APPENDIX I:

Implementation and Funding Technical Memorandum

SOUTHEAST ALASKA TRANSPORTATION PLAN

IMPLEMENTATION AND FUNDING

August 2026

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

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ACRONYMS & ABBREVIATIONS

AADT	Annual Average Daily Traffic
AASP	Alaska Aviation System Plan
AC	Advisory Circular
ACIP	Airport Capital Improvement Program
ACT	Alaska Community Transit Office
ADA	Americans with Disabilities Act
ADS-B	Automatic Dependent Surveillance–Broadcast
AEP	Airport Emergency Plan
AHS	Alaska Highway System
AIG	Airport Infrastructure Grants
AIP	Airport Improvement Program
AML	Alaska Marine Lines
AMHS	Alaska Marine Highway System
AMP	Airport Master Plan
APEB	Airport Project Evaluation Board
ARPA	American Rescue Plan Act
ATLAS	Alaska Recreational Trails Program
ATP	Airport Terminal Program
AWOS	Automated Weather Observation System
BIA	Bureau of Indian Affairs
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
BN	Bridge Number
BUILD	Better Utilizing Investments to Leverage Development
CBJ	City and Borough of Juneau
CDS	Congressionally Designated Spending
CFR	Code of Federal Regulations
CRP	Carbon Reduction Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CTP	Community Transportation Program
DMIO	Data, Modernization, and Innovation Office
DOT&PF	Alaska Department of Transportation and Public Facilities
DYAASI	Don Young Alaska Aviation Safety Initiative
EAS	Essential Air Service
EPA	Environmental Protection Agency
ERFO	Emergency Relief for Federally Owned Roads
FAA	Federal Aviation Administration
FAA RA	FAA Reauthorization Act of 2024

FBP	Construction of Ferry Boats and Ferry Terminal Facilities Formula Program
FFY	Federal Fiscal Year
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
GA	General Aviation
GLOF	Glacial Lake Outburst Flood
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
ITS	Intelligent Transportation Systems
LOS	Level of Service
LRP	Long-Range Plan
LRTP	Long-Range Transportation Plan
MARAD	Maritime Administration
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
M&O	Maintenance and Operations
N/A	Not Applicable
NBI	National Bridge Inventory
NBIS	National Bridge Inspection Standards
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NOFO	Notice of Funding Opportunity
NPIAS	National Plan of Integrated Airport Systems
PCI	Pavement Condition Index
PEL	Planning and Environmental Linkages
PFAS	Per- and Polyfluoroalkyl Substances
PIDP	Port Infrastructure Development Program
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-Way
R-PGL	Reauthorization Program Guidance Letter
RPO	Regional Planning Organization
SEC	Southeast Conference
SEC-RPO	Southeast Conference Regional Planning Organization

SEATP	Southeast Alaska Transportation Plan
SE-RPO	Southeast Alaska Regional Planning Organization
SPB	Seaplane Base
SREB	Snow Removal Equipment Building
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TAMP	Transportation Asset Management Plan
TIGER	Transportation Investment Generating Economic Recovery
TTP	Tribal Transportation Program
TTFBP	Tribal Transportation Facility Bridge Program
TTPSF	Tribal Transportation Program Safety Funds
UAS	Unmanned Aircraft System
U.S.	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFS	United States Forest Service
USMHP	United States Marine Highway Program
WCPP	Wildlife Crossings Pilot Program
WFLHD	Western Federal Lands Highway Division
WVC	Wildlife Vehicle Collision

1.0 INTRODUCTION

1.1 Purpose of the Technical Memorandum

The Southeast Alaska Transportation Plan (SEATP) Implementation and Funding Memorandum (technical memo) provides information and guidance on funding mechanisms and implementation strategies for transportation capital projects and programs at the federal, state, and regional levels. The memo summarizes relevant funding opportunities and recent project highlights, historical investments, and the needs, strategies and priority projects identified through the SEATP planning process and previous technical memos. Funding opportunities are presented as potential tools for advancing identified transportation priorities.

1.2 SEATP Region

The planning area encompasses Southeast Alaska, a region defined by rugged terrain, dense forest, and a dispersed network of island and coastal communities. This unique environment requires a multi-modal transportation system made up of highways, bridges, ferry terminals, airports, and other connections that serve both local and regional travel needs. The region's discontinuous network and limited transportation redundancy make maintaining existing facilities in a state of good repair and identifying funding sources for projects critical for maintaining a reliable transportation system that serves all needs and users in the region.

The Alaska Department of Transportation and Public Facilities (DOT&PF) organizes operations into three regions: Northern, Central, and Southcoast. Southeast Alaska falls within the Southcoast region. The SEATP planning area (hereafter Southeast) is comprised of the following:

- Eight (8) boroughs: Haines Borough, City and Borough of Juneau, Ketchikan Gateway Borough, Petersburg Borough, Municipality of Skagway Borough, City and Borough of Sitka, City and Borough of Wrangell, and City and Borough of Yakutat
- Two (2) United States (U.S.) Census Bureau areas (census areas): Hoonah-Angoon and Prince of Wales-Hyder

The SEATP planning boundaries are depicted in Figure 1.

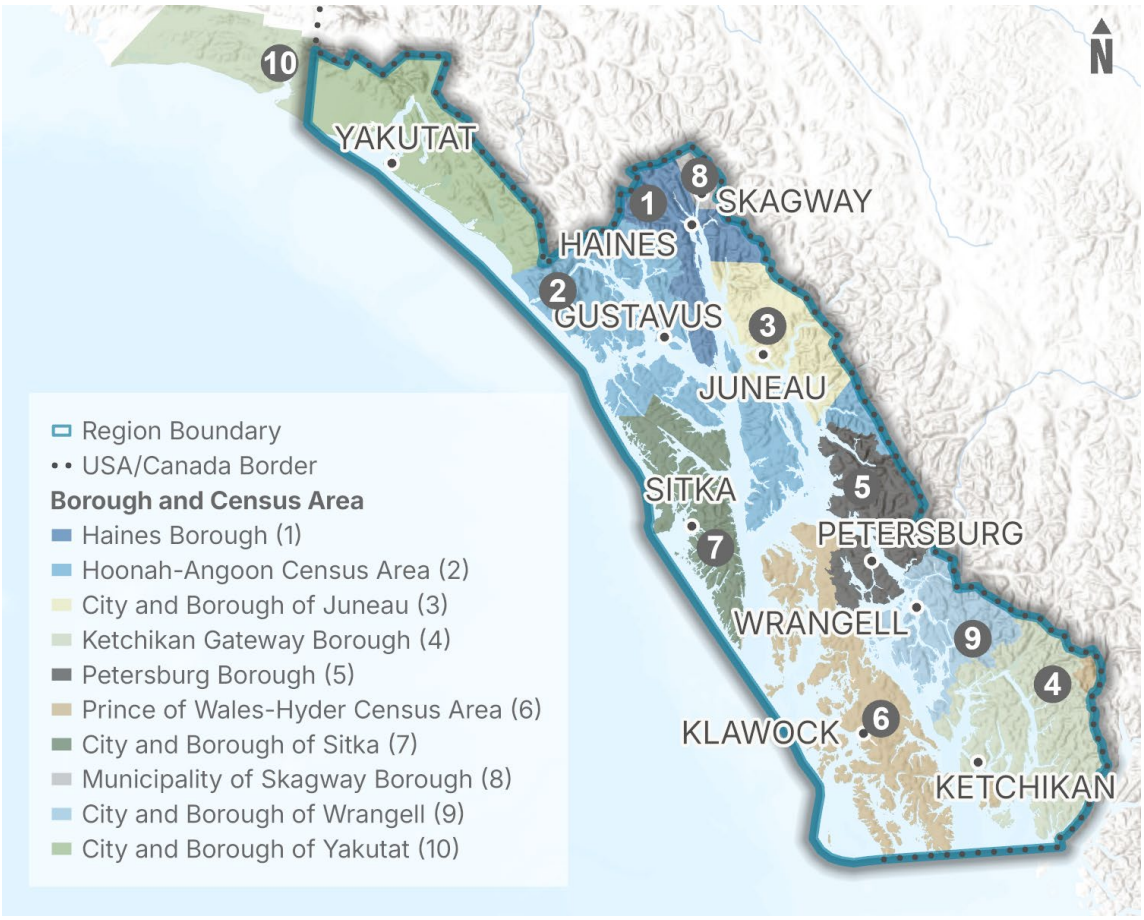

Figure 1: SEATP Planning Boundaries

2.0 FUNDING OPPORTUNITIES AND RECENT PROJECT HIGHLIGHTS

This section summarizes key federal and state funding programs that influence transportation investment in Alaska. It highlights recent legislative actions and policy changes that affect how projects are planned, prioritized, and funded across modes, with emphasis on new opportunities, expanded eligibility, and evolving funding mechanisms. These programs establish a broader financial and regulatory context shaping transportation system improvements and long-term infrastructure strategy in the region.

2.1 Funding Overview

Federal transportation funding and policy are administered through several key United States Department of Transportation (USDOT) agencies, each responsible for a specific mode. These agencies and the mode(s) they are responsible for are included in Table 1. The DOT&PF relies on funding administered by these agencies and routinely advocates for and receives state funding to serve as required matching funds.

Table 1: USDOT Agencies and Responsibilities

AGENCY	RESPONSIBILITY
Federal Highway Administration (FHWA)	Highway, bridge, and roadway programs, including formula and discretionary funding for surface transportation infrastructure.
Federal Aviation Administration (FAA)	Aviation programs, including the Airport Improvement Program (AIP), which supports airport and seaplane facility development and safety enhancements.
Federal Transit Administration (FTA)	Public transit programs which support capital investments, operations, and planning for both urban and rural transit.
Maritime Administration (MARAD)	Maritime programs which support ports, harbors, and marine highway initiatives with a focus on freight mobility, economic development, and resilience of the nation's maritime transportation system.

2.1.1 Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted in November 2021. It authorizes and appropriates federal funding for transportation, utilities, and resilience investments over roughly a five-year period (federal fiscal years (FFYs) 2022–2026).

The IIJA expands and introduces several federal transportation programs that alter how states access funding. In addition to continuing core formula programs, it establishes new initiatives such as the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, and increases funding for discretionary programs including Better Utilizing Investments to Leverage Development (BUILD) Grant Program.[1], Infrastructure for Rebuilding America (INFRA), and Safe Streets and Roads for All (SS4A). A larger share of funding is distributed through competitive processes, placing greater importance on project readiness, partnerships, and alignment with federal priorities

The IIJA is set to expire on September 30, 2026, and its proposed reauthorization.[2] is under consideration by Congress at the time of this technical memo's preparation in June 2026.

2.1.2 Federal Aviation Administration Reauthorization Act of 2024

The FAA Reauthorization Act of 2024 (FAA RA) introduced several significant changes affecting AIP eligibility and funding flexibility for non-contiguous states and territories including Alaska. FAA Reauthorization Program Guidance Letter (R-PGL) 25-08.[3] outlines these updates recognizing the unique geographic, climatic, and operational conditions associated with aviation systems in non-contiguous states and territories. These changes increase flexibility within the AIP and specifically expand opportunities for Alaska communities to improve aviation safety, reliability, and year-round operational resilience.

A major component of the legislation is the implementation of the Don Young Alaska Aviation Safety Initiative (DYAASI), which expands eligibility for aviation safety infrastructure at airports identified in the National Plan of Integrated Airport Systems (NPIAS). Under DYAASI, AIP funding is now eligible for automated weather observing systems (AWOS), weather cameras, and Automatic Dependent Surveillance–Broadcast (ADS-B) ground stations without requiring traditional benefit-cost analyses. These changes are intended to accelerate deployment of critical safety infrastructure in rural and remote communities where aviation serves as essential transportation links.

The FAA RA also expands runway project eligibility in Alaska. Full-length rehabilitation or reconstruction of existing runways is now eligible based on community operational needs, including fuel delivery, cargo transport, and medical evacuation (medevac) access. In addition, runway expansion projects supporting economic development may be eligible when justified by local transportation and operational needs. The updated eligibility provides additional flexibility in comparison to previous eligibility requirements, which focus solely on critical aircraft dimensions.

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[1] Formerly Transportation Investment Generating Economic Recovery (TIGER) from 2009 to 2017, Better Utilizing Investments to Leverage Development (BUILD) from 2018 to 2020, and Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) from 2021 to 2025.

[2] Surface Transportation Reauthorization | Transportation and Infrastructure Committee

[3] Federal Aviation Administration, May 20, 2025: https://www.faa.gov/airports/aip/guidance_letters/R-PGL-25-08-Alaska-Other-Noncontiguous-States-Territories#:~:text=This%20Reauthorization%20Program%20Guidance%20Letter%20(R-PGL)%2025-08%20explains,in%20Alaska%20and%20other%20non-contiguous%20states%20and%20territories.

Additional provisions in the FAA RA continue to align AIP eligibility more closely with Alaska's operating environment and infrastructure needs. Newly eligible projects and equipment include snow removal equipment and expanded snow removal equipment buildings (SREBs), fuel infrastructure, dozers and graders used for gravel runway maintenance and erosion control, and pavement markings requiring frequent replacement due to harsh weather conditions. The reauthorization also expands site preparation eligibility for airport lease lots to support long-term airport development and economic activity in areas with challenging terrain and high construction costs.

2.1.3 State Transportation Funds

The State of Alaska does not have a dedicated transportation fund. Instead, funding is annually allocated through legislation, including funds for matches, which are routinely provided and anticipated.

2.2 Common Funding Programs for Transportation Infrastructure in Southeast

Transportation infrastructure funding in Alaska is primarily sourced from federally funded programs, supplemented by limited State revenues and project-specific funding sources. This section focuses on common and recurring transportation funding programs used to support planning, construction, and maintenance of transportation infrastructure in the region. DOT&PF plays a central role in administering these funds, serving as the primary recipient of federal formula transportation programs. This allows DOT&PF to facilitate local access to federal transportation funding and support project delivery in Southeast, and Alaska at large, through programming, oversight, and federal compliance responsibilities.

Most USDOT grant programs, including those administered by DOT&PF and discretionary/competitive grant programs require a local match or cost share. Local match requirements vary from program to program, and it is of the applicant's best interest to refer to the grant programs Notice of Funding Opportunity (NOFO) for details. Table 2 provides a brief overview of the federal match variations.

Table 2: Federal Match Options

TYPE OF MATCH	DESCRIPTION
Cash Match	• Includes cash spent on project-related costs. Allowable matches include costs that are necessary, reasonable, and allowable. • Funds for cash matches may be obtained through state or local transportation funds, outside of government organizations, universities, nonprofit partners, or philanthropic organizations.
Braiding of Federal Funds	• Some federal funding can be "braided" to meet local match by using funds from one federal program to meet the match requirements of another. Not all federal programs are eligible for braiding.
Third-Party In-Kind Match	• Includes, but is not limited to, the valuation of non-cash contributions provided by a third party such as contributions in the form of services, supplies, real property, and equipment.

The following subsections present common transportation funding programs in Southeast, organized by transportation mode, with tables summarizing key funding sources for roads, bridges, and ferries; transit; airports; and harbors.

2.2.1 Funding for Roads, Bridges, and Ferries

Funding for roads, bridges, and ferries is largely provided through federal-aid, formula-based transportation programs administered by DOT&PF. These programs represent the primary source of funding for Southeast's surface transportation infrastructure and support both state-led and locally sponsored projects. Table 3 summarizes the commonly used funding programs for road, bridge, and ferry projects in Southeast.

Table 3: Common Federal-Aid Highway Formula Programs Applicable to Southeast

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTATION	RECENT SOUTHEAST PROJECT EXAMPLES
National Highway Performance Program (NHPP)	• **Purpose:** Supports the condition and performance of the National Highway System (NHS) and ensures progress toward state asset management targets. • **Eligible Uses:** Can only be used on the National Highway System - Construction, preservation, and operational improvements of NHS facilities; resilience and cybersecurity upgrades. • **Administration:** DOT&PF administers the program primarily through internal project selection for NHS routes.	• Haines & Klondike Highway Intelligent Transportation Systems (ITS) (2024) • Juneau Egan Dr. Improvements – Main St. to 10th St. (2021-2024) • Southeast District Highway Striping (2022) • Skagway Replace Capt. William Henry Moore Bridge (2021-2024)
National Highway Freight Program (NHFP)	• **Purpose:** Improves the condition and performance of the National Highway Freight Network (NHFN) to support global economic competitiveness. • **Eligible Uses:** Roadway improvements, intermodal/rail facilities (up to 30 percent), truck parking, and intelligent freight technologies for routes identified as part of the NHFN. • **Administration:** Formula-based funds apportioned to State DOTs by FHWA.	• Currently there are no NHFN routes designated in Southeast; however, this remains an important potential funding source for future Southeast projects if DOT&PF opts to designate routes in Southeast as part of the NHFN.
Surface Transportation Block Grant (STBG)	• **Purpose:** Provides flexible funding to states and localities for projects that preserve and improve the conditions of any Federal-aid highway and bridge. • **Eligible Uses (Broad):** Construction, rehabilitation, transit capital projects, bicycle/pedestrian infrastructure, and planning. • **Administration:** Formula-based funds apportioned to State DOTs by FHWA;	• Juneau Douglas HWY Resurface & Sidewalk Repairs (2022-2026) • Ketchikan Water St Trestle #1 Improvement (2020-2026) • Ketchikan Herring Cove Bridge Improvement (2022) • Keku Road: Kake to Seal Point (2026)

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTATION	RECENT SOUTHEAST PROJECT EXAMPLES
	DOT&PF administers the program through internal project selection for Alaska Highway System (AHS), Alaska Marine Highway System (AMHS), and several routine needs (preservation, culverts, rock slope, etc.). DOT&PF also offers some competitive opportunities such as the Community Transportation Program (CTP).	
Transportation Alternatives Set-Aside	• **Purpose:** Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities. • **Eligible Uses:** On- and off-road trail facilities, recreational trails, Safe Routes to School projects, and environmental mitigation. • **Administration:** This is a set-aside from each State's STBG apportionment. State or Metropolitan Planning Organizations (MPOs) are required to develop a competitive process to allow eligible entities to submit projects for funding. DOT&PF does this through the Transportation Alternatives Program (TAP).	• Craig-Klawock Bike and Pedestrian Pathway (Craig Tribal Association, 2022 TAP Award) • Spruce Mill Promenade (City of Ketchikan, 2022 TAP Award) • Montana Creek Bridge Replacement (City and Borough of Juneau, 2022 TAP Award) • Juneau Windfall Lake Bridges (USFS, 2019 TAP Award) • Brotherhood Bridge Trail Improvements (City and Borough of Juneau, 2019 TAP Award) • Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway (City of Hoonah, 2019 TAP Award)
Highway Safety Improvement Program (HSIP)	• **Purpose:** Achieves a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and Tribal lands. • **Eligible Uses:** Safety projects such as roundabouts, guardrails, pedestrian crossings, lighting, rumble strips, and systemic safety improvements. • **Administration:** Formula-based funds apportioned to State DOTs by FHWA. DOT&PF selects projects internally through a data-driven annual program.	• Juneau Egan Yandukin Intersection Improvements (2021-2026) • Prince of Wales Hollis Highway Guardrail Safety Improvements (2021-2025) • Wrangell Zimovia Highway Rock Fall Mitigation (2022-2026)
PROTECT	• **Purpose:** Enhances surface transportation resilience against natural hazards and extreme weather. • **Eligible Uses:** Planning, resilience improvements, evacuation routes, and coastal infrastructure stabilization.	• PROTECT funding has not been used on projects within Southeast; however, it is included here as it may be a potential funding source for priorities identified in the SEATP.

