten years using the DEC spills database

The planning team could document the existing conditions for this effort, but due to schedule constraints and timing of conducting barge operator interviews, a detailed needs analysis was not completed. A complete long-range barge operations trends analysis will be completed in Stage IV.



Photo credit: (UAF, 1920a). Stern-wheeler pushing a barge and entering the Paimiut Slough as the confluence of the Yukon River.



Existing Conditions

Fuel and cargo distributed by barge on the Kuskokwim River comes from Unalaska/Anchorage or Seattle and goes upriver, while most of the fuel distributed by barge on the Yukon River comes downriver from Nenana and Fairbanks. Barge operators use dock facilities at Bethel on the Kuskokwim River, and Emmonak and Alakanuk on the Yukon River, as redistribution hubs for ocean barge cargo shipments originating primarily in Cook Inlet and Puget Sound. Ocean barges offload and stage fuel and cargo in the hub communities of Bethel, Emmonak, and St. Mary’s, where it can be stored or redistributed to other communities along the river system by smaller in-river vessels. Crowley, Ruby Marine, Knik Construction, Cruz Construction, Delta Western, and Brice are the main barge operators delivering fuel to communities along the Yukon and Kuskokwim Rivers. Approximately 40 communities located along the river system rely on receiving fuel from Seattle and Anchorage-based barge operations. This hub fuel and cargo distribution system is efficient where geographical challenges often limit direct deliveries by large ocean barges. Figure 6 shows the locations of the existing barge and fuel distribution system for the Yukon and Kuskokwim River communities.

Bethel is a distribution point for fuel delivered to communities along the Kuskokwim River. According to the City of Bethel’s City Manager, the tank farm at the Port of Bethel Dock holds ~17 million gallons of fuel, ~ 20 percent or 3.4 million gallons of the total amount is barged to communities located along the Kuskokwim River. The remaining portion of fuel remains in Bethel for local use.

Emmonak is a future distribution point for fuel delivered to communities along the Yukon River. Recently the City of Emmonak has been received funding approval to build a port facility. The grant will be sufficient to fully construct a permanent dock, ramps, and service road improvements. St. Mary’s acts as a trans-shipment point for barged cargo destined for other communities on the Yukon.

Existing Marine Infrastructure Conditions

Table 1 includes existing marine infrastructure facilities for communities within the project study area.

Aniak	Barges can land at several places along the beach in this area.
Anvik	The primary landing area at Anvik consists of an access road that extends down to the riverbank at the fuel header location.
Chuathbaluk	The river access to Chuathbaluk is very shallow and small vessels are used to lighter cargo to this community.
Grayling	The barge landing site at Grayling consists of a wide, gradually sloping beach with a good access road to the community. There are three existing deadman mooring points in the trees at the upriver landing for access to the fuel header.
Holy Cross	The barge landing area at this community consists of a relatively long, narrow landing area that can be used concurrently by several barges. The fuel header and two deadman mooring points are located at the downriver end of the landing area.
Lower Kalskag	The barge landing site is at the end of an access road that leads to the central part of the community.
Marshall	The shoreline that fronts the community is subject to active erosion. There is a fuel pipeline and header at an undeveloped landing site about midway along the shoreline in front of the community.
Russian Mission	The main barge landing site is just downriver.
Shageluk	There are two landing sites, one on the downstream end of the community and the other upstream that accesses the Alaska Village Electric Cooperative (AVEC) tanks.
Tuluksak	Barge operators use a barge landing site near the airport.
Upper Kalskag	The main barge landing area at Upper Kalskag consists of a 70-foot wide ramp of gravel and rock material that has been pushed out into the river from the beach about 40-feet from the shoreline.

Table 1: Existing Marine Facilities

Fuel Spill Research

During the March 12, 2018 tribal gathering in Bethel, community members raised concerns regarding a potential increase in fuel spills due to increased freight corridor activities. The concern is that additional barges providing fuel to communities along the Kuskokwim River may increase fuel spill activity, which could negatively affect subsistence activities.

To assist in addressing these questions, the planning team investigated the historical data for fuel spills over the last ten years for the Kuskokwim and Yukon Rivers. The State of Alaska Department of Environmental Conservation (DEC) spills database was the source for the data used to conduct the analysis.

The research determined that most of the locations along both the Kuskokwim and Yukon Rivers where documented spills occurred impacted land only. Spills are most likely from all-terrain vehicle (ATV) or snow machine use impacting above-ground fuel lines.

During Stage IV, additional analysis will take place to complete a long-range barge operations trends analysis. This analysis will conduct additional interviews with barge operators to further document the needs for barge and fuel operations. Interviews and coordination with barge and fuel operators should take place during the winter/spring months when barges are not delivering to communities.



Figure 5: Existing Ports and Barge Landings

Stage III Outcomes

At the completion of Stage III, additional documentation was identified to be able to fully develop Corridor A to the same engineering, land ownership analysis, and environmental standards as Corridor C.