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTATION	RECENT SOUTHEAST PROJECT EXAMPLES
	• **Administration:** Formula based funds apportioned to State DOTs. DOT&PF selects projects internally.	
Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP)	• **Purpose:** Provides funding for the construction of ferry boats and terminal facilities to improve mobility in coastal and inland waterway areas. • **Eligible Uses:** Construction of ferry boats, terminals, and approach facilities; maintenance and improvement of existing ferry infrastructure. • **Administration:** Formula-based funds allocated to State DOTs by FHWA. DOT&PF selects projects internally for AMHS assets.	• Commonly used for ferry terminal and vessel upgrade projects • Investment is guided by recommendations identified in the Alaska Marine Highway System Long-Range Plan (AMHS LRP)
Multi-Use Trails Program: Alaska Recreational Trail Program (ATLAS)	• **Purpose:** Provides funding for the enhancement of the nation's recreational trail systems. • **Eligible Uses:** Construction, restoration, and maintenance of recreational trails, development of trailheads and trailside facilities, and projects that enhance recreational experiences such as educational programs related to trail safety and environmental protection. • **Administration:** Funds provided by FHWA and administered by DOT&PF.	• Kake Community Nature Trail (2026) • Ketchikan Lunch Creek Loop Trail, Phase 1 (2026) • Sitka Trail Repair, Phase 1 (2026)

2.2.2 Funding for Transit

Sections 5304 (Statewide Planning), and 5305 (Planning Programs) establish the statewide transit planning framework and provide funding to states via federal apportionments for planning activities.[4] The DOT&PF has used the funding apportioned through Sections 5304 and 5305 to establish its Alaska Community Transit Office (ACT) which administers the FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310), Formula Grants for Rural Areas (Section 5311), and Grants for Buses and Bus Facilities Formula Program (Section 5339). Table 4 includes descriptions of funding sources used by transit operators in Southeast.

[4] *Bipartisan Infrastructure Law Fact Sheet: Metropolitan, Statewide, and Nonmetropolitan Transportation Planning*

Table 4: Common Transit Funding

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTATION	RECENT SOUTHEAST PROJECT EXAMPLES
FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program	• **Purpose**: Provides funding for the improvement of mobility for seniors and people with disabilities. • **Eligible Uses**: Capital purchases, operating assistance, contracted transportation services. • **Administration**: DOT&PF administers these grants through ACT.	• Haines Borough, Purchase of Service, (2026)
FTA Section 5311, Formula Grants for Rural Areas	• **Purpose**: Acts as the primary funding source for rural public transportation. • **Eligible Uses**: Operating assistance, capital, project administration, intercity bus service. • **Administration**: DOT&PF administers these grants through ACT.	• City and Borough of Juneau, Operations (2026) • Sitka Tribe of Alaska, Operations and Flex Funds (2026) • Ketchikan Gateway Borough, Operations and Preventative Maintenance (2026) • Inter-Island Ferry Authority, Project Administration and Preventative Maintenance (2026)
FTA Section 5339 Grants for Buses and Bus Facilities Formula Program	• **Purpose**: Provides funding to the DOT&PF to be allocated to fixed route bus operators that are eligible to receive funding under FTA Section 5311. • **Eligible Uses:** Replacement, rehabilitation, and purchase of buses, vans, and related equipment and the construction of bus-related facilities. • **Administration**: DOT&PF administers these funds through ACT.	• Ketchikan Gateway Borough (2026) • City and Borough of Juneau (2026)
Alaska Mental Health Trust Authority	• **Purpose**: Supports transportation for trust beneficiaries. • **Eligible Uses**: Capital, operating, and service contracts most often used for transit funding. • **Administration**: DOT&PF administers these funds through ACT.	• Southeast Alaska Independent Living, Inc. (2026) • Youth Advocates of Sitka (Recommended for Funding in 2027) • Sitka Homeless Coalition (Recommended for Funding in 2027)

2.2.3 Funding for Airports

All airport funding is sourced through the FAA and administered through the DOT&PF Airport Project Evaluation Board (APEB). Statewide Aviation matches program funding types to project eligibility as an administrative activity and funding from multiple programs may often be combined for one project. Common airport funding sources are included in Table 5.

Table 5: Common Airport Funding

FUNDING PROGRAM	PURPOSE	ELIGIBLE USES
Passenger Entitlements	Allocate formula-based AIP funds to large and medium hub airports based on passenger enplanements, ensuring predictable baseline funding tied to system use.	Specific airports (primary, NPIAS-listed)
Non-Primary Entitlements	Provide formula funding to non-primary airports included in the NPIAS to address eligible development needs and preserve access to the national airport system.	Specific airports (non-primary, NPIAS-listed), with <10,000 passenger enplanements
Alaska Supplemental	Supplement standard AIP entitlements to account for Alaska's unique aviation dependency, geographic isolation, and system scale.	Alaska airports
State Apportionment	Allocate formula funds to states based on population and area to support airport planning and development at non-primary and GA airports.	State of Alaska (for eligible airports)
Discretionary	Fund high-priority, capacity-enhancing, safety-critical, or nationally significant airport projects not fully addressed by entitlement funding.	FAA to states / airports based on project merit
BIL/Relief Programs	Provide time-limited infrastructure and recovery funding authorized through special legislation outside the traditional AIP framework. Programs like American Rescue Plan Act (ARPA), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), BIL-Airport Infrastructure Grants (AIG), ATP, etc.	Airports directly
Airport Terminal Program (ATP)	Makes annual grants available to eligible airports for airport terminal and airport-owned Airport Traffic Control Tower development projects that address the aging infrastructure of our nation's airports.	Provides funding to modernize and restore terminals at small, medium, and large hub airports, and non-hub, non-primary airports.
Airport Improvement Program (AIP)	Provides grants to public agencies as well as some private airport owners and operators for the planning and development of public-use airports and rural, "nonprimary" airports that are included in the NPIAS.	Supports planning and capital projects for more than 3,300 public-use and rural airports.

Recent projects funded in Southeast include:

- Ketchikan International Airport received FAA AIP / BIL funding (2024) for terminal expansion to support air taxi operations and improve passenger circulation.
- Sitka Rocky Gutierrez Airport received FAA AIP / BIL funding (2024) for terminal remodel and expansion.
- Juneau International Airport received FAA AIP funding (2022-2025) for airfield pavement rehabilitation, lighting, safety improvements, and planning.
- Petersburg James A. Johnson Airport, Wrangell Airport, Haines Airport, Skagway Airport, and Yakutat Airport have all received FAA AIP funding between 2022 and 2025 for various projects.

2.2.4 Funding for Harbors

There are fewer funding sources for harbor infrastructure projects relative to funding programs for aviation and surface transportation. However, a notable exception is the Municipal Harbor Facility Grant Program which is the only consistent state-funded program dedicated to transportation infrastructure in Alaska outside of the provision of matching funds.

USDOT's MARAD administers funding for marine highway and port infrastructure development projects, detailed below in Table 6. MARAD also provides funding opportunities to support small shipyard projects, capital construction, and federal ship financing. Funding from MARAD is primarily administered through competitive discretionary grants, discussed in section 2.3.1.

Table 6: Common Harbors Funding

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
Municipal Harbor Facility Grant Program	• **Purpose**: Provides financial assistance through a 50/50 matching grant program for municipal or regional housing authority owned harbor facilities to recapitalize local infrastructure and further sustainability of Alaska's public harbor system. • **Eligible Uses**: – Tier 1 - Major maintenance and repair of a harbor facility that was previously owned by the State and is now locally owned. – Tier 2 - All other harbor facilities and those harbor facilities which have already received a Tier 1 grant. • **Administration**: Funded directly through the Alaska state legislative appropriation and administered by DOT&PF.	• Juneau Aurora Harbor Drive Down Float (2023) • Sitka Eliason Harbor (2025) • Wrangell Shoemaker Bay Harbor (2019) • Yakutat Small Boat Harbor Replacement (2023)

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
State General Fund / Deferred Harbors Maintenance Fund	• **Purpose**: Provides state funding for capital projects and maintenance needs without a required local match (unless specified by project). • **Eligible Uses**: Eligible use is contingent on specified general fund appropriation. • **Administration**: Funded directly through legislative appropriation to DOT&PF, then administered by DOT&PF.	Provided for deferred maintenance for state-owned harbors

2.3 Other Funding Opportunities for Southeast Transportation Infrastructure

Southeast communities may also pursue other transportation funding opportunities outside of the common programs administered by DOT&PF. These funding sources are generally competitive or specialized programs administered by federal agencies, Tribal governments, or other entities and are typically available on a project-specific basis. While not as predictable as formula-based funding, these programs can provide valuable supplemental resources for advancing transportation projects in the region.

2.3.1 Discretionary Grants

IIJA increased the availability of discretionary grant opportunities. Discretionary grants are often awarded directly to successful awardees and may not have any DOT&PF involvement.

The DOT&PF and many local communities in Southeast have been successful in securing discretionary grants. Between FFY2022 and FFY2025, DOT&PF aided in administering approximately $569 million in discretionary funding. The most common discretionary grants are included in Table 7.

Table 7: Common Discretionary Grant Programs

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
Bridge Investment Program (BIP)	• **Purpose:** Support for projects that improve bridge and culvert condition, safety, efficiency, and reliability. Intended to reduce the number of bridges in poor condition or in fair condition and at risk of declining into poor condition. • **Eligible Uses:** Projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and habitat connectivity for aquatic species. • **Administration:** FHWA.	• N/A
Better Utilizing Investments to Leverage Development (BUILD) (previously RAISE, TIGER)	• **Purpose:** Funds surface transportation infrastructure projects that will have significant local or regional impacts including roads, bridges, transit, and ports. The goal is to fund multi-modal, multi-jurisdictional projects to improve safety, environmental sustainability, economic competitiveness, and quality of life. • **Eligible Uses:** Highway, bridge, and culvert replacement projects, public transportation projects, passenger and freight rail projects, airport surface projects, intermodal projects, and other project ineligible for funding under 23 USC that advance the program. • **Administration:** Office of the Secretary, USDOT.	• Auke Bay Loading Facility (TIGER 2009) • Haines Borough Lutak Dock Replacement (RAISE 2021) • Sitka Marine Service Center Sheetpile Wall & Crane (RAISE 2022) • Juneau Douglas North Crossing (RAISE 2023) • Kake Access Improvements (RAISE 2023) • Wrangell Harbor Basin Revitalization (RAISE 2024) • Petersburg Scow Bay Small Vessel Haul-out (BUILD 2025) • Chilkoot Indian Association. Portage Cove Dock Rebuild Planning (BUILD 2025)
National Culvert Removal, Replacement, and Restoration Grant	• **Purpose:** Provides supplemental funding for grants to a State, local government, or Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs. • **Eligible Uses:** Replacement, removal, and repair of culverts or weirs that: – Would meaningfully improve or restore fish passage for anadromous fish.	• Klawock High Priority Fish Passage Restoration Threemile Creek • Yakutat Tlingit Tribe Kulixelcan River Culvert Project • Metlakatla Indian Community Watershed-scale Fish Passage Improvement • Yakutat Fish Passage Culvert Replacement Program

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
	– With respect to weirs, may include: o Infrastructure to facilitate fish passage around or over the weir. o Weir improvements. • **Administration:** Office of the Secretary, USDOT.	
National Infrastructure Project Assistance (Mega Projects)	• **Purpose:** Support for large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. • **Eligible Uses:** Highway or bridge projects on the National Highway System, intermodal freight projects, or public transportation projects. • **Administration:** Office of the Secretary, USDOT.	N/A
Nationally Significant Federal Lands and Tribal Projects	• **Purpose:** Provides funding for the construction, reconstruction, and rehabilitation of nationally significant Federal lands transportation projects and Tribal transportation projects. • **Eligible Uses:** Eligible projects are projects that are on Federal lands, a Federal lands access facility, or a Tribal transportation facility. • **Administration:** FHWA.	N/A
Nationally Significant Freight & Highway Projects (INFRA)	• **Purpose:** Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. • **Eligible Uses:** Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. • **Administration:** Office of the Secretary, USDOT.	N/A

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
Rural Surface Transportation Grant Program	• **Purpose:** Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. • **Eligible Uses:** Highway, bridge, tunnel projects eligible under NHPP, STBG, or the Tribal Transportation Program (TTP). Highway freight projects eligible under the NHFP, highway safety projects, highway projects that support rural economies, projects to enhance integrated mobility systems, transportation demand management system, or on-demand mobility services. • **Administration:** Office of the Secretary, USDOT.	N/A
Safe Streets For All (SS4A)	• **Purpose:** Funds a range of initiatives to prevent death and serious injury on multimodal roads and streets involving all roadway users. • **Eligible Uses:** Planning awards fund development or updates to a Safety Action Plan. An Action Plan is required to be eligible for Demonstration awards that fund safety improvements for a demonstrated need in the Action Plan. Funding is awarded directly to communities as state agencies are not eligible for this program. • **Administration:** Office of the Secretary, USDOT.	• City & Borough of Juneau (2022) • City & Borough of Ketchikan (2022) • City & Borough of Sitka (2022) • Haines Borough (2023) • City of Gustavus (2024) • Metlakatla Indian Community (2023) • City of Adak (for multiple communities including City of Craig, City of Hoonah, and City of Thorne Bay) (2024).
United States Marine Highway Program (USMHP)	• **Purpose**: The USMHP supports previously designated Marine Highway projects to develop and expand documented vessels or port and landside infrastructure, strengthening American supply chains. • **Eligible Uses**: Implementation of projects or components of projects that: – Provide coordinated and capable alternative to landside transportation; mitigate or	• No projects in Southeast, however, USMHP is a viable funding opportunity due to the presence of the AMHS in the region. • A project funded in Alaska is the Port MacKenzie Rough Terrain Cargo Crane Project 2023

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
	relieve landside congestion; promote Marine Highway transportation; or use specified vessels. – Develop, expand, or promote Marine Highway Transportation or shipper use of Marine Highway Transportation. • **Administration**: Discretionary grants administered by MARAD. Requires DOT&PF project endorsement as Marine Highway sponsor.	
Ferry Service for Rural Communities	• **Purpose:** Provides funding for capital, operating, and planning expenses for basic ferry service. • **Eligible Uses:** Capital, planning, and operating assistance for a ferry service that operated a regular schedule at any time during the five-year period ending March 1, 2020, and served not less than two rural areas located more than 50 sailing miles apart. Funding is also available for ferry service that serves at least two rural areas with a single segment over 15 miles between two rural areas that is not otherwise eligible for funding under the Passenger Ferry Program. • **Administration:** FTA.	• DOT&PF: AMHS overall system operations, replacement of ferries and construction of an electric ferry.
Wildlife Crossings Pilot Program (WCPP)	• **Purpose:** Provides funding for activities related to reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species. • **Eligible Uses:** Engineering, design, permitting, right-of-way acquisition, and other activities related to the construction of infrastructure improvements and planning, research, and education that seek to protect motorists and wildlife by reducing the number of WVCs and improve habitat connectivity for terrestrial and aquatic species. • **Administration:** FHWA.	N/A

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
Passenger Ferry Grant Program	• **Purpose:** Provides competitive funding for projects that support passenger ferry systems in urbanized areas. • **Eligible Uses:** Capital projects to purchase, replace, or rehabilitate passenger ferries, terminals, and related facilities and equipment. • **Administration:** FTA.	• AMHS funding to build an electric ferry (2022) • AMHS funding to plan for the replacement of aging ferry vessels (2022) • Funding for the operation of the AMHS (2022, 2023, 2024) • AMHS funding to modernize four vessels (2022) • AMHS funding to upgrade dock infrastructure in five rural communities including replacing infrastructure at Auke Bay Ferry Terminal (2022) • Funding to install wireless connectivity to AMHS vessels (2024)
Low or No-Emission Grant Program – 5339(c)	• **Purpose:** Provides funding to state and local governmental authorities to purchase or lease zero-emission and low-emission transit buses and for acquisition, construction, and leasing of required supporting facilities. • **Eligible Uses:** Purchasing or leasing of low- or no-emission buses, their power source(s), and related equipment, as well as the construction, leasing, or rehabilitation of new or existing public transportation facilities for low- or no-emission buses. • **Administration:** FTA	• Ketchikan Gateway Borough: New electric buses and charging equipment (2022)
Buses and Bus Facilities Competitive Program	• **Purpose:** Assists in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. • **Eligible Uses:** Capital projects which replace, rehabilitate, or modify bus facilities, as well as the purchase of buses, vans, and related equipment. • **Administration:** FTA	• City and Borough of Juneau: New electric buses, charging equipment, and initiate a workforce development program (2024) • City and Borough of Juneau: Rehabilitate and modernize vehicle storage and maintenance facility (2022) • Metlakatla Indian Community: Buy an electric bus and charging equipment (2022)
Port Infrastructure Development Program (PIDP)	• **Purpose:** Funds projects that improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.	• Port of Skagway Industrial Dock Redevelopment Project, 2026

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
	• **Eligible Uses:** Projects may include improvement of facilities within or outside of and directly related to operations of, or an intermodal connection to, coastal seaports, and inland river ports. • **Administration:** Discretionary grants administered by MARAD.	• City & Borough of Wrangell 40-acre Deep Water Port Development Planning Grant (2023) • City & Borough of Yakutat New Small Boat Harbor Construction (2023) • Metlakatla Indian Community Port Improvements (2023)

2.3.2 Tribal Transportation Programs

The Tribal Transportation Program (TTP) is administered by the FHWA and the Bureau of Indian Affairs (BIA). The IIJA has increased funding for Tribal transportation programs and expanded Tribal eligibility for a variety of federal funding opportunities. Tribes may apply directly for funding or partner with the State or other local governments to advance shared transportation priorities. When projects involve multiple entities, a Memorandum of Agreement (MOA) is often used to document roles and responsibilities, such as project development, funding administration, and long-term ownership and maintenance of the completed asset.