Critical tasks required for a direct comparison of the two corridors include:

- land ownership analysis,
- barge operations trends analysis, and
- using previous engineering judgements to make a direct and full comparison between the two routes.

Additional work has been identified that can be completed during Stage IV, if funding and timing lines up with a variety of needs. That work includes:

- Subsistence and cultural analyses

Timing is key to this work; if the road project advances into the preliminary design phase

within three years of completing the Corridor Plan, the subsistence and cultural analyses should be completed. If not, it is recommended to postpone these analyses. Typically, agencies require data be collected within the last three years.

It is important to reiterate that all work completed to date and all work that will be completed in Stage IV will enable decision-makers to have a detailed comparison of the two routes. This will enable them to identify the final preferred corridor and complete the Corridor Plan.

Once full funding has been secured, and economic and social conditions in the region change, the Corridor Plan will be a tool for AVCP to use and move forward with tasks listed in the Future Project Development section.

Key steps for future project development of the Yukon-Kuskokwim Freight and Energy Corridor are described in Figure 7.

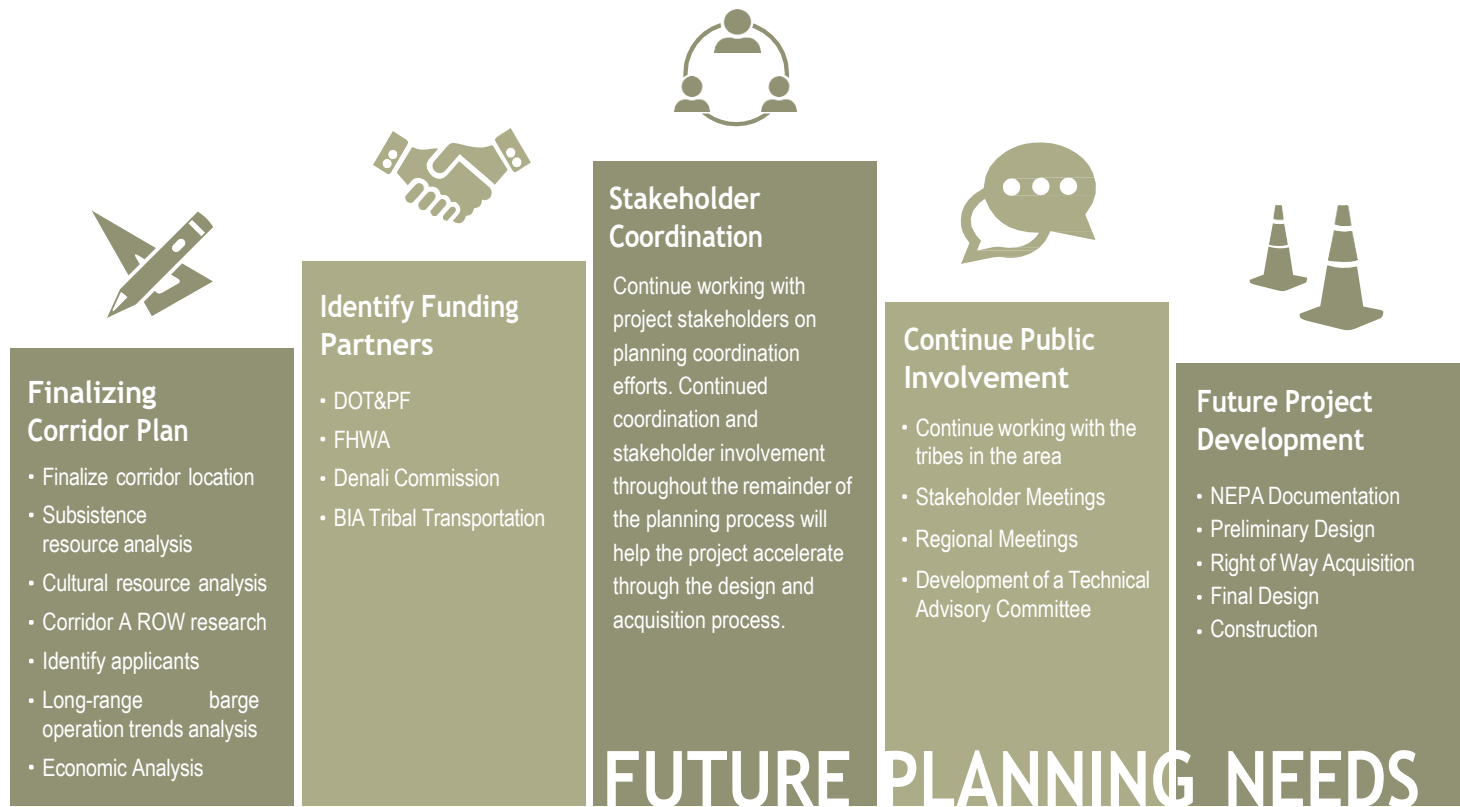


Figure 6: Future Planning Needs

A. Stage IV – Study Completion

AVCP intends to develop a Stage IV scope of work that will complete the corridor study by providing additional information about Corridor A and advancing it to the same level of analysis as was completed for Corridor C in Stage III.

The following tasks will better enable the decision-making process when determining the final preferred corridor route:

- continued public outreach,
- continued focus to document additional subsistence resources,
- continued documentation of additional cultural place name locations,
- a full land ownership analysis for Corridor A, and
- completion of a long-range barge operations trends analysis.

Public Outreach

Additional tasks include:

- Continue public outreach to communities and stakeholders along both Corridor A and Corridor C,
- Stakeholder Meetings,
- Regional Meetings, and
- Development of a Technical Advisory Committee (TAC)

Subsistence and Cultural Resource Review and Data Gap Analysis

Additional subsistence analysis in the 14 potentially affected study communities mentioned below:

1. Upper Kalskag, Lower Kalskag, Aniak, Holy Cross, and Russian Mission;
2. Tuluksak, Chuathbaluk, Marshall, and Anvik, Shageluk; and
3. Grayling, Kasigluk, Atmautluak, and Nunapitchuk.

Additional tasks include:

- Household harvest surveys in Holy Cross, Nunapitchuk, Kasigluk, and Atmautluak,
- Alaska Department of Fish and Game (ADF&G) information data gap analysis concerning the wildlife harvest ticket database,

- GIS landscape analyses for the cultural resource study area, guide field survey efforts, and
- Traditional and sacred site interviews in five communities closest to the project location survey efforts.

Place Names Documentation

Additional tasks include:

- Place name documentation in Anvik, Grayling, Holy Cross, and Shageluk.
- Add place name documentation to the Yup'ik Environmental Knowledge Project – The Yup'ik Atlas. www.eloka-arctic.org.
- Incorporate all place name documentation efforts into the final corridor plan.



Land Ownership Analysis

Additional tasks include:

- Detailed land status and ownership research along Corridor A to document ROW opportunities and challenges.

Barge Operations Trends Analysis

Additional tasks include:

- Conduct additional interviews with barge operators along both the Kuskokwim and Yukon Rivers, and
- Document current and future needs for barge and fuel operations.

B. Future Project Development

Future project development is not likely to occur for many years and should be considered a mid to long-range project. If economic conditions in the region begin to deteriorate to the point where an overland transportation link is needed, the completed Corridor Plan will be available to use as a starting point for the next project development phase.



Preliminary Design Development

Following the Corridor Plan update, the project will move forward into preliminary design. During this stage of the project, the preferred corridor route will begin the preliminary design process.



Environmental Analysis

During preliminary design, the National Environmental Protection Act (NEPA) analysis also begins. The NEPA analysis is expected to result in an Environmental Impact Statement (EIS) and can take several years to complete.

Federal land required for either corridor is owned and managed by the Bureau of Land Management (BLM) and obtaining permission for use of this land will likely be through ROW acquisition. BLM lands are subject to the Federal Lands Management Procedure Act (FLMPA) and the regulations promulgated for ROW acquisition procedures. An application for Transportation and Utility Systems and Facilities on Federal Lands (Standard Form (SF) 299) must be completed for obtaining the necessary access during construction, easements for the Corridor ROW, and any proposed material sources. This federal action would require a NEPA document.

Due to the extent of wetlands and waterways impacted by either corridor, primary federal authorization required by the project is through Section 404 of the Clean Water Act, administered by the U.S. Army Corps of Engineers (USACE). The Section 404 permit application would require the following:

- Wetland Delineation and Functions Assessment,
- Purpose and Need Statement and Alternatives Analysis,
- Detailed analysis of all resources potentially affected by the project, and
- Coordination with USACE.

The Section 404 permit application would be developed to be sufficient for USACE staff to complete an internal NEPA document. Additionally, the USACE permit application would be sufficient to allow the BLM to write their own NEPA document, therefore the Corps permit process would be initiated before the SF 299 is submitted, or concurrently.



Right of Way Acquisition and Final Design

The following entities own, manage, or have an interest in lands within the corridors:

- BLM,
- Calista Corporation,
- City of Upper Kalskag,
- TKC,
- State of Alaska, Department of Natural Resources (DNR), and
- Private individuals

During all stages of the project, every effort will be taken to route the final corridor around Native Allotments. Additionally, any needed acquisitions will need to follow the associated acquisition process pertaining to the land owner, and it is important to note that water crossings will require federal (BLM) and state (DNR) submerged lands processes to acquire the necessary right of way.