There are also options for the State to transfer funds to the TTP. Section 202(a)(9) of title 23, United States Code sets the procedures for transferring funds from the State to Tribes. It allows funds received from a State, county, or local government to be credited to appropriations available for the TTP for Tribes to then administer projects or activities in accordance with TTP provisions. A MOA between the Tribe, State, and either FHWA or BIA is used to transfer the funding and identify the project, funding, expectations, roles, and responsibilities. The DOT&PF partners with the Tribes to identify priority projects and different funding streams for transportation projects that will advance infrastructure in the community.

Tribal transportation funding programs are included in Table 8.

Table 8: Tribal Transportation Programs

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
Tribal Transportation Program Safety Funds (TTPSF)	• **Purpose**: Addresses the higher rates of fatal injuries associated with transportation for the Native American and Alaska Native populations of our country. • **Eligible Uses**: Supports the development and modernization of data-driven transportation safety plan objectives. • **Administration**: FHWA	• Between 2013 and 2024, Southeast Tribes have received a total of $3,093,508 in TTPSF funds for Transportation Safety Plans, Road Safety Audits, design for road realignments, sidewalk improvements, safety equipment and public service announcements for pedestrian safety.
Tribal Transit Funding	• **Purpose**: Supports Tribal transit services • **Eligible Uses**: Operations, capital, match for federal funds • **Administration**: Tribal transit operators may choose to receive funding directly from the FTA, without administration by the State	• Sitka Tribe of Alaska, 2024
Tribal Transportation Facility Bridge Program (TTFBP)	• **Purpose**: Funds improvements to the condition, safety, efficiency, and reliability of bridges on the National Bridge Inventory. • **Eligible Uses**: Improvements to the condition, safety, efficiency, and reliability of bridges on the National Bridge Inventory. • **Administration**: FHWA – TTFBP is a competitive set-aside of the Bridge Formula Program and BIP.	• Funding to Hydaburg Cooperative Association to repair four bridges (2022) • Funding to design and construct a new bridge Organized Village of Kasaan (2023)
Tribal High Priority Projects (Tribal HPP)	• **Purpose**: Provides funds to Tribes whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable and which is not eligible under the Emergency Relief for Federally Owned Roads (ERFO) program. • **Eligible Uses**: The Tribal HPP Program provides funding for construction expenses not covered by the TTP formula grant or ERFO.	• Craig Tribal Association, Craig to Klawock Bike and Pedestrian Path (2023) • Angoon Community Association Harbor Reconstruction Phase 1 (2024)

FUNDING PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
	• **Administration**: FHWA – Tribal HPP Program is a competitive set-aside of the TPP.	

2.3.3 Other Funding Programs

Funding for transportation planning, design, and construction may also be supported by other federal, State, and local agencies including FHWA – Western Federal Lands Highway Division (WFLHD), Federal Emergency Management Agency (FEMA), State of Alaska congressionally designated spending (CDS), and the Denali Commission. Table 9 provides an overview of other funding programs and examples of their use in Southeast. This list is not exhaustive, and it is worth noting additional funding opportunities exist through agencies such as the U.S. Department of Housing and Urban Development and the U.S. Fish and Wildlife Service when transportation improvements also advance housing, community, development, wildlife habitat, or recreational access goals.

Table 9: Other Funding Programs

FUNDING SOURCE/PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
Federal Lands Access Program (FLAP)	• **Purpose**: Provides funds to improve transportation facilities which provide access to, are adjacent to, or located within Federal Lands. • **Eligible Uses**: Supplements State and local resources for public roads, transit systems, and other transportation facilities, with emphasis on high-use recreation sites and economic generators. • **Administration**: FHWA - WFLHD.	• Tongass National Forest – Culvert Replacement • Kake to Seal Point Paving (2025) • Kasaan Access Road MP 0.0 TO MP 1.5 • Gustavus – Glacier Bay Area Trail / Access Improvements • Gustavus Multi-Use Pathway (2025) • Sitka Blue Lake Road Resurfacing and Grading (2025)
Denali Commission	• **Purpose**: Provides critical utilities, infrastructure, and economic support throughout Alaska. • **Eligible Uses**: Rural Alaska transportation projects in need of local match or gap funding assistance. ○ Project Types Include: new capital improvements, rehabilitation, and reconstruction of existing facilities. • **Administration**: Denali Commission.	• Metlakatla Indian Community - Annette Bay Emergency Boat Ramp (2023) • Sitka Cross Trail Connector Project • Yakutat Small Boat Harbor • Tlingit Haida Regional Housing Authority - Kowee Creek Subdivision Road • Gustavus Good River Bridge
Local Government Funding	• **Purpose**: Supports transportation operations (typically transit), primarily in urban areas.	• Juneau Capital Transit (multiple years)

FUNDING SOURCE/PROGRAM	PURPOSE, ELIGIBLE USES, & ADMINISTRATION	SOUTHEAST PROJECT EXAMPLES
	• **Eligible Uses**: Operations, maintenance, local match. • **Administration**: Larger systems (Anchorage, Fairbanks, Juneau) rely more heavily on local funding.	
Congressionally Designated Spending (CDS)	• **Purpose**: Directs Federal assistance for local and state-specific transportation needs. • **Eligible Uses**: Capital infrastructure projects, public transit, active transportation and safety improvements, freight and economic infrastructure, resilience, rehabilitation, and modernization, and planning and design. • **Administration**: U.S. Congress.	• Juneau Douglas North Crossing (2022) • Petersburg Scow Bay Small Vessel Haul-out (2024)
Federal Emergency Management Agency (FEMA)	• **Purpose**: Provides financial assistance before and after disasters to support disaster response and recovery, restore critical infrastructure, and enable resiliency. • **Eligible Uses**: Emergency work, emergency protective measures, and long-term infrastructure restoration projects. • **Administration**: FEMA.	• Haines Borough Flood Damage Repair Projects (2020 storm event) • Juneau Glacial Outburst Flood Projects (2024-2026)

3.0 SEATP IMPLEMENTATION RECOMMENDATIONS

This section summarizes implementation recommendations for the SEATP Update including vision, goals, and objective statements; historic and anticipated funding levels; and strategies, plans and studies, and projects recommended to be advanced. A cumulative list of the strategies and priority projects identified in this section is included in Appendix 1, which includes their alignment with the goals and objectives identified for the SEATP Update.

3.1 Vision and Goals

The SEATP is responsible for guiding multimodal investment and decision-making for DOT&PF infrastructure across Southeast through 2045. The SEATP was last updated in 2004, with a draft revision in 2014 that reflected a decade of change. Since then, the region and the factors influencing its transportation system have continued to evolve. Shifts in funding and policy, infrastructure assets and conditions, air and marine services, and emerging technologies have all reshaped transportation needs. This update provides an opportunity to document these changes and prepare for future challenges, to allow the transportation system to remain responsive to the region's needs and priorities.

Of note, the DOT&PF is actively updating its Statewide Long-Range Transportation Plan, LRTP 2055. The planning team has worked to align and coordinate the SEATP Update with the ongoing LRTP update to the extent practicable; however, the SEATP Update has progressed ahead of the LRTP 2055 schedule. As a result, a post-plan action is recommended to review and confirm alignment with the LRTP 2055 Policy Framework, Vision and Goals.

Figure 2 represents the culmination of the planning efforts undertaken to develop final vision, goal, and objective statements to guide the SEATP Update's strategy and project recommendations. These efforts are detailed in the SEATP Vision, Goals, and Objectives Technical Memorandum.

Vision Statement

An integrated land, air, and marine transportation system providing safe access to essential services, economic opportunities, and social connections for all users that is more cost-effective, resilient, and well-maintained.

Goals and Objectives

1 Safety and Accessibility:

Provide safe access to transportation options for all users.

a. Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.
b. Advance projects that support improved access to medical care or emergency response.
c. Increase accessible facilities and services for users of all abilities.
d. Support transportation system initiatives that reduce the cost of accessing and using transportation options across modes.

2 System Reliability:

Improve the reliability of air, marine, and land transportation systems to support more consistent and dependable service.

a. Increase reliable airport, ferry, transit, and road connections.
b. Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.
c. Increase readily available information for users regarding travel conditions.
d. Support consistent air and ferry service.

3 Cost-Effective Intermodal System:

Strengthen connections between land, air, and marine modes to create a more integrated and efficient transportation network.

a. Explore new road connections and shorter ferry routes to address network gaps.
b. Lower life-cycle maintenance and operations costs for all modes.
c. Prioritize the effective use of limited state resources.

4 Economic Vitality:

Enhance transportation infrastructure and services that facilitate thriving communities, workforce access, and commerce.

a. Support transportation links to high-use community destinations and attractions.
b. Improve and leverage partnerships with local and tribal governments, other agencies, non-profits, and private entities.
c. Support the efficient movement of fuel, food, and other freight.
d. Advance projects that strengthen regional connectivity and support economic opportunities.

5 Resilience and Preservation:

Advance efforts to support more routine preservation, resilient infrastructure, and rapid response to hazard events to maintain the system

a. Implement asset management strategies to keep systems in a state of good repair.
b. Strengthen or advance new infrastructure to improve asset resiliency and redundancy.
c. Collaborate with partners for emergency preparedness, response, and recovery.
d. Limit impacts to both the human and natural environments from transportation infrastructure.
e. Continue to further the use of technology for emergency preparedness, response, and recovery.

Figure 2: SEATP Update Vision, Goals, and Objectives

3.2 Funding Investments Past and Future

This section summarizes past funding investments and anticipated funding for Southeast through various DOT&PF funding programs.

3.2.1 Aviation

DOT&PF uses a combination of system planning and capital programming documents to guide aviation investments across Alaska. The Alaska Aviation System Plan (AASP) establishes the long-range vision, policies, and system needs for the statewide airport network, while the Airport Capital Improvement Program (ACIP) translates those needs into prioritized, fundable projects over a shorter timeframe. Together, these documents create a pipeline from strategic planning to project implementation, linking system-level goals with near-term funding decisions.

Alaska Aviation System Plan

The AASP is a key component of the DOT&PF's Statewide LRTP and is guided by FAA Advisory Circular (AC) No. 150/5070-7, the Airport System Planning Process. The AASP identifies airport improvement needs, sets priorities for funding, proposes aviation policy, documents the existing data and continuously reviews the system.

Airport Capital Improvement Program

The ACIP identifies and prioritizes aviation projects anticipated to receive federal AIP funding over a multi-year period, typically covering a five-year planning horizon. Developed by DOT&PF in coordination with the FAA, the ACIP reflects aviation safety, asset condition, regulatory compliance, and operational needs across the statewide airport system. Project prioritization is guided by established evaluation criteria and processes, including the APEB. The ACIP serves as the primary programming document for airport development and capital improvements and is updated annually to reflect changing priorities, funding availability, and project readiness. Past aviation funding obligations for Southeast are included in Figure 3.

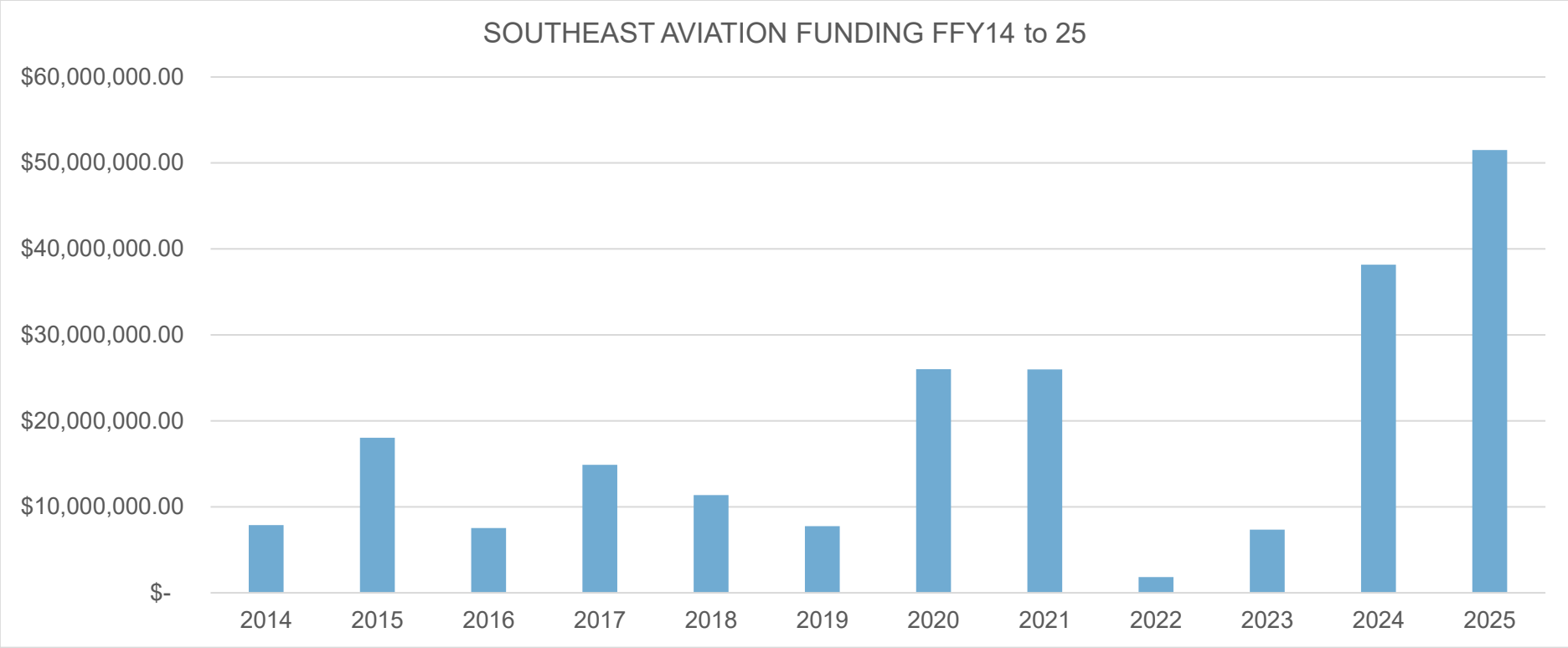

Figure 3: Southeast Aviation Funding Obligations 2014 to 2025

3.2.2 Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is a federally required, fiscally constrained program that identifies surface transportation projects including highway, bridge, ferry, and public transportation projects that are anticipated to receive federal funding over a four-year period. It includes projects funded through FHWA and FTA programs and reflects both statewide priorities and regional needs. Inclusion in the STIP is a necessary step for advancing federally funded transportation projects, and the document is updated on a regular cycle with amendments as needed. The STIP is required under 23 CFR 450.218 with review and approval by the FHWA and FTA.

Past Funding Obligations

Figure 4 visualizes the percent of obligated amount for projects, by mode for FFYs 2015 to 2025, in the Southeast. It is important to note that the amounts presented in this figure are estimates based on the data available for analysis.

Some notable projects funded during this period include:

- Rink Creek Bridge Replacement (Gustavus)
- Water Street Trestle No. 1 Improvements (Ketchikan)
- Glacier Highway Brotherhood Bridge Replacement (Juneau)
- Various Ferry Terminal Improvements including communities such as:
    - Tenakee Springs
    - Clark Bay
    - Juneau
    - Ketchikan
    - Haines
    - Kake
    - Angoon
- Juneau Douglas North Crossing Planning and Environmental Linkage (PEL) Study

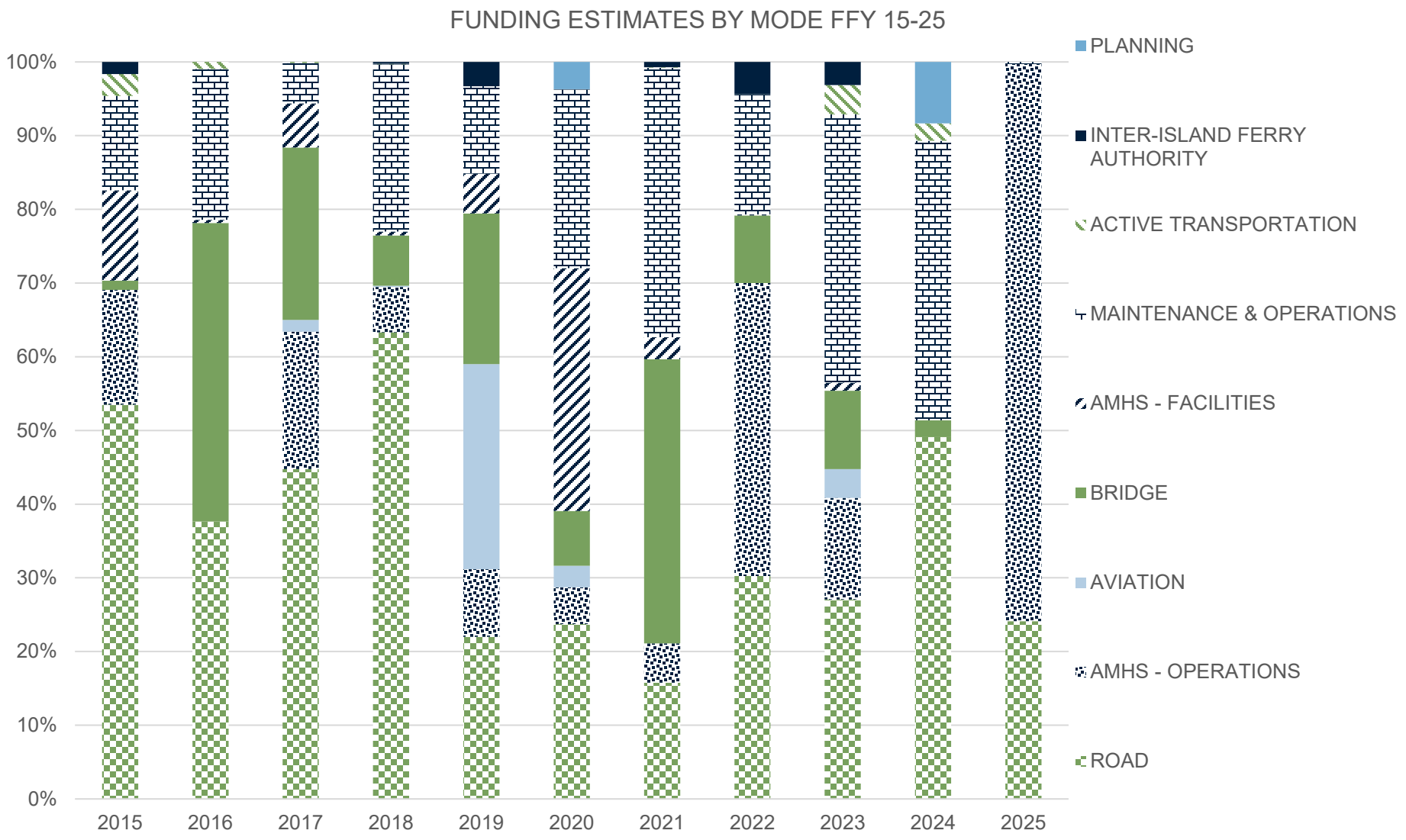

Figure 4: Past Obligated Funding Estimates FFY 2015 - 2025[5]

[5] *Aviation reflects only those Ketchikan Airport related projects funded through FHWA.*

Current Programmed Funding

Figure 5 includes the programmed projects identified in the STIP for FFYs 2026 and 2027. These projects have identified funding and are anticipated for planning, design, or construction in either 2026 or 2027. The totals included in this figure are the full dollar value as compared to the percent of the total displayed for the past obligated amount displayed in Figure 4.