Construction

Although construction of a preferred corridor is a medium to long-range project, there will be a significant pre-construction effort with a need to continually gather funding partners for a project of this size. Once constructed, this corridor has the potential to be a 45-mile overland route with port or barging facilities at either ends of the corridor. This project will need many different funding partners, such as the State of Alaska, FHWA, BIA Tribal Transportation, grants, and public private partners.

Conclusion

This project identifies a transportation corridor between the Yukon and Kuskokwim Rivers. The general location of the corridor is based on a long history of overland transport in the Portage Mountains area where the rivers come within 25-miles of one another. The project is borne of the need to improve fuel and freight deliveries in Western Alaska and to prepare for opportunities associated with the Alaska Natural Gas Pipeline project. When these opportunities come to fruition, the region will to be able to move quickly into design and construction.

The Corridor Plan has successfully:

- refined transportation goals,
- defined a general route location in the Portage Mountains area,
- identified cost-effective and environmentally sound port locations on Paimiut Slough and the Kuskokwim River,
- located five practical corridor routes between ports, and
- located adequate material sources to support construction and maintenance operations.

Although existing freight and fuel delivery operations are sure to change over time, connecting the AVCP and TCC regions would improve transportation of freight and fuel movements between the rivers in both directions. AVCP has worked toward a goal of finding a suitable transportation corridor that will enhance the lives of communities in both the AVCP and TCC regions.

Central to project development success has been the ability to combine the FHWA PEL methodology with traditional and trusted ways of communicating with village elders, leaders, and residents. This process is being used to meet local goals of objectively analyzing project opportunities and challenges, and reporting the findings in a clear and concise way.

With an overarching goal of understanding the issues, challenges, public needs, opportunities, and how to be best prepared for the future design and construction of the freight and energy corridor.

Photo credit: Stephen R. Braund and Associates



Photo credit Ann Riordan

IN ASSOCIATION WITH

**MCKINNON &
ASSOCIATES**

**RED PLAINS
PROFESSIONALS**

**STEPHEN R.
BRAUND &
ASSOCIATES**

**ANN RIORDAN
MARIE MEADE**

UQAQTI





13

AMBLER MINING DISTRICT ACCESS UPDATE



Investing in Alaskans



Ambler Access Project

Alaska Roads and Highways Advisory Board
March 6, 2025

Jeff San Juan, AIDEA Program Manager



MISSION AND PURPOSE OF AIDEA

To promote, develop, and advance economic growth and diversification in Alaska by providing various means of financing and investment.

AIDEA's FINANCIAL TOOLBOX

AIDEA is a catalyst for economic development with a track record for success, utilizing a variety of financial tools such as:

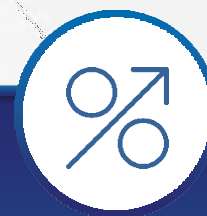
Loan Participation

The Loan Participation program provides long-term fixed and variable rate financing to Alaska's commercial businesses.



Project Finance

AIDEA can finance projects (whole or partial) through its ability to develop & own assets within the State.



Conduit Revenue Bonds

AIDEA is one of the State's Principal issuers of taxable & tax Exempt Conduit Revenue Bonds.



Energy & Resource Development

The Alaska Sustainable Energy Transmission Supply Fund, Arctic Infrastructure Development Fund, & Cook Inlet Reserve-Based Lending Program are programs within AIDEA to meet Alaska's energy resource needs.



Asset Ownership

In addition to traditional financing, AIDEA can directly own assets that generate revenue or enable economic development.



AIDEA Bonds

AIDEA has the authority to issue tax-exempt and taxable bonds.

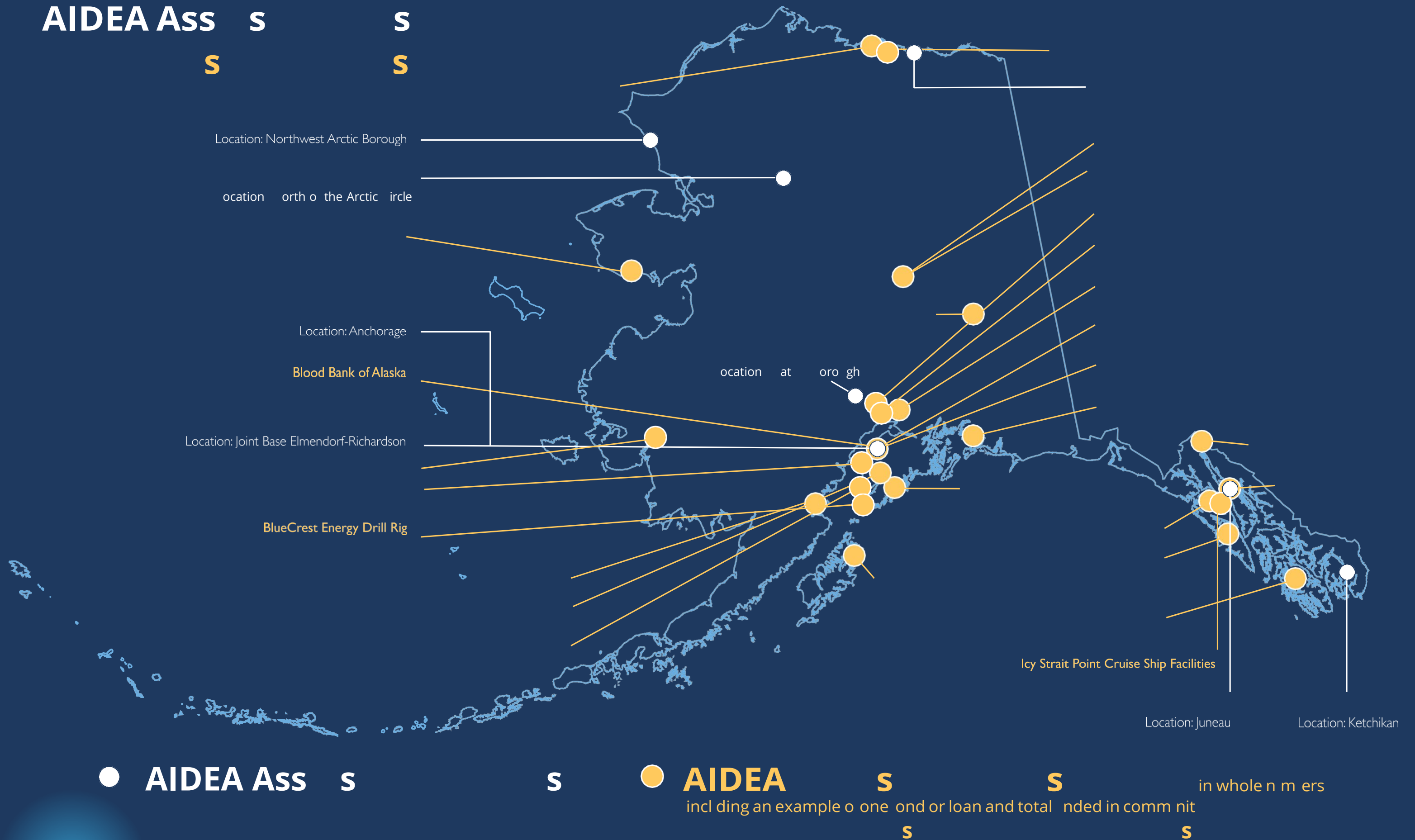


Strong Investment Relationships & Financial Expertise

AIDEA provides financial expertise and information to assist with projects, job creation, and infrastructure development.



AIDEA Ass S S



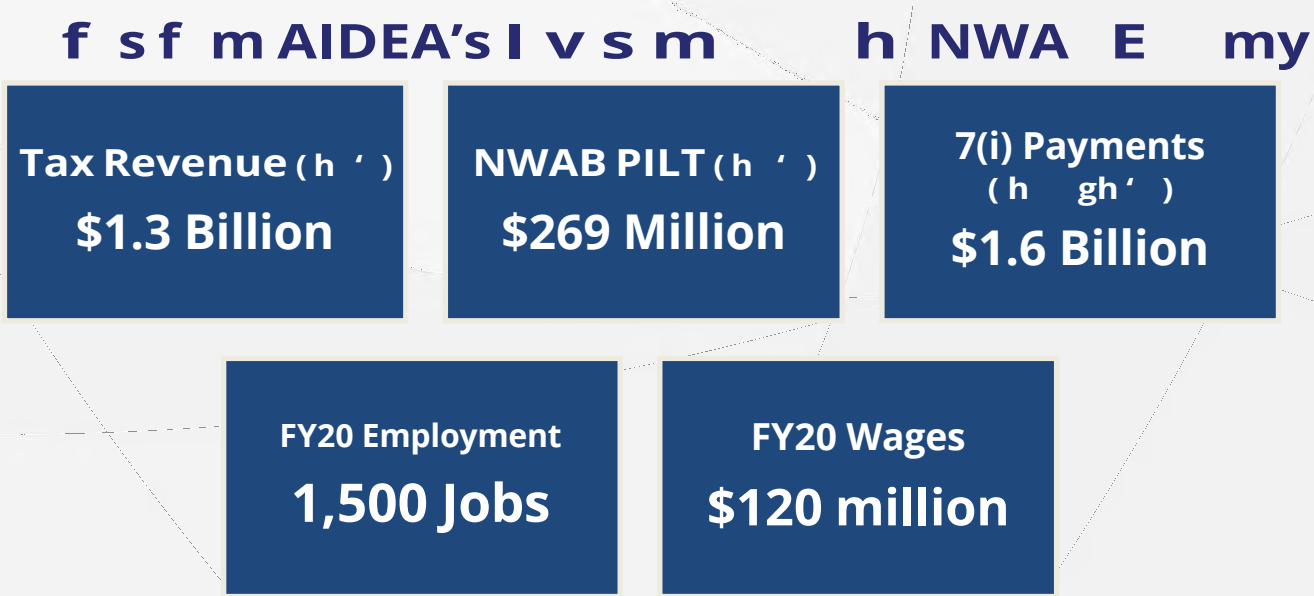
DELONG MOUNTAIN TRANSPORTATION SYSTEM

RED DOG MINE (NORTHWEST ARCTIC BOROUGH)