Some notable programmed projects include:

- Areawide pedestrian improvements
- Egan/Yandukin Intersection Improvements (Juneau)
- Haines Highway MP 3-25 and Chilkat Bridge Reconstruction
- Juneau Douglas North Crossing
- Haines Airport Rehabilitation
- Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border
- Ketchikan Shipyard Receiving Slab Rehabilitation
- Three Mile Creek in Klawock
- South Tongass Highway and Water Street Viaduct Improvements
- Craig to Klawock Bike & Pedestrian Path (TAP)
- POW Rumble Strip Improvements (HSIP)

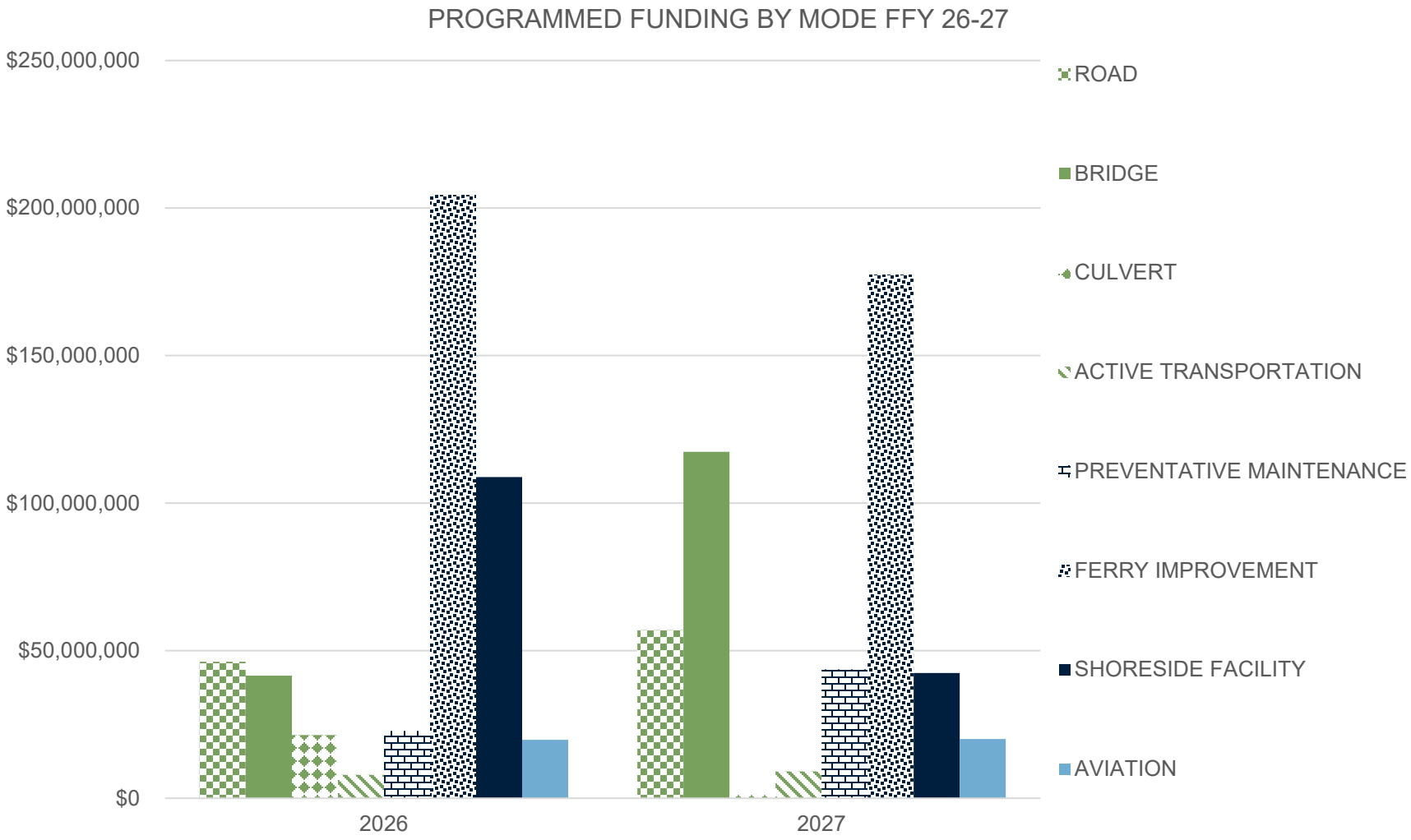

Figure 5: Programmed Funding FFY 2026 - 2027.[6]

[6] *Aviation reflects only those Ketchikan Airport related projects funded through FHWA.*

3.2.3 Planned Projects

DOT&PF is developing a 10-Year Plan, which identifies future projects and tracks their status over time. Projects included in the 10-Year Plan are planned, meaning the need and estimated cost have been identified but funding has not yet been secured. The 10-Year Plan includes projects identified in the AASP, ACIP, area plans, and additional DOT&PF plans and studies. The 10-Year Plan is intended to inform and feed into future STIPs and ACIPs though projects remain subject to change given the longer planning horizon.

Figure 6 includes the planned projects included in the 10-Year Plan for 2028 to 2034. Some notable planned projects include:

- Skagway Airport Rehabilitation
- Sitka Airport Terminal Building Modifications
- Angoon Airport (new construction)
- Gustavus Airport Upgrades
- Haines Airport Rehabilitation
- Hoonah Airport Rehabilitation
- Hydaburg SPB Rehabilitation
- Ketchikan Seaplane Ramp & Haul Out Refurbishments
- Klawock Airport Taxiway & Apron Pavement Rehabilitation
- Petersburg Airport Rehabilitation
- Yakutat Airport Improvements
- Tongass Avenue Viaduct Replacement
- Water Street Viaduct Replacement
- Regionwide pavement, bridge and culvert preservation
- Ferry Terminal Improvements – Angoon, Kake, Petersburg, Angoon, Haines, Hoonah, Pelican, Sitka, Skagway and Yakutat

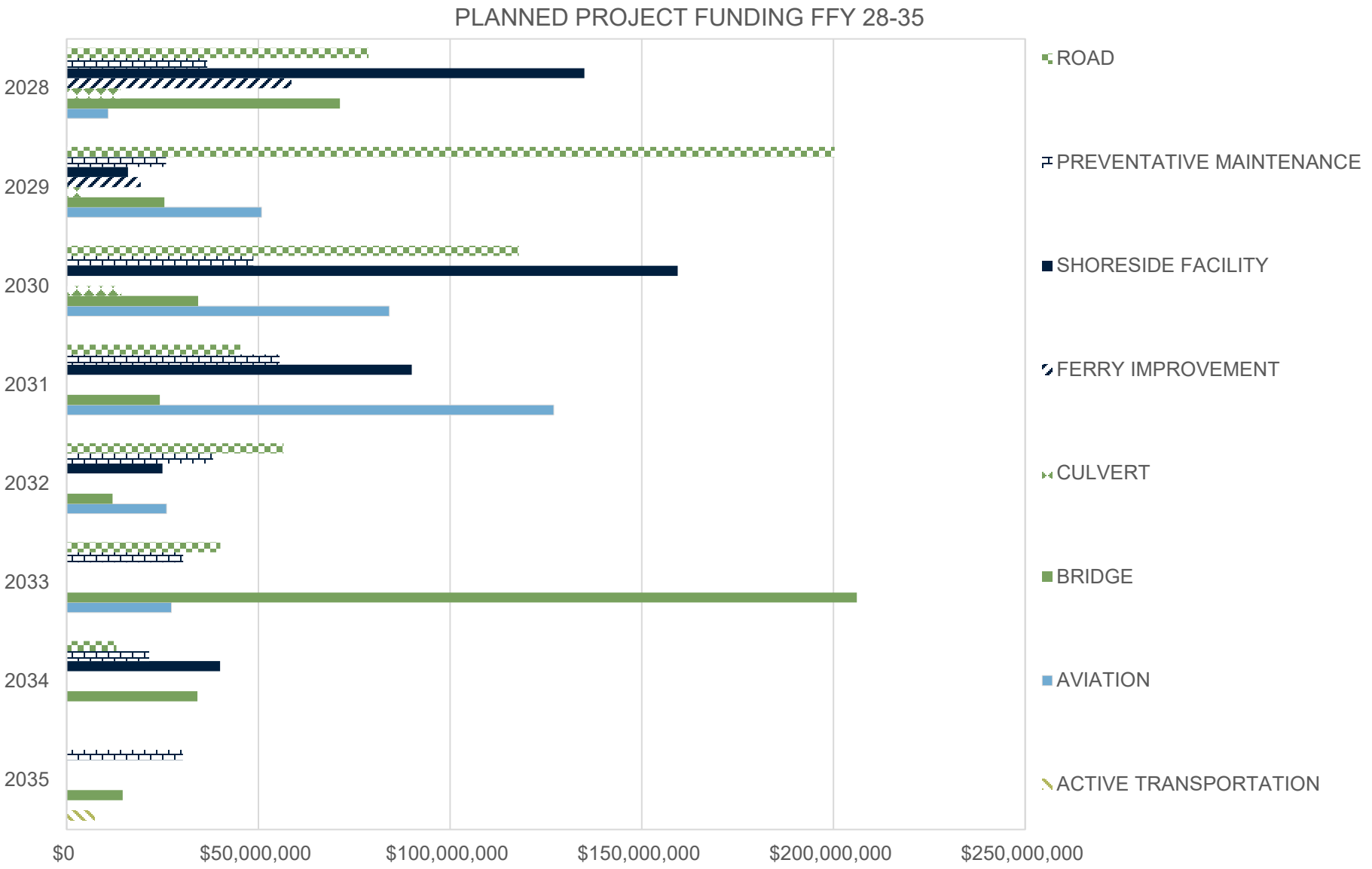

Figure 6: Planned Southeast Project Funding FFYs 28-35

3.3 Approach for Identifying Needs and Recommendations

The planning team used a multi-layered, iterative approach to identify, validate, and document transportation needs and develop implementable recommendations. This approach integrates engagement with DOT&PF staff, the regional planning organization (RPO), and the public and draws from internal DOT&PF resources including interviews with staff and 10-Year Plan efforts.

3.3.1 10-Year Plan

The DOT&PF developed a 10-Year Plan, which houses transportation projects that are anticipated in the next ten years. Projects in this plan do not have committed funding but provide a look-ahead for future STIP and ACIP development. Projects included in the 10-Year Plan have been reviewed, validated, and are well suited for future programming and inclusion in the STIP and ACIP. The DOT&PF reviews priorities regularly for alignment with department, region, and community priorities.

3.3.2 DOT&PF Strategy and Project Priority Workshop

The planning team presented identified strategies and projects to the Southcoast Region (DOT&PF) team. This workshop included a brief overview of the plan and an activity designed to help validate and refine the identified recommendations.

3.3.3 Community Transportation Workshops

The Southcoast Region (DOT&PF) and the U.S. Forest Service (USFS) jointly hosted a series of community transportation workshops that brought together State, local, Tribal, federal, and non-profit partners. During each workshop, participants reviewed area transportation projects, identified community transportation priorities, and discussed future planning and funding strategies. Attendees then selected near-term priorities for deeper discussion and development of next steps. These workshops were conducted prior to the initiation of the SEATP Update and are therefore not formally identified as public participation events for the Plan.

A list of the near-term priorities identified is included in Appendix 4 of the Surface Transportation Analysis Technical Memorandum and are also presented in Section 3.6 Southeast Transportation Infrastructure of this memo, alongside other priorities identified through public engagement for the SEATP Update.

3.3.4 Southeast Conference

The Southeast Alaska Regional Planning Organization (SE RPO), led by SEC was established February 2026 to support transportation planning in Southeast. During the SEATP Update development timeline, the SE RPO was in the process of formalizing its role and appointing board members. As a result, SEC staff provided the primary coordination, input, and engagement on behalf of the emerging organization. This involvement focused on identifying and advocating for community specific needs in addition to providing venues for robust public engagement (Annual and Mid-Session Conferences).

As the SE RPO is fully established, its involvement will extend beyond plan development into plan implementation by aiding in the elevation of community specific recommendations. These efforts include continuing to provide communities with planning-oriented technical assistance and supporting ongoing communications between DOT&PF, communities, tribes, and planning partners.

Public Engagement

The planning team hosted several public open houses, workshops, and small group presentations that assisted in the identification of needs which were later translated into actionable recommendations. Table 10 includes an overview of the public engagement activities conducted.

Table 10: SEATP Update Public Engagement Timeline

DATE	LOCATION	EVENT	TYPE
June 9, 2025	Juneau/Hybrid	**Southeast Conference, Annual Transportation Symposium**	Small Group Presentation
September 18, 2025	Sitka	**Southeast Conference Annual Meeting**	Small Group Presentation & Workshop
November 19, 2025	Ketchikan	**Public Open House**	Open House
November 20, 2025	Juneau	**Public Open House**	Open House
December 9, 2025	Anchorage	**Alaska Municipal League Annual Local Government Conference**	Small Group Presentation
December 16, 2025	Virtual	**Public Open House**	Open House
December 18, 2025	Virtual	**Southcoast Region (DOT&PF) Tribal Coordination Meeting**	Small Group Presentation
February 4, 2026	Virtual (hosted by Chilkat Indian Village)	**Chilkat Indian Village Presentation**	Small Group Presentation
February 12, 2026	Juneau	**Southeast Conference Mid-Session Summit, Transportation Symposium**	Workshop
February 24, 2026	Juneau/Hybrid	**Southcoast Region (DOT&PF) Risk & Resiliency Workshop**	Workshop
March 12, 2026	Virtual	**Presentation to Organized Village of Saxman**	Small Group Presentation
March 19, 2026	Virtual	**Presentation to Hydaburg Community**	Small Group Presentation
March 24, 2026	Anchorage	**Presentation to the Alaska Tribal Transportation Working Group**	Small Group Presentation
May 18, 2026	Virtual	**Presentation to Central Council of Tlingit & Haida**	Small Group Presentation
May 26, 2026	Virtual	**Southcoast Region (DOT&PF) Strategies and Project Priorities Workshop**	Workshop

The information gathered through the various engagement activities has been synthesized and presented in the subsequent sections as recommended strategies, plans and studies, and infrastructure improvements.

3.4 Strategies

This planning process identified successful efforts that DOT&PF routinely engages in, as well as new strategies. These strategies focus on leveraging partnerships and implementing operational solutions to support DOT&PF's mission to Keep Alaska Moving.

3.4.1 Continue Successful Efforts

The DOT&PF currently leads several successful, routine efforts that contribute to maintaining a safe and reliable transportation system and supporting effective emergency response. Table 11 includes current efforts, identified through the SEATP planning effort, that are recommended to continue. This list is not exhaustive but reflects practices that have proven effective throughout the Southeast.

Table 11: Recommended Successful DOT&PF Efforts to Continue

FOCUS	MODE	CONTINUING EFFORTS
Emergency Response	All Modes	Providing routine maintenance and emergency response to address closures and localized damage for all transportation facilities.
Emergency Response	All Modes	Using dock-based Unmanned Aircraft Systems (UAS), standardized inspection workflows, and redundant communications for assessing post-event conditions.
Emergency Response	Active Transportation and Transit	Designing active transportation and transit facilities to incorporate design features that reduce the need for specialized snow removal equipment.
Emergency Response	AMHS	Maintaining emergency response readiness and crew training for severe-weather operations.
Air Service	Aviation	Continuing to advocate for Essential Air Service (EAS).
Funding Opportunities	All Modes	Coordinating with federal agencies to support program alignment and increase awareness of funding opportunities.
Funding Opportunities	AMHS	Receiving a combination of state and federal funding to support capital investments and operating support.
Preventive Maintenance	All Modes	Maintaining operability of existing facilities through continued routine maintenance, inspections, and preservation activities, including: • **Airports:** Maintaining functional airport lighting systems, weather reporting systems, runway surfaces, navigational aids, fencing, and vegetation control. • **Shoreside Marine Facilities (docks, floats, ramps, and associated upland infrastructure):** Maintaining functional docking aids, fender systems, and lighting. • **Roads and Active Transportation Facilities:** Maintaining functional guardrails, lighting, traffic signals, signage, pavement, and other roadway related appurtenances.

FOCUS	MODE	CONTINUING EFFORTS
		• **Bridges and Culverts:** Maintaining functional electrical and fire protection infrastructure (tunnels), decking, rails, and providing scour protection and seismic retrofits to at-risk bridges.
Preventive Maintenance	Roads	Implementing the annual chip-seal/seal-coat program for road preservation.
Workforce	AMHS	Using a combination of policies and incentives to attract and retain a stable AMHS workforce.

3.4.2 Leverage Partnerships

Continuing to develop and strengthen partnerships positions helps DOT&PF to more effectively advance priority projects, respond to emergencies, and support community planning efforts in Southeast. Recent federal investments through IIJA underscore the growing importance of collaboration, as there are many more project specific funding opportunities than ever before, with a broader range of eligible recipients, including local and Tribal governments. This funding landscape creates new opportunities for DOT&PF to work with partners to align shared priorities, leverage diverse funding sources, and deliver projects that may not be feasible through traditional formula funding alone.

The SEC has served as the federally designated Economic Development District and State-designated Alaska Regional Development Organization, and is now also the lead organization for the RPO. Having long played a role in advocacy for transportation needs across Southeast, SEC is well suited for this continuing role. SEC is anticipated to play a role in implementing many of the partnership recommendations identified.