- AIDEA-owned asset.
- In 1985, Alaska Legislature, Governor, and AIDEA agree some public support is needed to make Red Dog go forward. After many hearings, SB 279 and SB 280 are passed by the Legislature and signed into law.
- In 1986, AIDEA funds mine, road, and port with \$160 million.
- AIDEA keeps mine operating in 1990's spending \$85 million for expansion.
- Project provides significant economic benefits.
- Project continues to yield significant dividends for NANA (royalty of \$255 million in 2021 and shares ~60% of the royalty with other Regional Corporations).
- Future opportunities also exist (Aktigiruaq prospect could be one of the largest undeveloped zinc deposits in the world).



AIDEA's Road Investment : Million



Alaska National Interest Lands Conservation Act (ANILCA)

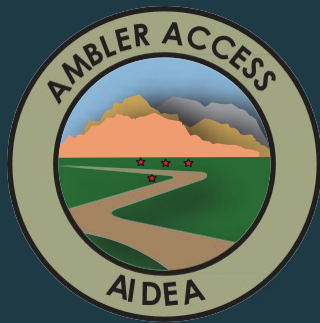
PUBLIC LAW 96-487—DEC. 2, 1980

94 STAT. 2379

and scenic beauty of the mountains, forelands, rivers, lakes, and other natural features; to provide continued opportunities, including reasonable access, for mountain climbing, mountaineering, and other wilderness recreational activities; and to protect habitat for and the populations of, fish and wildlife, including, but not limited to, caribou, grizzly bears, Dall sheep, moose, wolves, and raptorial birds. Subsistence uses by local residents shall be permitted in the park, where such uses are traditional, in accordance with the provisions of title VIII.

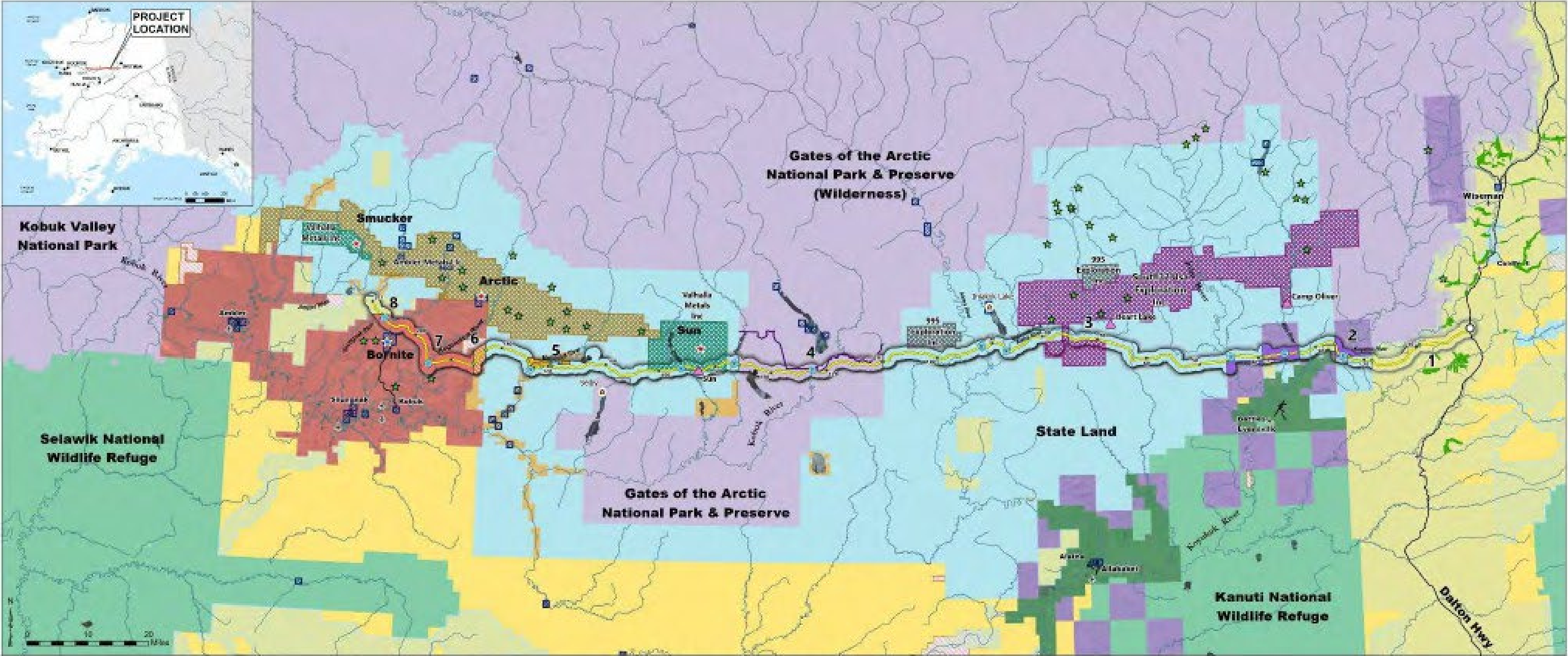
Post, p. 2422.