Table 12 highlights the recommended partnerships DOT&PF should continue to strengthen or pursue.

Table 12: Recommended Partnerships

TYPE	MODE	PARTNERSHIP
Community Planning	Other	Leverage the new SE-RPO to further transportation planning efforts in Southeast.
Community Planning	Other	Coordinate with community leaders to address homeless encampments and flammable materials under bridges.
Community Planning	Roads	Leverage SS4A and other safety planning efforts to identify and advance targeted safety projects.
Emergency Response	Active Transportation and Transit	Coordinate with transit system operators to clarify and document roles for winter maintenance.
Emergency Response	Aviation	Maintain a system of reliable alternate landing areas and work with communities to document locally available stockpiles of materials to support timely airport repair and reconstruction in the events of damage to the airport runway. Consider emergency planning for non-certificated airports that do not have Airport Emergency Plans (AEPs).
Emergency Response	Multi-Modal Network	Explore advanced emergency procurement mechanisms to pre-qualify or pre-contract emergency response contractors across multiple communities to allow staff and equipment to be shared during major events.
Federal Requirements	Aviation	Continue to work with FAA to align sponsorship and ownership of seaplane facilities.
Funding Opportunities	All	Partner with Tribal governments for mutually beneficial opportunities to leverage Tribal Transportation Program funds for safety planning, maintenance and operation (M&O) activities, and infrastructure improvements.
Funding Opportunities	All	Continue to partner with existing organizations, such as the Alaska Municipal League, Denali Commission, and SE-RPO, to identify community project priorities and strengthen coordinated grant development.
Funding Opportunities	All	Explore alternative funding options to advance projects that are not easily funded with regular formula funding including public-private partnership, discretionary grants, state bonds, congressionally directed spending, and other funding.

3.4.3 Implement Operational Solutions

The DOT&PF's Maintenance and Operations (M&O) division maintains the majority of State-owned transportation facilities, including roads, airports, and marine facilities. Efforts include snowplowing, snow hauling, vegetation management, guardrail repair, sign maintenance, street/traffic light repair, and maintenance of drainage structures and pavement among others. M&O is also responsible for responses to emergency and weather-related events that affect DOT&PF facilities such as landslides and flooding. Operational readiness and the ability to scale operations when and where events occur are important for maintaining a resilient and responsive multimodal transportation system.

Operational challenges are primarily driven by limited funding and workforce constraints. With regard to workforce, low wages were identified as a key factor contributing to difficulties in staff recruitment and retention.[7] These issues are not easily addressed through area plan recommendations alone; many operational improvements will depend on broader, systemic changes at the departmental or statewide level, including increased funding and adjustments to workforce compensation.

Operational solutions identified that may help to improve operations and increase efficiency are summarized in Table 13.

Table 13: Operational Solutions

MODE	ISSUE	SOLUTION	IMPLEMENTATION	
			RESPONSIBILITY	RESOURCE NEEDS
All Modes	Limited State resources used for local needs	Focus limited resources through the transfer of local roads, harbors, and seaplane facilities to local jurisdictions.	M&O Planning Right-of-Way (ROW)	Funding to improve assets to support community acceptance of assets.
All Modes	New assets constructed without commensurate M&O funding increases	Develop and implement a process to evaluate annual maintenance and operations costs when advancing new assets and request commensurate funding increases to cover new asset costs.	M&O Planning	Staff resources to develop and implement a documented workflow.
All Modes	Ad hoc emergency response with regard to routes and staffing	Identify, document, and formalize emergency routes within and between communities, and document staff availability during hazard events.	Planning	Staff resources to develop.
Active Transportation and Transit	Slower response for winter snow clearing	Improve snow and ice removal on sidewalks and transit stops. When possible, clear these facilities at the same time as adjacent road.	M&O	Additional staff, competitive wages to support staff recruitment and retention.
Active Transportation and Transit	Lack of snow removal information for users	Develop, adopt, and publish sidewalk winter maintenance prioritization for additional communities.	M&O	Staff resources to develop. To implement, additional staff, competitive wages to support staff recruitment and retention.
Bridges	Lack of bridge crew to provide maintenance activities	Explore funding or organizational approaches for a dedicated bridge maintenance crew out of the DOT&PF's Southcoast Region Office.	M&O	Additional staff and equipment, competitive wages to support staff

[7] *DOT&PF Strategies and Project Priorities Workshop*

MODE	ISSUE	SOLUTION	IMPLEMENTATION	
			RESPONSIBILITY	RESOURCE NEEDS
				recruitment and retention.
Roads and Highways	High contractor costs, fewer road miles receive treatment	Explore funding or organizational approaches to re-establish a chip seal program using DOT&PF staff instead of contractors.	M&O	Additional staff, competitive wages to support staff recruitment and retention.

3.5 Plans and Studies

Maintaining up to date plans better positions DOT&PF for funding opportunities by maintaining prioritized investment objectives. The SEATP planning effort identified several targeted planning needs as they relate to DOT&PF airports, bridges, and roads.

For airports, recommendations for additional plans and studies focus on updating Airport Master Plans (AMPs) and Airport Emergency Plans (AEPs) to support Southeast airports in safely and efficiently meeting current and future needs while remaining consistent with regulatory requirements and technological advancements. Recommendations also include further evaluation of seaplane facilities, which should be more explicitly considered in future phases of the AASP and in regional planning efforts. Current AASP classifications and performance measures do not adequately capture the conditions and needs of seaplane facilities; therefore, this memorandum recommends that they be reevaluated in the next AASP update to better reflect seaplane facility characteristics and requirements, building on the July 2016 *Seaplane Facilities Plan: Classifications and Performance Measures*.[8]

For roads and bridges, recommendations for plans and studies focus on advancing priority corridor feasibility analyses, evaluating long-term system-wide trade-offs between roads and ferry links, addressing specific infrastructure risk locations, and improving culvert asset data to support safety, resilience, habitat connectivity, and long-term system performance across Southeast.

New plans and studies were also identified through the DOT&PF Strategy and Project Priorities Workshop. These included pursuing system-wide studies to help advance project delivery, which would also help with a new FAA National Environmental Policy Act (NEPA) requirement for airport tenants. Additionally, there is interest in continuing to explore the use of AMHS facilities to support other community services and generate revenue for AMHS. Table 14 highlights the recommended updates to outdated existing plans and studies as well as new plans and studies identified through the development of the SEATP Update.

[8] *AASP Seaplane Facilities Plan: Classifications and Performance Measures (July 2016) aasp_seaplane_facilities_plan_20160720_final4print.pdf*

Table 14: Recommended Plans and Studies

MODE	PLAN/STUDY	IMPLEMENTATION	
		TIMELINE	RESPONSIBILITY
Airports	Update the region's Airport Master Plans (AMPs)	Mid-Term	Planning Statewide Aviation M&O
Airports	Strengthen the function and application of Airport Emergency Plans (AEPs) across Southeast. This includes maintaining current AEPs at certificated airports in accordance with 14 CFR Part 139.325 and ensuring that operational roles, communication procedures, and mutual aid coordination remain accurate and up to date.	Near-Term	Planning Statewide Aviation M&O
Airports	Evaluate regional seaplane facilities. Evaluation should: • Develop a Seaplane facility classification with mode-specific performance measures for the AASP • Verify and standardize facility location data (e.g., water lanes vs. tie-up floats) • Improve inventory and descriptions of floats, amenities, and condition • Document alternative interim or rapidly deployable tie-up and shore-access solutions near vulnerable infrastructure • Clarify the marine-aviation interface, including roles and jurisdiction • Identify funding sources for near-term and long-term improvements	Near-Term	Planning Statewide Aviation
AMHS	Advance a feasibility study to explore the shared use of AMHS facilities for freight, tourism, or other community services. Feasibility study may be systemwide or for one specific community location with an identified need to explore co-location of services.	Near-Term	Planning AMHS
Roads and AMHS	Advance feasibility studies for the following road connections: Kake-Petersburg, Across Baranof Island, Tenakee-Hoonah	Near-Term	Planning AMHS
Roads and AMHS	Advance a comprehensive study to evaluate long-term tradeoffs between AMHS service and roadway investments, including identification of strategic road connections that can shorten ferry routes and assessment of life-cycle cost, system reliability, operating costs, and overall cost-effectiveness.	Mid-Term	Planning AMHS

MODE	PLAN/STUDY	IMPLEMENTATION	
		TIMELINE	RESPONSIBILITY
Roads	Develop mitigation plans to address specific at-risk infrastructure and high-risk events including: • Ketchikan Viaducts • Lewis Reef Tunnel • Juneau-Douglas Bridge • Sitka Harbor Bridge • Juneau - Salmon Creek Dam (event) • Mendenhall Glacier Outburst Flood (event)	Near-Term	Planning
Bridges	Complete Southeast culvert inventory (location and condition) and publish data.	Near-Term	Statewide Materials M&O Data, Modernization, and Innovation Office (DMIO)
Active Transportation	Identify and prioritize active transportation network gaps for targeted investment.	Mid-Term	Planning DMIO Partner: SEC RPO
Aviation AMHS	Advance system-wide environmental, cultural, and historical studies for ferry terminals and airports to advance project delivery. For airports, this strategy may also support airport tenants to meet FAA requirements for development pursuits.	Near-Term	Environmental

3.6 Southeast Alaska Transportation Infrastructure

This section presents priority project recommendations for Southeast transportation infrastructure. These recommendations consider projects that improve and develop a well-integrated multimodal transportation network for Southeast and reflect the priorities of the community.

Across all Southeast communities and transportation modes, it is recommended for the DOT&PF to continue to support community identified project priorities, such as those identified during Community Transportation Workshops, through partnership activities. These activities may include identifying funding opportunities and providing communities or partner agencies with letters of recommendation. Where project priorities are shared, further partnership activities may include developing cost estimates, pursuing funding, and supporting project delivery. Community identified project priorities are presented by mode throughout the subsequent sections.

3.6.1 Aviation Priority Projects

Aviation infrastructure plays an important role in the transportation system across Southeast. The region's rugged terrain, lack of highway connections, and dispersed, remote communities on the islands and mainland make land connections difficult or impossible, with airports often the only method for year-round transport. The airports serve a wide range of critical roles in this road-limited region, facilitating activities that include, but are not limited to, community access and support, routine medical care travel and medevac, freight and mail delivery, tourism, subsistence activities, access to state and national parks and forests, and emergency response.

The Aviation Transportation System Technical Memorandum provides an in-depth analysis of conditions, forecasts, issues, and recommendations for aviation infrastructure in Southeast. Technical analyses and public engagement highlighted several high priority project recommendations for the SEATP Update. For airports, those highest priorities include the Angoon Airport, addressing deficiencies at State-owned Seaplane Bases (SPB) and advancing airport state of good repair, resiliency, and environmental projects.

3.6.1.1 Angoon Airport

SEATP Update Recommendation:	**Advance the construction of a land-based airport in Angoon.**

The construction of a land-based airport in Angoon has been identified as a high priority through this analysis and by the community. Angoon is the largest community in Southeast without a land-based airport and is currently served by the SPB, Angoon Airport (AGN). Constructing a surface runway in the community has been a recommendation in every regional transportation plan since 1980, including the 2007 Angoon AMP. The addition of a surface runway would improve Angoon's access to commercial and medical facilities, provide more reliable, year-round air service, facilitate air shipment of fresh seafood products, and allow 24-hour medevac capability. It would also reduce the community's isolation, improve access to Admiralty Island National Monument, and support economic development in the region.

The DOT&PF has a multi-year phased plan to construct the airport, but the project has not secured all necessary funding or established a definitive construction timeline. The proposed plan includes four phases with estimated budgets for each phase, totaling over $180 million.[9] This estimate has increased recently and the availability of funding for this project remains uncertain.

An outcome of the DOT&PF workshop was speculation as to whether the Angoon Airport should continue to advance given these escalating costs. Feedback also included whether there may be flexibility to consider alternative locations that could reduce overall project costs. Overall, the sentiment is that the project should continue to advance, but cost-saving measures and additional supplemental funding should be pursued.

When funding is secured for the new surface runway and advances to construction, a plan for the future of the Angoon SPB should be developed.

3.6.1.2 State-owned Seaplane Bases

SEATP Update Recommendation:	**Address deficiencies at State-owned Seaplane Bases.**

[9] *The Aviation Technical Memo reported $134 million and the DOT&PF has since reported this increased estimate.*

Seaplane facilities provide critical access to communities and remote areas throughout Southeast. It is recommended that these facilities be more comprehensively incorporated into both planning efforts described in prior sections and future capital improvement programs. State-owned seaplane facilities require additional investment to address declining asset conditions, with some facilities approaching unusable status and at risk of closure. To provide continued reliable aviation access, especially for communities that depend on seaplane service for Essential Air Service (EAS), these facilities should receive dedicated consideration in future planning, programming, and funding decisions.

Seaplane facilities that are included in the FAA NPIAS, or that were originally constructed using FAA funding, are eligible for consideration through the ACIP. As such, these facilities are incorporated into statewide aviation planning processes. However, in practice, seaplane facility projects often score poorly in the APEB prioritization process and face strong competition from higher-scoring airport infrastructure needs statewide. As a result, they are less likely to receive federal funding despite being eligible. The DOT&PF continues to pursue FAA funding opportunities for these facilities where feasible.

Despite the federal funding opportunities, there remains a recognized need for additional State funding to support infrastructure that cannot effectively compete for or access federal funding sources, particularly for non-aviation waterfront facilities such as harbors. In addition, sponsor and ownership arrangements have historically created challenges with funding eligibility, and these issues are expected to persist unless structural or administrative changes are implemented. These constraints limit the ability to advance investments in seaplane and related waterfront infrastructure. Table 15 includes conditions, recommendations, and priorities for State-owned seaplane facilities.

Table 15: State-owned Seaplane Facility Conditions, Recommendations, and Priority

BOROUGH / CENSUS AREA	AIRPORT NAME	LOCATION ID	EAS	CONDITION	RECOMMENDATION	PRIORITY
Hoonah-Angoon Census Area	Angoon (Seaplane)	AGN	Yes	Deterioration with age is evident. New planned airport may reduce but not eliminate need for a seaplane facility.	Refurbishment, or replace with smaller facility	Medium
	Excursion Inlet	EXI	Yes	Facility is over 30 years old, in poor condition	Complete Replacement	High
	Funter Bay	FNR	No	Float was damaged in recent storms and is being removed [10]	New Facility or remove from NPIAS Registry	High
	Hoonah	OOH	No	Deteriorating structural components, dredging needed	Dredging (underway), refurbish or partial replacement	Medium
Petersburg Borough	Petersburg (seaplane)	63A	No	Fair condition	Restoration and new pile anode, potential replacement	Medium
POW-Hyder Census Area	Hollis (Clark Bay)	HYL	No	Fair condition	Refurbishment or partial replacement	Low
	Hydaburg	HYG	Yes	In poor condition, ACIP includes rehab project	Project underway to replace	NA
	Hyder	4Z7	No	Facility in very poor condition, failed floating breakwater and siltation in the harbor basin is rapidly rendering the facility unusable at lower tides	Dredging or relocation, new breakwaters, refurbishment	High
	Kasaan	KXA	No	Substantial refurbishment in 2012, some additional need	Refurbishment	Low
	Metlakatla	MTM	Yes	Facility was completely replaced in 2021 and remains in very good condition.	None at present	Low
	Point Baker	KPB	No	Float deteriorated	Refurbishment or partial replacement	Medium
	Port Protection	19P	No	Dock in disrepair. Potential for removal if further damage.	Replacement	Very High

Source: Condition derived from 5010 Inspection reports, Airport Master Records remarks, ACIP, AASP Needs, and airport/harbor facility planning documents provided by DOT&PF. Recommendation, priority, and estimated cost derived from planning documents provided by DOT&PF.

[10] The removal of the seaplane dock at Funter Bay (FNR) reflects updated information that was not available at the time of the preparation of the Aviation Technical Memo.

Maintaining seaplane base facilities in a safe, serviceable condition is essential to preserving aviation access for communities without roadway connections or surface runways. Seaplane base facilities are listed again in Section 3.6.5 Ferry Terminals and Harbors due to their frequent co-location with harbors and to provide for a comprehensive inventory of all seaplane base and harbor facilities.

Additional SPB considerations include:

- There are no issues documented with the Tenakee (TKE) seaplane base facility, but DOT&PF owns two floating breakwaters that protect TKE and other inner harbor facilities. DOT&PF records indicate the breakwaters are in poor condition and beyond capability to repair, requiring full replacement. Significant damage to or loss of inner harbor facilities is expected if breakwater failure occurs. Damage to TKE would challenge EAS access to the community.
- DOT&PF completed construction of a harbor with a seaplane float in Edna Bay in 2021 and is in the process of transferring ownership to the City of Edna Bay. It is recommended this ownership transfer process also include facility registration so that the SPB is charted and included in official publications for pilots and air carriers.
- At Hoonah SPB (OOH), which is owned by DOT&PF, the nearby zipline at Icy Strait Point Cruise Ship Terminal, owned and operated by Huna Totem Corporation, should be lighted to improve operational safety.

3.6.1.3 Advance Airport State of Good Repair Projects

SEATP Update Recommendation:	**Advance airport state of good repair projects focused on pavement, lighting, and landside infrastructure.**

Maintaining airports in a state of good repair is essential to providing safe, reliable, and continuous aviation operations in Southeast. This includes the upkeep of airfield pavements, lighting systems, and supporting landside infrastructure, all of which are critical given the region's dependence on aviation and frequent low-visibility operating conditions.

Southeast includes 12 airports with paved runways. Routine pavement preservation activities have been regularly undertaken to extend pavement service life and should continue as a cost-effective strategy where conditions allow. However, for pavements that have deteriorated beyond the point where preservation treatments are effective, rehabilitation or reconstruction projects should be planned and programmed. Consistent with industry standards, runway pavements with Pavement Condition Index (PCI) values below the critical threshold of 70 are recommended for rehabilitation.

In addition to pavement needs, many airfield lighting systems at Southeast airports are approaching or exceeding their FAA-designated useful life. Although many systems remain operational, lighting replacements should be planned and programmed to provide continued reliability, especially given the region's frequent low-visibility conditions. Lighting improvements are often implemented in conjunction with runway rehabilitation projects but may also require standalone projects or inclusion with other airfield improvements.

Interested parties also expressed interest in continued investment in landside infrastructure that support airport operations and community needs such as lease lot development and vehicle parking.