(b) Congress finds that there is a need for access for surface transportation purposes across the Western (Kobuk River) unit of the Gates of the Arctic National Preserve (from the Ambler Mining District to the Alaska Pipeline Haul Road) and the Secretary shall permit such access in accordance with the provisions of this subsection.



AMBLER ACCESS PROJECT

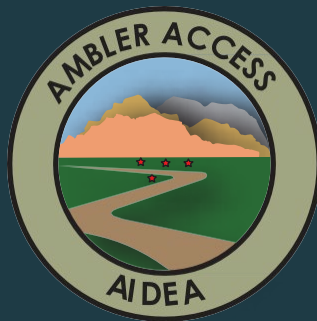
AAP Field crews preparing for departure- Bornite Camp



AMBLER ACCESS PROJECT

Legend				State Mining Claims		# Landowner/Manager		# Landowner/Manager	
Rivers and Streams	Land Owner Crossing	Mining Camps	State Selected	995 Exploration Inc	Acres	1	BLM (State Selected)	5	Northwest Arctic Borough
Wilderness Boundary	Mine Prospects	Airports	State Top Filed (PLU 5150)	Valhalla Metals Inc	70,240	2	Doyon	6	BLM (NANA Selected)
Proposed Large Bridge	Co, Cu, Ge	Remote Lodge	BLM AK Federal Mining Claims (Active)	Ambler Metals Lic	233,160	3	State of Alaska	7	NANA
	Au, Ag, Co, Zn	State Land	Private Land	South32 Usa Exploration Inc.	263,680	4	NPS	8	BLM (State Selected)
			Northwest Arctic Borough						
			Bureau of Land Management (Federal Land)						
			Fish and Wildlife Service (Federal Land)						
			National Park Service (Federal Land)						
			Native Selected						
			ANCSA Native Villages Corporations						
			Doyon, Limited						
			NANA Regional Corporation, Inc.						

This 211-mile road project will provide access to almost 600,000 acres of active State mining claims. Starting from the Dalton Highway, it would stretch east towards the Ambler Mining District.



AMBLER ACCESS PROJECT

ACCESS TO OPPORTUNITIES



Watch this informative video: <https://bit.ly/AAPthanWhat>

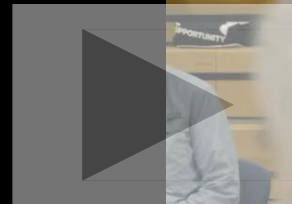
Learn more about this project at

www.ambleraccess.org



“If not resource
development,
then what?”

-Fred Sun, Tribal President
Native Village of Shungnak



WHY WE DO WHAT WE DO



Watch this informative video: <https://bit.ly/AAPjobsHelp>

“Jobs help.
Jobs help a lot.”

-Fred Sun, Tribal President
Native Village of Shungnak



**Project update at the Skwentna Roadhouse
- June 2024**

Project supporters met to share an informative update and great discussion with local property owners in the project area at a gathering at the Skwentna Lodge.

From left to right: Representative Kevin McCabe, Todd Smoldon, Dana Pruhs, Robyn Reyes, Senator Mike Shower, Randy Ruaro, Logan Boyce, Andrew Traxler, Josie Wilson, Kurt Parkan, Hans Hoffman, Mike Brown, and Cindi Herman (top)

From left to right: Representative Kevin McCabe, Todd Smoldon, Dana Pruhs, Robyn Reyes, Senator Mike Shower, Randy Ruaro, Logan Boyce, Andrew Traxler, Josie Wilson, Kurt Parkan, Hans Hoffman, Mike Brown, and Cindi Herman (top)



AIDEA West Susitna Access Project:
<https://bit.ly/WSAPdev>



West Susitna Access Project

AIDEA West Susitna Access Project Video:
<https://bit.ly/WSAPoverviewVideo>



Many opportunities for recreational access including snowmachining, fishing, hunting, boating, recreational mining, and use of cabins.