Table 16 includes the state of good repair investments recommended for airport pavements, lighting systems, and landside infrastructure across Southeast. The type of state of good repair investment at each identified facility is marked with a **green** check.

Table 16: Airport State of Good Repair Investment Recommendations

BOROUGH / CENSUS AREA	AIRPORT NAME (LOCATION ID)	PAVEMENT	LIGHTING	LANDSIDE INFRASTRUCTURE
Haines Borough	Haines Airport (HNS)	✓	✓	–
Hoonah-Angoon Census Area	Gustavus Airport (GST)	–	✓	✓
Hoonah-Angoon Census Area	Hoonah Airport (HNH)	✓	✓	✓
Ketchikan Gateway Borough	Ketchikan International Airport (KTN)	✓	✓	✓
Petersburg Borough	Petersburg James A. Johnson Airport (PSG)	✓	✓	✓
POW-Hyder Census Area	Klawock Airport (AKW)	–	✓	–
Sitka, City and Borough	Sitka Rocky Gutierrez Airport (SIT)	–	✓	✓
Skagway Borough, Municipality	Skagway Airport (SGY)	✓	✓	–
Wrangell, City and Borough	Wrangell Airport (WRG)	–	✓	–
Yakutat, City & Borough	Yakutat Airport (YAK)	–	✓	✓

3.6.1.4 Advance Airport Resiliency Projects

SEATP Update Recommendation:	**Advance airport resiliency projects focused on weather stations, weather cameras, and wind cones.**

Several operational and system deficiencies that influence airport resilience have been identified. These deficiencies include the availability and reliability of weather stations, weather cameras, and wind cones. Table 17 includes Southeast airports in need of advancement of resiliency projects, the type of resiliency investment needed at each identified facility is marked with a **green** check.

Table 17: Airport Resiliency Investment Recommendations

BOROUGH / CENSUS AREA	AIRPORT NAME (LOCATION ID)	WEATHER STATIONS	WEATHER CAMERAS	WIND CONES
Hoonah-Angoon Census Area	Elfin Cove Seaplane Base (SPB) (ELV)	✓	✓	—
Hoonah-Angoon Census Area	Funter Bay SPB (FNR)	—	—	✓
Hoonah-Angoon Census Area	Hoonah SPB (OOH)		✓	
Hoonah-Angoon Census Area	Pelican SPB (PEC)*	✓	—	✓
Hoonah-Angoon Census Area	Tenakee SPB (TKE)	✓	—	—
Juneau, City and Borough	Taku Harbor SPB (A43)*	—	—	✓
Juneau, City and Borough	Taku Lodge SPB (TKL)*	—	—	✓
Ketchikan Gateway Borough	Loring SPB (13Z)*	—	—	✓
Ketchikan Gateway Borough	Peninsula Point Pullout SPB (9C0)	—	—	✓
Petersburg Borough	Lloyd R Roundtree Seaplane Facility (63A)	—	—	✓
POW-Hyder Census Area	Cape Pole SPB (Z71)*	—	—	✓
POW-Hyder Census Area	Clark Bay SPB (HYL)	—	✓	—
POW-Hyder Census Area	Coffman Cove SPB (KCC)	✓	—	—
POW-Hyder Census Area	El Capitan Lodge SPB (5C5)*	—	—	✓
POW-Hyder Census Area	Hyder SPB (4Z7)	✓	✓	—
POW-Hyder Census Area	Kasaan SPB (KXA)	✓	✓	—
POW-Hyder Census Area	Point Baker SPB (KPB)	✓	✓	—
POW-Hyder Census Area	Port Alexander Airport (AHP)	✓	—	—
POW-Hyder Census Area	Port Alice Airport (16K)*	—	—	✓
POW-Hyder Census Area	Port Protection SSPB (19P)	✓	✓	✓
POW-Hyder Census Area	Saginaw SPB (A23)*	—	—	✓
POW-Hyder Census Area	Steamboat Bay SPB (WSB)*	—	—	✓
POW-Hyder Census Area	Tamgas Harbor SPB (Z43)*	—	—	✓

BOROUGH / CENSUS AREA	AIRPORT NAME (LOCATION ID)	WEATHER STATIONS	WEATHER CAMERAS	WIND CONES
POW-Hyder Census Area	Thorne Bay SPB (KTB)*	—	✓	—
POW-Hyder Census Area	Tokeen SPB (57A)*	—	—	✓
POW-Hyder Census Area	Waterfall SPB (KWF)*	—	✓	—
POW-Hyder Census Area	Whale Pass SPB (96Z)*	✓	—	—
Sitka, City and Borough	Baranof Warm Springs SPB (BNF)*	—	✓	—
Sitka, City and Borough	False Island SPB (2Z6)*	—	—	✓
Sitka, City and Borough	Port Walter SPB (PWR)*	—	✓	✓
Sitka, City and Borough	Sitka Rocky Gutierrez Airport (SIT)	—	—	✓
Wrangell, City and Borough	Meyers Chuck SPB (84K)*	—	—	✓
Yakutat, City and Borough	Yakutat Airport (YAK)	—	—	✓

*Denotes aviation facilities not owned by DOT&PF

3.6.1.5 Advance Airport Environmental Projects

SEATP Update Recommendation:	**Advance airport environmental projects focused on per- and polyfluoroalkyl substances (PFAS) contamination, environmental impacts, and wildlife interactions.**

Environmental concerns including PFAS contamination[11], the changing environment, and wildlife interactions have been identified as impacts to several Southeast airports. Table 18 identifies the environmental based issues at facilities across Southeast.

[11] *PFAS Explained | US EPA*

Table 18: Airport Environmental Issues

BOROUGH / CENSUS AREA	AIRPORT NAME (LOCATION ID)	PFAS CONTAMINATION	ENVIRONMENTALLY IMPACTED	WILDLIFE INTERACTION
Hoonah-Angoon Census Area	Gustavus Airport (GST)	✓	–	–
Hoonah-Angoon Census Area	Hoonah Airport (OOH)	–	✓	–
Hoonah-Angoon Census Area	Tenakee SPB (TKE)	–	✓	–
Juneau, City and Borough	Juneau International Airport (JNU) *	✓	–	–
Ketchikan Gateway Borough	Ketchikan International Airport (KTN)	✓	–	–
Petersburg Borough	Petersburg James A. Johnson Airport (PSG)	✓	–	–
POW-Hyder Census Area	Kake Airport (AFE)*	–	–	✓
Sitka, City and Borough	Sitka Rocky Gutierrez Airport (SIT)	✓	✓	–
Skagway Borough, Municipality	Skagway Airport (SGY)	–	✓	–
Wrangell, City and Borough	Wrangell Airport (WRG)	✓	–	–
Yakutat, City and Borough	Yakutat Airport (YAK)	✓	✓	✓

*Denotes aviation facilities not owned by DOT&PF

3.6.1.6 DOT&PF 10-Year Plan Priority Airport Projects

DOT&PF's 10-Year Plan identifies several additional airport projects as priorities for funding over the next ten years.[12] These projects are identified as priorities for future programming but, as they have not yet been programmed, are currently considered unfunded. Table 19 includes these projects with indication of near-term for those projects prioritized for funding within four years and mid-term for those prioritized for funding in five to eight years.

[12] *Internal Alaska DOT&PF 10-Year Plan Tracking.*

Table 19: DOT&PF 10-Year Plan Unfunded Airport Projects

BOROUGH / CENSUS AREA	AIRPORT NAME (LOCATION ID)	AIRPORT PROJECT NAME	NEAR-TERM	MID-TERM
Hoonah-Angoon Census Area	Hoonah Airport (HNH)	Hoonah Airport Rehabilitation	✓	—
Ketchikan Gateway Borough	Murphys Pullout SPB (8K9)*	Murphy's Pullout SPB Expansion	✓	—
Petersburg Borough	Petersburg James A. Johnson Airport (PSG)	Petersburg Airport Rehabilitation	—	✓
POW-Hyder Census Area	Klawock Airport (AKW)	Klawock Airport Taxiway & Apron Pavement Rehab (Grant 1)	—	✓
POW-Hyder Census Area	Klawock Airport (AKW)	Klawock Airport Taxiway & Apron Pavement Rehab (Grant 2)	—	✓
POW-Hyder Census Area	Hydaburg SPB (HYG)	Hydaburg SPB Rehabilitation	✓	—
Sitka, City and Borough	Sitka Rocky Gutierrez Airport (SIT)	Airport Terminal Building Modifications Sitka	✓	—
Skagway Borough, Municipality	Skagway Airport (SGY)	Skagway Airport Rehabilitation	—	✓
Wrangell, City and Borough	Wrangell Airport (WRG)	Wrangell Surface Pavement Markings FFY26	✓	—
Yakutat, City and Borough	Yakutat Airport (YAK)	Yakutat Airport Security Fence	—	✓
Yakutat, City and Borough	Yakutat Airport (YAK)	Yakutat Airport Trench Drains and Ramp Repaving	✓	—

*Denotes aviation facilities not owned by DOT&PF

3.6.1.7 Community Priority Projects

The Community Transportation Workshops and SEATP Update public engagement efforts highlighted community priority projects that are recommended for continued partnership and project pursuit. These projects are included in Table 20.

Table 20: Community Identified Airport Priority Projects

BOROUGH / CENSUS AREA	AIRPORT NAME (LOCATION ID)	AIRPORT PROJECT NAME	PRIORITY IDENTIFICATION
Ketchikan Gateway Borough	Ketchikan International Airport (KTN)	Ketchikan Airport Ferries	Community Transportation Workshop
POW-Hyder Census Area	Klawock Airport (AKW)	Klawock Airport Vehicle Parking	Public Comment

3.6.2 Roadway High Priority Projects

The surface roadway network provides important intermodal connections and is interdependent with ferry and air service for regional connectivity. Roads are the primary way to move around within communities, using short highway segments. On a regional level, other modes of transport are more heavily relied upon, specifically air and marine travel, due to the region's discontinuous roadway network.

The Surface Transportation System Technical Memo provides an in-depth analysis of conditions, issues, and recommendations for roads in Southeast. The following sections summarize key recommendations and priority projects for the SEATP Update.

3.6.2.1 Advance Roadway State of Good Repair Projects

SEATP Update Recommendation:	**Advance roadway state of good repair projects focused on pavement rehabilitation and preservation.**

High annual precipitation, frequent freeze-thaw cycles, steep terrain, and coastal exposure accelerate pavement deterioration throughout Southeast. Deteriorating pavements affect safety, ride quality, freight reliability, and access to marine and air transportation facilities.

The DOT&PF has established pavement and bridge condition targets for the NHS to manage and track performance of motorized assets. Pavement performance is rated on a scale of "Poor", "Fair", or "Good" based on cracking, international roughness index, and rutting.[13] Statewide performance targets for non-interstate NHS pavements call for more than 15 percent of pavement condition to be "Good" condition and less than ten percent to be "Poor" condition.

NHS routes in Southeast Alaska exceed statewide performance targets, with more than 40 percent in good condition and only approximately two percent in poor condition.[14] In contrast, non-NHS routes, particularly those with lower functional classifications, generally exhibit poorer condition ratings and receive less investment for improvement compared to higher-priority corridors.[15]

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[13] *Alaska DOT&PF. Transportation Asset Management Plan. https://dot.alaska.gov/stwddes/asset_mgmt/*

[14] *4 Alaska Department of Transportation & Public Facilities. (October 16, 2025). HPMS data 2024. DOT&PF GeoHub. https://egis-akdot.hub.arcgis.com/maps/AKDOT::hpms-data-2024/about*

[15] *Interview with DOT&PF Southcoast Region Chief of Maintenance and Operations*

The DOT&PF has emphasized the need for increased funding to maintain roadways in a state of good repair. Preventive maintenance treatments are widely recognized as the most cost-effective approach to achieving this goal; however, these treatments are often difficult to fund because they do not appear urgent until pavement conditions have significantly deteriorated. In some cases, preservation projects have been scoped at a size or level of complexity that make them difficult to deliver efficiently. Placing greater emphasis on smaller, more targeted preservation projects would allow DOT&PF to address pavement deficiencies earlier, preserve roadway conditions more cost-effectively, and respond more efficiently to deteriorating segments across the system. Due to the large number of routes requiring state of good repair treatments, as well as the variability in potential project termini, specific route-level pavement recommendations were not developed as part of the technical analysis. Instead, the DOT&PF's 10-year plan reflects the highest state of good repair priorities for Southeast. These priority projects are identified in Section 3.6.2.5.

3.6.2.2 Advance Roadway Resiliency Recommendations

SEATP Update Recommendation:	**Advance roadway resiliency projects focused on rockfall and erosion mitigation, remote avalanche control and detection systems, and landside susceptibility mapping.**

Roads in Southeast are also vulnerable to natural hazards. Identifying assets at greatest risk is an essential step in preparing for hazards and improving infrastructure resilience. Recent weather events including increasing frequency and intensity of heavy rainfall events illustrate the vulnerability of the transportation system in Southeast, specifically for roadways. Because the region is remote, it is important to have alternative routes and design infrastructure that can withstand disruptions to keep communities connected and support rapid recovery after major events.

Several specific roadway project needs were identified and are summarized in the following project sections. Recommendations to improve road resiliency in Southeast are included in Table 21. The type of resiliency investment for each identified facility is marked with a **green** check.

Table 21: Recommendations to Improve Road Resiliency in Southeast

BOROUGH / CENSUS AREA	ROADWAY	ROCKFALL & EROSION MITIGATION PROJECTS	REMOTE AVALANCHE CONTROL & DETECTION SYSTEMS	LANDSIDE SUSCEPTIBILITY MAPPING
Haines Borough	Haines Highway	✓	✓	✓
Juneau, City and Borough	Glacier Highway	–	–	✓
Juneau, City and Borough	North Douglas Highway	✓	–	✓
Juneau, City and Borough	Thane Road	–	✓	✓
Ketchikan Gateway Borough	North Tongass Highway	–	–	✓
Ketchikan Gateway Borough	South Tongass Highway	–	–	✓
Petersburg Borough	Mitkof Highway	–	–	✓
POW-Hyder Census Area	Big Salt Lake Road	–	–	✓
POW-Hyder Census Area	Craig/Klawock/Hollis Highway	–	–	✓
POW-Hyder Census Area	Hydaburg Road	–	–	✓
POW-Hyder Census Area	Neck Lake Road	✓	–	–
Sitka, City and Borough	Sawmill Creek Road	✓	–	✓
POW-Hyder Census Area	Salmon River Road	–	✓	✓
Skagway Borough, Municipality	Dyea Road	✓	✓	✓
Skagway Borough, Municipality	Klondike Highway	✓	✓	✓
Wrangell, City and Borough	Zimovia Highway	–	–	✓

3.6.2.3 Klondike Highway Rehabilitation

SEATP Update Recommendation:	**Advance Klondike Highway Rehabilitation – Skagway River Bridge to Canadian Border.**

The Klondike Highway provides a connection from the community of Skagway to the Canada-U.S. border and continues through British Columbia and Yukon Territory, where it connects to the Alaska Highway near Whitehorse. This route serves as a critical link for freight and passenger travel. The most recent Annual Average Daily Traffic (AADT) measurement on Klondike Highway was 520 vehicles per day, recorded along Klondike Highway in 2025. On the Klondike Highway, heavy vehicles comprise approximately 29 percent of the total AADT. Of these 29 percent, 26.9 percent were single-unit trucks and 2.1 percent were combination-unit trucks.[16]

The Klondike Highway is the only route in Alaska designated as an industrial-use highway designed to accommodate long or heavy loads. Year-round freight transport on the Klondike Highway includes mined ore and concentrate, fuel, and other consumer goods. The Minto Mine is accessed via Klondike Highway between Carmacks and Pelly Crossing, about five hours north of Skagway. Minto Mine copper concentrate is trucked to Skagway and stored pending shipment.

The Klondike Highway currently has primarily poor (Level of Service (LOS) between 0 and 60) and fair (LOS between 60 and 80) pavement conditions and little to no shoulders (Figure 7). A project is currently underway to rehabilitate the Klondike Highway from the Skagway River Bridge to the Canadian border and includes the rehabilitation of Skagway River Bridge (#308). The project is divided into six segments to be delivered over several years. In total, the project requires nearly $180 million in funding with only one $22 million segment currently programmed for construction funding in the STIP.

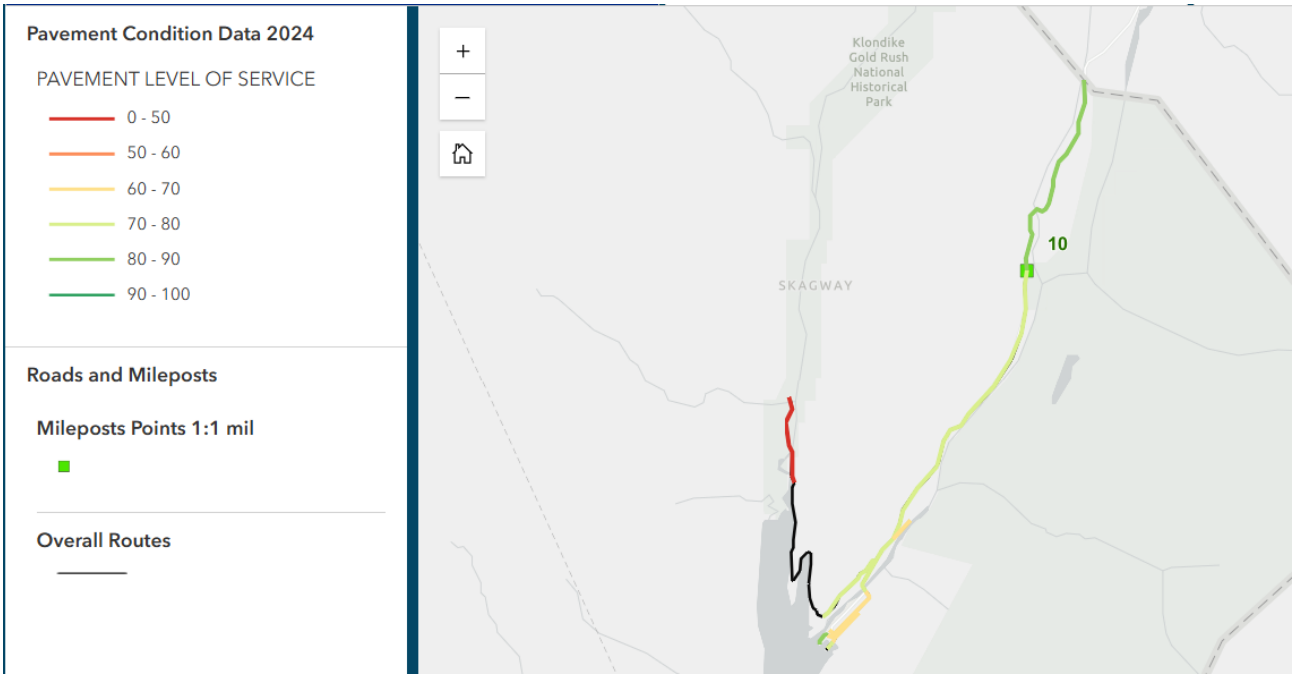

Figure 7: 2024 Pavement Conditions – Klondike Highway

Source: DOT&PF GIS

[16] *Alaska DOT&PF Traffic Counts, Short-Term Count Station, Starlight Drive and US Customs Station ID:67049005*

3.6.2.4 Glacier Highway Lemon Spur Extension

SEATP Update Recommendation:	**Advance the Glacier Lemon Spur Extension (connection to McNugget intersection).**

The Glacier Lemon Spur Road Extension remains a high transportation priority identified by the Juneau community and DOT&PF. Egan Drive is currently the only roadway connection between the Mendenhall Valley and downtown Juneau. As a result, crashes, maintenance activities, or other incidents on Egan Drive significantly affect travel time reliability, emergency response, and overall traffic operations by creating congestion and traffic delays with no parallel route available. Extending Glacier Highway-Lemon Spur Road to the Glacier-Nugget intersection would establish a secondary connection capable of supporting local travel and emergency access during roadway disruptions.