Investing in Alaska

Since 1967

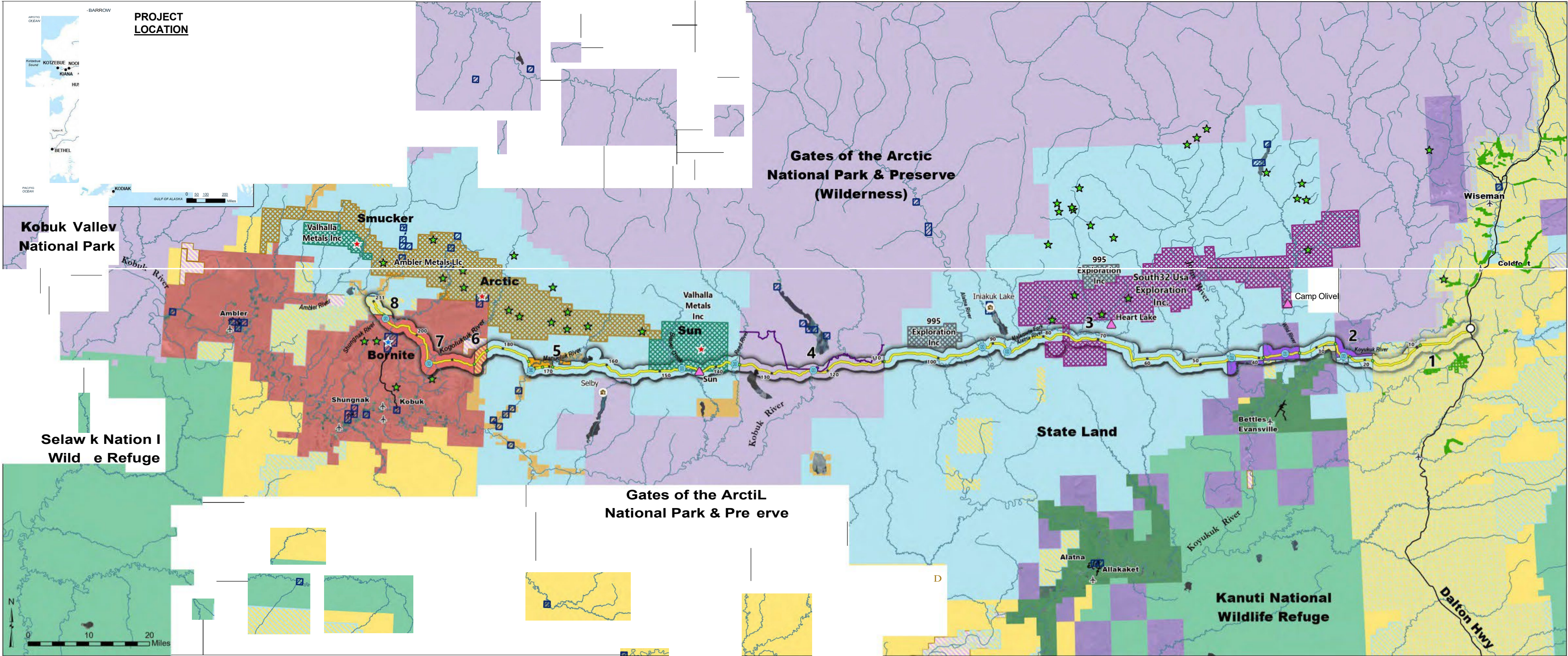


www.aidea.org

813 W Northern Lights Blvd Anchorage, Alaska 99503
(907) 771-3000 Phone | (907) 771-3044 Fax

Join us on social media at
<https://bit.ly/AIDEAAK>





AMBLER ACCESS PROJECT

Rivers and Streams

Wilderness

Boundary

@ Proposed Large Bridge

Land Owner Crossing

Mine Prospects

Co, Cu, Ge

Au, Ag, Cu, Zn

6 Mining Camps

+ Airports

0 Milepost 161

@ Remote Lodge

State Land

State Selected

State Top Filed (PLO 5150)

BLM AK Federal

ESS:J Mining Claims (Active)

Private Land

Northwest Arctic Borough

Bureau of Land Management (Federal Land)

Fish and Wildlife Service (Federal Land)

National Park Service (Federal Land)

Native Selected

ANCSA Native Village Corporations

Doyon, Limited

NANA Regional Corporation, Inc.

State Mining Claims	Acres
995 Exploration Inc	19,520
Valhalla Metals Inc	70,240
Ambler Metals Lie	233,160
South32 Usa Exploration Inc.	263,680

#	Landowner/Manager	Distance (mi)
1	BLM (State Selected)	18.73
2	Doyon	10.11
3	State of Alaska	123
4	NPS	26.02

#	Landowner/ Manager	Distance (mi)
5	Northwest Arctic Borough	5.1
6	BLM (NANA Selected)	3.16
7	NANA	21.44
8	BLM (State Selected)	2.71