The Glacier Lemon Spur Road Extension is a component of the Egan-Yandukin and Glacier Highway Connection project identified in the Egan-Yandukin Intersection PEL Study. The PEL Study recommended a package of improvements that includes the roadway extension, signalization of left-turn movements at the Egan Drive/Yandukin Drive intersection, and construction of a protected pedestrian crossing.

The intersection and pedestrian improvements are currently programmed in the STIP (STIP ID #10765), and funding has been identified for their implementation. However, the Glacier Lemon Spur Road extension itself remains unfunded and continues to be a primary recommendation. The estimated cost for this project is $30 million per the DOT&PF's 10-Year Plan.

3.6.2.5 DOT&PF 10-Year Plan Priority Road Projects

DOT&PF's 10-Year Plan identifies several additional road projects as priorities for funding over the next ten years..[17] These projects are identified as priorities for future programming but, as they have not yet been programmed, are currently considered unfunded. Table 22 includes these projects with indication of near-term for those projects prioritized for funding within four years, mid-term for those prioritized for funding in five to eight years, and long-term for those projects prioritized for nine-plus years.

[17] *Internal Alaska DOT&PF 10-Year Plan Tracking.*

Table 22: DOT&PF 10-Year Plan Unfunded Road Projects

BOROUGH / CENSUS AREA	ROADWAY / TITLE	NEAR-TERM	MID-TERM	LONG-TERM
Haines Borough	Allen Road Repairs	✓	–	–
Haines Borough	Haines Highway, Main Street Reconstruction: Front Street to Union Street	–	✓	–
Haines Borough	Old Haines Highway Reconstruction	–	–	✓
Haines Borough	Haines Highway Resurface: MP 25 - 40	–	✓	–
Juneau, City and Borough	Glacier Highway Reconstruction: Bessie Creek to Echo Cove	–	✓	–
Juneau, City and Borough	Glacier Lemon Spur Extension	–	✓	–
Juneau, City and Borough	Egan Drive 10th Street to Mendenhall Loop Road Rehabilitation	–	✓	–
Juneau, City and Borough	Glacier Highway/Lemon Road Improvements: Access Road to Fred Meyer	–	✓	–
Ketchikan Gateway Borough	Tongass and Schoenbar Intersection Improvements	–	✓	–
POW-Hyder Census Area	Salmon River Road Rehabilitation	–	–	✓
POW-Hyder Census Area	Salmon River Road Levee Improvements	✓	–	–
Skagway Borough, Municipality	Dyea Road Improvements	–	✓	–

3.6.2.6 Community Priority Projects

The Community Transportation Workshops and SEATP Update public engagement efforts highlighted some community priority road projects that are recommended for continued partnership and project pursuit. These projects are included in Table 23.

Table 23: Community Identified Priority Road Projects

BOROUGH / CENSUS AREA	SHORT NAME	COMMUNITY-IDENTIFIED ISSUE / NEED	PRIORITY IDENTIFICATION
Haines Borough	Chilkat State Park Roads	Chilkat State Park roads are in poor condition. Grade and erosion issues that require a full redesign of these roads.	Community Transportation Workshop
Hoonah-Angoon Census Area	Hoonah City Streets Expansion and Improvements	New roads to open additional land for housing development in Hoonah.	Community Transportation Workshop
Hoonah-Angoon Census Area	Hoonah Garteeni Rehab & Sidewalk	Roadway repairs following utility upgrades and the rehabilitation of Garteeni Highway, including new sidewalks.	Community Transportation Workshop
Hoonah-Angoon Census Area	Gustavus Wilson Road Drainage & Four Corners Flooding	Chronic flooding issues on lower Wilson Road and at the Dock/Wilson/Gustavus Road intersection. Flooding affects nearby properties, including local businesses, and PFAS contamination in the area remains a major concern.	Community Transportation Workshop
Hoonah-Angoon Census Area	Gustavus Good River Bridge Preservation & Bank Stabilization	Ongoing embankment erosion along the Good River.	Community Transportation Workshop
Juneau, City and Borough	Juneau Douglas North Crossing	The crossing would support CBJ's priorities related to housing development and create redundancy to the transportation network.	Community Transportation Workshop
Juneau, City and Borough	Egan-Yandukin and Glacier Hwy Connection	Implement the PEL study which recommends a Partial Access Signalized Intersection as the preferred alternative.	Community Transportation Workshop
Juneau, City and Borough of	Fish Creek Road (Eaglecrest)	Maintenance and improvements.	Public Comment
Ketchikan Gateway Borough	Ketchikan Harris Street Bridge	Identified as structurally deficient in 2021.	Community Transportation Workshop
Ketchikan Gateway Borough	Traffic light at Three Bears; Reduced speed limit through Saxman	Maintenance and speed reduction.	Community Transportation Workshop
Ketchikan Gateway Borough	Ketchikan Shelter Cove Road	Maintenance and improvements.	Public Comment
Petersburg Borough	Airport Access Road	Widening and reconstruction of the Airport Access Road to provide second route to town.	Community Transportation Workshop
POW-Hyder Census Area	Hydaburg Road Reconstruction (Realignment and	Provide safety improvements include improving sight distance and providing shoulders.	Community Transportation Workshop

BOROUGH / CENSUS AREA	SHORT NAME	COMMUNITY-IDENTIFIED ISSUE / NEED	PRIORITY IDENTIFICATION
	Safety Improvements)		
POW-Hyder Census Area	Kake Access Road	Provide surface connection for Kake from Petersburg.	Community Transportation Workshop, Tribe grant pursuit
POW-Hyder Census Area	Kasaan Access Road	Road remains unpaved and in poor condition. The community has passed a resolution identifying project as top priority.	Public Comment, Submitted Resolution
POW-Hyder Census Area	Klawock-Hollis Highway	Address safety and landslide concerns and a section of new sidewalk within Klawock.	Community Transportation Workshop
POW-Hyder Census Area	Thorne Bay Road	Address frost heaving and poor pavement conditions. The road's narrow width is a concern for logging and freight trucks.	Community Transportation Workshop
POW-Hyder Census Area	Salmon River Road (Hyder)	Address ongoing embankment erosion along the Salmon River during glacial lake outburst floods.	Public Comment
Sitka, City and Borough	Lincoln Street Improvements	Located downtown, the road has historical and cultural resources and is a main thoroughfare for cruise ship visitors.	Community Transportation Workshop
Sitka, City and Borough	Blue Lake Road Improvements	Resurface and grade two miles.	Community Transportation Workshop
Sitka, City and Borough	Sitka to Baranof Warm Springs Bay	Construct a new connection to Baranof Warm Springs Bay.	Public Comment
Skagway Borough, Municipality	Dyea Road Resurfacing	Resurfacing and signage.	Community Transportation Workshop
Skagway Borough, Municipality	Main Street Rehabilitation	Address poor infrastructure condition, utility improvements, and sidewalk improvements.	Community Transportation Workshop
Wrangell, City and Borough	Emergency Access Road/Back Loop Road	Resurfacing.	Community Transportation Workshop
Wrangell, City and Borough	Ishiyama & Shoemaker Road Improvements	Road improvements and the community would also like a continuous loop from the end of Ishiyama Drive to the end of FS6259 (U.S Forest Service Route known locally as Pat's Creek Road).	Community Transportation Workshop

3.6.3 Bridge and Culvert High Priority Projects

Bridges and culverts are an important part of Southeast's surface transportation system due to the region's high rainfall, large watersheds, numerous stream and river crossings, and steep, forested terrain. Bridges throughout the state are included in the National Bridge Inventory (NBI), which accounts for not only bridges that cross waterways and land features, but also transportation structures extending into navigable waters, such as ferry terminals, docks, and similar marine facilities. The DOT&PF performs inspections for the 175 bridges owned and managed by DOT&PF in addition to 80 bridges with ownership and management responsibility by other state or local agencies, for a total of 255 bridges. The inspection responsibilities for the remaining 501 bridges fall to federal entities including USFS and BIA.

There are also numerous culverts that convey water flow and provide fish passage. While there is no complete culvert inventory available, DOT&PF is currently developing one using existing databases.

The following subsections focus specifically on bridges that cross waterways and land features, highlighting identified projects for bridge maintenance, resiliency needs, and priority projects. Projects for other structures that extend into navigable waters are discussed in Section 3.6.5. The Surface Transportation System technical memo provides an in-depth analysis of conditions, issues, and recommendations for bridges in Southeast.

3.6.3.1 Advance Bridge State of Good Repair Projects

SEATP Update Recommendation:	**Advance bridge state of good repair projects focused on addressing poor-condition bridges.**

System performance relies on maintaining NHS bridges in a state of good repair. The DOT&PF establishes pavement and bridge condition targets for the NHS to manage and track the performance of assets. Bridges are rated on a scale of "Poor," "Fair," or "Good" based on the condition rating of their deck (driving surface), superstructure (support structure), and substructure (foundation). A bridge's overall rating is determined by its lowest-scoring metric.

Bridge conditions in Southeast currently exceed the statewide target for the percentage rated in "Good" condition, with 51 percent classified as "Good" compared to the statewide target of more than 40 percent. However, 12 percent of bridges in Southeast are rated "Poor," above the statewide target of less than ten percent. For bridges that are in good or fair condition, bridge preservation work should be implemented to maintain their existing condition. Table 24 includes recommendations for the SEATP Update pertaining to bridges in poor condition based on information from the prior technical memos and 10-Year Plan documents provided by DOT&PF. The type of investment needed at each identified facility is marked with a **green** check.

Table 24: Recommendations to Address Poor-Condition Bridges

BOROUGH / CENSUS AREA	BRIDGE NAME	BRIDGE NUMBER	RECOMMENDATION		
			REPLACEMENT	REHABILITATION	REPAIRS / PRESERVATION
Hoonah-Angoon Census Area	Main Street Pelican^	1268	—	—	✓
Hoonah-Angoon Census Area	Salmon River*	444	✓	—	—
Juneau, City and Borough	Calhoun Ave. Ped Overcrossing^	1431	**To be determined**		
Juneau, City and Borough	Fish Creek*	353	—	—	✓
Juneau, City and Borough	Jordan Creek^	1685	**To be determined**		
Ketchikan Gateway Borough	Harding Street^	2262	**To be determined**		
Ketchikan Gateway Borough	Harriet Hunt Creek*	2264	✓	—	—
Ketchikan Gateway Borough	Hoadley Creek*	725	✓	—	—
Ketchikan Gateway Borough	Ketchikan Creek^	726	✓		
Ketchikan Gateway Borough	Peterson Street^	2263	**To be determined**		
Ketchikan Gateway Borough	Sayles/Gorge Street^ (in construction)	1841	✓	—	—
Ketchikan Gateway Borough	Tongass Avenue Viaduct*	997	✓ Mid-term	—	✓ Near-term
Ketchikan Gateway Borough	Ward Creek*	747	✓	—	—
Ketchikan Gateway Borough	Water St Viaduct*	797	✓ Mid-term	—	✓ Near-term
POW-Hyder Census Area	Crab Creek Culvert*	4008	✓	—	—
POW-Hyder Census Area	Gravelly Creek*	1464	—	✓	—
POW-Hyder Census Area	Muskeg Creek*	2384	✓	—	—
Skagway Borough Municipality	Skagway Ferry Terminal^	805	—	✓	—

BOROUGH / CENSUS AREA	BRIDGE NAME	BRIDGE NUMBER	RECOMMENDATION		
			REPLACEMENT	REHABILITATION	REPAIRS / PRESERVATION
Yakutat, City and Borough	Ankau Slough^	1112	✓	—	—
Yakutat, City and Borough	Dangerous River*	1276	—	✓	—
*indicates state owned bridges ^indicates city owned bridges					

3.6.3.2 Advance Bridge Resiliency Projects

SEATP Update Recommendation:	**Advance bridge resiliency projects focused on addressing specific identified bridge risks.**

The Risk-Resiliency Technical Memo identified both system-wide and location-specific recommendations for bridges in Southeast. Table 25 includes recommendations that address concerns related to erosion, scour, seismic risk, and undersized culverts.

Table 25: Bridges with Specific Resiliency Needs in Southeast

BOROUGH / CENSUS AREA	BRIDGE NAME	BRIDGE NUMBER	TYPE	CONDITION	PROBLEM	RECOMMENDATION
Hoonah-Angoon Census Area	(Gustavus) Salmon River Bridge	444	Bridge	Poor	Erosion	Bridge Replacement
Juneau, City and Borough	Glacier Highway Herbert River	736	Bridge	Fair	Erosion, Seismic Retrofit	Bridge Replacement
Juneau, City and Borough	Mendenhall Bridge	217	Bridge	Fair	Erosion	Bridge Rehabilitation (short term) and Replacement (long term)
POW-Hyder Census Area	(Klawock) Three Mile Creek Culvert	N/A	Culvert	N/A	Undersized / Provide Fish Habitat	Replace culverts with new bridge
Yakutat, City and Borough	Ahrnklin River	1229	Bridge	Poor	Erosion protective measures	Repairs / Preservation

3.6.3.3 South Tongass Highway and Water Street Viaducts

SEATP Update Recommendation:	**Complete the South Tongass Highway and Water Street Viaduct Project that includes repairs to Tongass Ave (BN 0997) and Water Street (BN 0797) Viaducts. Secure funding and replace both viaducts.**

The Tongass Avenue Viaduct (BN 997), with a deck area of 91,791 square feet (ft^2), and the Water Street Viaduct (BN 797), with 86,316 ft^2, are both in poor condition. Due to their large deck areas, their condition has an outsized influence on statewide bridge performance metrics. As a result, replacement of these viaducts would have a significant positive impact on statewide bridge performance.

Both viaducts are included on the DOT&PF Poor Condition Bridge List, with the Tongass Avenue Viaduct ranked sixth and the Water Street Viaduct ranked eighth out of 83 statewide bridge priorities. While they are a high priority at the statewide level, these bridges are also critical to local users. Located in the heart of Ketchikan's waterfront corridor, these viaducts are essential to multimodal transportation, emergency response, freight movement, and regional economic access. Improvements to these viaducts have been identified as a high priority by the community and local Tribes.

Ketchikan lacks a functional grid system, and the viaducts have only a single alternate route that cannot accommodate all vehicle types or existing traffic volumes. Their downtown location not only makes them critical for traffic movement, but high traffic volumes and the waterfront location also introduce engineering constraints. The DOT&PF bridge section is actively monitoring the condition of the viaducts and advancing interim repairs, along with evaluating additional measures such as load postings or potential closures if conditions worsen.

In addition to structural concerns, there is a significant traffic issue at the intersection of Water Street (South Tongass Highway) and Schoenbar Road near Berth 4. The recent opening of the Ward Cove Cruise Ship Dock has increased traffic volumes at this intersection, creating the need for a signal. However, funding for the signal has not been secured independently and is currently tied to the viaduct improvement project, pending future funding for replacement.

A multi-phase bridge rehabilitation project is currently programmed for funding to address the most critical repair needs until a full replacement can occur. This includes spot structural repairs, general bridge maintenance, pavement resurfacing, and spot crack repairs. This rehabilitation work is not sufficient to address all needs, and full replacement is anticipated within the SEATP planning horizon. Unfunded needs include: replacing parts of the viaduct structures with walls and fill (reducing total bridge deck area), replacing parts of viaduct structure with new bridges, a traffic signal at the Schoenbar intersection, utility improvements, and final paving. Table 26 includes the current funded and unfunded needs for the two viaducts.

Table 26: Water Street and Tongass Ave Viaduct Project Needs

STIP IDs	PROJECT	DESCRIPTION	STATUS	TIMELINE	COST
31719 34302 34457 34458 34459	South Tongass Highway and Water Street Viaduct Improvements	Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (BN 997 and BN 797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure, and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.	Design underway, six stages anticipated	Annual construction obligations from FY 2027 through 2030	$65,000,000
TBD	Water Street (BN 0997) Viaduct Replacement	• Replace parts of structures with walls and fill • Replace parts of structures with new bridges • Schoenbar traffic signal • Utilities • Final Paving	Unfunded	Pending funding, construction obligations recommended from FY 2031 to FY 2037	$260,000,000
TBD	Tongass Ave Viaduct (BN 0797) Replacement	Replace Tongass Ave Viaduct. Detailed scope not yet developed. May include replace parts of structure with walls and fill.	Unfunded	Pending funding, construction obligations recommended in FY2040	~$645,000,000

The total costs for the rehabilitation and subsequent replacement are significant. It is a high priority recommendation of this plan to identify funding to move forward with full viaduct replacement. Due to the high cost, it is anticipated that pursuit of partnerships and discretionary funding will be necessary.

3.6.3.4 Juneau Douglas North Crossing

SEATP Update Recommendation:	**Advance the Juneau Douglas North Crossing project.**

Many Juneau community members have identified the Juneau Douglas North Crossing as a top priority project. The project would provide a second bridge connecting mainland Juneau and Douglas Island, reducing reliance on the existing Juneau-Douglas Bridge (BN 0740), the area's main and only crossing. Limited redundancy in the transportation network raises concerns about emergency access if the current bridge becomes unavailable. The travelling public also experiences delays and congestion on the Douglas Island Bridge and its intersections during peak travel times and when incidents, such as accidents or lane closures, disrupt traffic. Constrained-width sidewalks on the bridge pose non-motorized use and winter maintenance challenges. The addition of a second connection to the island would create additional traffic capacity to support future developments and better protect and enhance the health and safety of travelers and communities.

A PEL study was recently completed, and funds are programmed in the STIP (STIP ID # 34146) to advance to the next stage of project development, design and environmental review. The funding was secured from CDS and USDOT RAISE funding to support the current design and environmental phase of the project totaling $23.5 million. Completion of this project is anticipated to improve network resiliency and improve the mobility of people and goods in the community. Depending on which alternative is advanced to final design, the total funding needed for this project is between $360 million and $1.1 billion..[18]

3.6.3.5 DOT&PF 10-Year Plan Priority Bridge Projects

DOT&PF's 10-Year Plan identifies several additional bridge projects as priorities for funding over the next ten years..[19] These projects are identified as priorities for future programming, but, as they have not yet been programmed, are currently considered unfunded. Table 27 includes the unfunded bridge projects and Table 28 includes the unfunded culvert projects with indication of near-term for those projects prioritized for funding within four years, mid-term for those prioritized for funding in five to eight years, and long-term for those projects prioritized for funding in nine-plus years.

Table 27: DOT&PF 10-Year Plan Unfunded Bridge Projects

BOROUGH / CENSUS AREA	BRIDGE PROJECT NAME	PROJECT TYPE*	NEAR-TERM	MID-TERM	LONG-TERM
Haines Borough	(Haines) Chilkoot River Bridge (BN 387) Replacement	Bridge Replacement	–	✓	–
Hoonah-Angoon Census Area	(Gustavus) Salmon River Bridge Replacement (BN 444): Airport Road	Bridge Replacement	✓	–	–
Hoonah-Angoon Census Area	(Pelican) Main Street BN 1268 Bridge Preservation	Bridge Preservation	–	–	✓
Juneau, City and Borough	Glacier Highway Eagle River Bridge Replacement (BN 735)	Bridge Replacement	–	✓	–
Juneau, City and Borough	Glacier Highway Herbert River Bridge Replacement (BN 736)	Bridge Replacement	–	✓	–
Juneau, City and Borough	Fish Creek Bridge (BN 0353) Repairs	Bridge Preservation	✓	–	–
Juneau, City and Borough	Sheep Creek (BN 0418) Deck Rehabilitation	Bridge Rehabilitation	✓	–	–
Juneau, City and Borough	Back Loop Bridge (BN 217) Replacement	Bridge Replacement	–	–	✓
Ketchikan Gateway Borough	(Ketchikan.) Harriet Hunt Creek Bridge (BN 2264): Shelter Cove Road Replacement	Bridge Replacement	–	✓	–
Ketchikan Gateway Borough	Tongass Highway and Water Street Bridge (BN 797) Structural Improvements	Bridge Rehabilitation	✓	–	–

[18] *Alaska DOT&PF. Juneau Douglas North Crossing PEL Study https://www.jdnorthcrossing.com/documents.html*

[19] *Internal Alaska DOT&PF 10-Year Plan Tracking.*

BOROUGH / CENSUS AREA	BRIDGE PROJECT NAME	PROJECT TYPE*	NEAR-TERM	MID-TERM	LONG-TERM
Petersburg Borough	Fall Creek Bridge BN 0868 Preservation	Bridge Preservation	–	✓	–
POW-Hyder Census Area	(Craig) Crab Creek Culvert (BN 4008) Replacement	Bridge Replacement	–	✓	–
POW-Hyder Census Area	(Thorne Bay) Gravelly Creek Bridge (BN 1464) Deck Rehabilitation: Thorne Bay Road	Bridge Rehabilitation	✓	–	–
POW-Hyder Census Area	(Hollis) Maybeso Creek Bridge (BN 0482) Repair	Bridge Rehabilitation	–	✓	–
POW-Hyder Census Area	(Hydaburg) Fubar Creek Bridge (BN 1356) Repairs	Bridge Rehabilitation	✓	–	–
POW-Hyder Census Area	(Kake) Muskeg Creek Bridge (BN 2384): Goose Lake Road Replacement	Bridge Replacement	–	✓	–
POW-Hyder Census Area	(Coffman Cove) Logjam Creek Bridge BN 1717 Painting Preservation	Painting Preservation	–	✓	–
Sitka, City and Borough	Sitka Harbor Bridge (BN 0245) Preservation	Bridge Preservation	✓	–	–
Sitka, City and Borough	Cascade Creek Bridge BN 0867 Preservation	Bridge Preservation	✓	–	–
Wrangell, City and Borough	Pat Creek Bridge BN 1409 Preservation	Bridge Preservation	–	✓	–
Yakutat, City and Borough	Ahrnklin River Bridge (BN 1229): Dangerous River Road, MP 24.9	Bridge Replacement	✓	–	–
Yakutat, City and Borough	Dangerous River Bridge (BN 1276): Dangerous River Road, MP 29 Rehabilitation	Bridge Rehabilitation	–	✓	–

*Project type aligns with the bridge project types identified in the DOT&PF Transportation Asset Management Plan (TAMP)

Table 28: DOT&PF 10-Year Plan Unfunded Culvert Projects

BOROUGH / CENSUS AREA	CULVERT PROJECT NAME	NEAR-TERM	MID-TERM	LONG-TERM
Petersburg Borough	Mitkof Highway Falls Creek to Crystal Lake (MP 12-17) Culvert Replacement	–	✓	–
POW-Hyder Census Area	Thorne Bay Road Culvert Replacement	–	✓	–
POW-Hyder Census Area	POW Areawide Big Salt Road Culvert Replacement MP 9.9-16.2	–	✓	–
POW-Hyder Census Area	(Kake) Little Gunnuk Creek Culvert (BN 7298) Replacement	✓	–	–

3.6.3.6 Community Priority Projects

The Community Transportation Workshops and SEATP Update public engagement efforts highlighted some community priority projects concerning bridges that are recommended for continued partnership and project pursuit. These projects are summarized in Table 29.

Table 29: Community Identified Priority Bridge Projects

BOROUGH / CENSUS AREA	BRIDGE NAME	BRIDGE NUMBER	COMMUNITY-IDENTIFIED ISSUE / NEED	PRIORITY IDENTIFICATION
Juneau, City and Borough of	Juneau Douglas North Crossing	1736	Additional crossing needed between Juneau and Douglas.	Public Comment; Community Transportation Workshop
Hoonah-Angoon Census Area	Salmon River Bridge	444	Repair or Replacement (erosion issues).	Community Transportation Workshop
Ketchikan Gateway Borough	Ketchikan Creek Bridge	726	Structurally deficient and in poor condition.	Community Transportation Workshop
Ketchikan Gateway Borough	Water Street Viaduct	797	Improvements/Replacements.	Community Transportation Workshop
POW-Hyder Census Area	Little Gunnuk Creek Culvert	Culvert	Significant maintenance issue, currently failing. Desire to replace with bridge that includes pedestrian access.	Community Transportation Workshop

3.6.4 Active Transportation High Priority Projects

Across Southeast, bicycling and walking patterns vary widely. Smaller and more compact communities tend to see the highest walking and bicycling rates, often far above state and national averages, while larger communities rely more on motorized travel. There are high rates of walking in some Southeast communities, while bicycle use is generally low across Southeast. Southeast communities with one or more cruise ship ports see a dramatic increase of pedestrian use during Alaska's cruise season (April – October), as passengers disembark and explore the community, primarily on foot. The following subsections identify recommendations for active transportation facilities and projects prioritized by the community.

3.6.4.1 Advance Active Transportation Safety and Accessibility Projects

SEATP Update Recommendation:	**Advance safety and accessibility projects for active transportation facilities.**

Many Southeast communities are leveraging Comprehensive Safety Action Plans, funded through the SS4A program, and Tribal Safety Plans, funded through the TTPSF, to identify opportunities to improve safety within communities and pursue project funding. Most of these efforts are still in early stages of plan development and, when complete, will provide a valuable source of project priorities recommended for implementation. Projects identified within these safety plans should be considered as priorities to advance, regardless of road ownership.

Regarding accessibility, it is recommended to prioritize access for medical care and other essential services for older adults and people with limited mobility. This includes low cost operational or maintenance improvements to pedestrian routes, transit stops, and routes for emergency access. Projects that address accessibility and, specifically, Americans with Disabilities Act (ADA) compliance are recommended to continue to be prioritized for funding.

Technological improvements also have great potential to improve safety and accessibility for people walking and biking. A Smart Pedestrian Lighting Pilot Project was implemented in Kodiak, Alaska in February 2026 (Figure 8). It incorporates lighting technology that highlights individuals in real time rather than relying on static fixtures to improve safety for both pedestrians and motorists. Technological opportunities like this should be monitored for effectiveness and considered for implementation in Southeast.

Figure 8: Soffit Light Installed at Kodiak Lighted Crosswalk

The DOT&PF has several programmed and planned projects to improve active transportation facilities in Southeast. Table 30 includes these projects.

Table 30: DOT&PF Active Transportation Projects

BOROUGH / CENSUS AREA	ACTIVE TRANSPORTATION PROJECT NAME	STIP ID	PLANNED	PROGRAMMED
Juneau, City and Borough	Areawide Pedestrian Improvements (HSIP '25)	19217	—	✓
Hoonah-Angoon Census Area	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walk	—	—	✓
POW-Hyder Census Area	Craig to Klawock Bike and Pedestrian Path	27732	—	✓
POW-Hyder Census Area	Craig ADA Improvements	32478	—	✓
POW-Hyder Census Area	Craig to Klawock Bike and Pedestrian Path (Stage 1)	34428	—	✓
POW-Hyder Census Area	Craig ADA Improvements (Stage 2)	34826	✓	—
Sitka, City and Borough	Harbor Drive Midblock Crosswalk (HSIP '25)	19217	—	✓
Sitka, City and Borough	Sitka Pedestrian Seawalk	30209	—	✓

3.6.4.2 Community Priority Projects

The Community Transportation Workshops and SEATP Update public engagement efforts highlight some community priority projects concerning active transportation that are recommended for continued partnership and project pursuit. These projects are included in Table 31.

Table 31: Community Identified Active Transportation Priorities

BOROUGH / CENSUS AREA	PROJECT SHORT NAME	SCOPE	PRIORITY IDENTIFICATION
Haines Borough	Haines Sidewalks	Increased sidewalk connectivity in areas where active transportation users are using the road, such as Small Tracts Road, Union Street, and roads around Haines High School.	Community Transportation Workshop
Juneau, City and Borough	Juneau Trail Master Plan	Update Juneau Trail Plan.	Community Transportation Workshop
Ketchikan Gateway Borough	Ketchikan Downtown Pedestrian Improvements	Ketchikan downtown pedestrian improvements; interest in finding alternate staging areas for tourist buses to relieve pressure on core downtown.	Community Transportation Workshop
POW-Hyder Census Area	Craig-Klawock Multi-Use Path	Craig-Klawock Multi-use Path along Craig-Klawock Highway.	Community Transportation Workshop
POW-Hyder Census Area	Klawock-Hollis Highway Sidewalk (Bayview Blvd. to J Street)	Improvements to the Klawock/Hollis Highway to address safety and landslide concerns and a section of new sidewalk within Klawock.	Community Transportation Workshop
Sitka, City and Borough	Halibut Point Road Multi-Use Path	A multi-use path along Halibut Point Road from Cascade Creek Road (Sea Mart Quality Foods) north to the ferry terminal.	Public comment; Community Transportation Workshop
Skagway Borough, Municipality	Main Street Rehabilitation	Improvements to Main Street in Skagway to address poor infrastructure condition, utility improvements, and sidewalk improvements.	Community Transportation Workshop

3.6.5 Ferry Terminal and Harbor High Priority Projects

Southeast's harbor, port, and maritime facility network includes a mix of facilities ranging from small remote access points (boat ramps and small docks) to larger, more complex hubs that support commercial operations, tourism, fisheries, and connections to roads and landside transportation. This mix of facilities includes municipal harbors, commercial ports, docks, floats, SPBs, and ferry terminals. The AMHS, overseen by DOT&PF, operates a system of terminals across the state, with many facilities located in Southeast, that support passenger and vehicle loading, crew access, and vessel mooring. AMHS terminals function as important multimodal nodes, linking communities to regional economic centers and freight supply chains. The following subsections highlight recommended projects for maintenance updates and priority projects identified in the 10-Year Plan or by the community.

The Waterways and Freight Technical Memo provides a detailed analysis of conditions, issues, and recommendations for Southeast. The Risk and Resiliency Technical Memo provides additional details related to State-owned SPBs and harbors. This section summarizes key recommendations for the SEATP Update related to Ferry Terminals and Harbor Facilities, including SPBs.

3.6.5.1 Advance AMHS Long Range Plan Project Recommendations

SEATP Update Recommendation:	**Advance project recommendations identified in the AMHS Long-Range Plan (LRP).**

The Ferry Terminal Recommendations included in Table 32 are aligned with the 2045 AMHS LRP recommendations.

Table 32: Ferry Terminal Recommendations

BOROUGH / CENSUS AREA	FERRY TERMINALS	INCREASE IN LOS*	CAPITAL IMPROVEMENTS		
			IN WATER	UPLANDS	UTILITIES
Haines Borough	Haines Ferry Terminal	✓ - Mid term	M/L	L	L
Hoonah-Angoon Census Area	Angoon Ferry Terminal	✓ - 2045	STIP/M/L	M/L	—
Hoonah-Angoon Census Area	Gustavus Dock	—	L	L	L
Hoonah-Angoon Census Area	Hoonah Ferry Terminal	—	M/L	L	L
Hoonah-Angoon Census Area	Pelican Ferry Terminal	✓ - 2045	STIP	—	—
Hoonah-Angoon Census Area	Tenakee City Dock	✓ - 2045	L	L	L
Juneau, City and Borough	Auke Bay East Stern Berth	✓ - 2045	M/L	L	L
Juneau, City and Borough	Auke Bay Ferry Terminal East Berth	✓ - 2045	STIP/M/L	L	L
Juneau, City and Borough	Auke Bay Ferry Terminal West Berth	✓ - 2045	M/L	L	L
Ketchikan Gateway Borough	Ketchikan Ferry Terminal (Berth 1)	—	M/L	M/L	L

BOROUGH / CENSUS AREA	FERRY TERMINALS	INCREASE IN LOS*	CAPITAL IMPROVEMENTS		
			IN WATER	UPLANDS	UTILITIES
Ketchikan Gateway Borough	Ketchikan Ferry Terminal South (Berth 2)	—	STIP/M/L	L	STIP/L
Ketchikan Gateway Borough	Ketchikan Transfer Facility (Berth 3)	—	L	L	L
Ketchikan Gateway Borough	South Tongass (Saxman) Ferry Terminal	✓ - 2045	STIP/S	STIP/S	STIP/S
Petersburg Borough	Petersburg Ferry Terminal	—	L	L	L
Petersburg Borough	South Mitkof (Petersburg) Ferry Terminal	—	L	L	M/L
POW-Hyder Census Area	Clark Bay (Hollis) Ferry Terminal	—	M/L	L	M
POW-Hyder Census Area	Coffman Cove Ferry Terminal	—	M/L	M	M/L
POW-Hyder Census Area	Kake Ferry Terminal	✓ - 2045	STIP/L	L	L
POW-Hyder Census Area	Metlakatla (Annette Bay) Ferry Terminal	✓ - 2045	L	L	L
Sitka, City and Borough	Sitka Ferry Terminal	—	M/L	L	L
Skagway Borough, Municipality	Skagway Ferry Terminal	—	M/L	L	L
Wrangell, City and Borough	Wrangell Ferry Terminal	—	M/L	L	L
Yakutat, City and Borough	Yakutat City Dock	—	STIP/L	—	L

Legend: S = short-term; M = mid-term; L = long-term; - = No planned work; STIP = planned and funded through the Statewide Transportation Improvement Program; *the year following the check mark indicates the target year for increasing level of service (LOS).

3.6.5.2 Cascade Point Ferry Terminal

SEATP Update Recommendation:	**Advance construction of the Cascade Point Ferry Terminal.**

The Cascade Point Ferry Terminal has been identified as a high priority project. The terminal site is at Mile 42 of the Glacier Highway and is being developed as a public-private partnership with Goldbelt Inc., on Goldbelt lands. The project will construct a new ferry terminal at Cascade Point to support AMHS ferry operations and improve transportation reliability in one of the region's most important AMHS corridors. The terminal may help reduce long-term operating costs for AMHS and increase public access to Juneau and communities across Southeast.

The project is being advanced by DOT&PF, with the first stage focusing on the design-build project in the uplands area, including the ferry terminal access road and uplands staging area. Stage two is currently at 35 percent design and includes the ferry terminal, associated marine facilities, and onshore components. The Cascade Point Ferry Terminal is programmed for funding in the STIP (STIP ID # 33974) with an estimated budget of $53 million for the current phase of work. Per a recent economic analysis, phase two is anticipated to be between $50 and $100 million.[20]

3.6.5.3 State-owned Harbor Facilities

SEATP Update Recommendation:	**Identify funding and advance projects that address deteriorating harbor and seaplane base facilities. As facilities are improved, identify opportunities to transfer facilities to local governments.**

Many of Southeast's harbor and waterfront facilities were originally designed and constructed by the State in the late 1960s and early 1970s. Since their construction, these assets have received limited maintenance, with few comprehensive rehabilitation or recapitalization efforts. As a result, a significant number of facilities are now approaching, or have exceeded, their intended service life and are experiencing declining structural and functional performance.

These facilities are important to the communities they serve. Waterfront infrastructure supports essential functions including mail delivery, freight movement, commercial fishing, tourism, subsistence activities, and recreation. In many cases, these assets represent the primary access points for goods, services, and economic activity. The loss or failure of these facilities could have severe consequences, significantly disrupting community function and regional connectivity.

Despite the urgency of these needs, funding for harbor repair and replacement has become extremely limited. Current resources are generally restricted to small, emergency allocations that only address immediate safety concerns or critical failures, often through temporary or "stopgap" repairs. There is no consistent or sufficient funding source to support planned rehabilitation or full replacement of aging infrastructure.

Absent new funding mechanisms, the State and local communities may soon face decisions regarding facility closure or removal. However, full decommissioning and removal of marine infrastructure is also costly, and funding for these activities is similarly unavailable. This creates a growing risk of unmanaged asset failure, with significant implications for public safety, economic stability, and community resilience.

Seaplane base facilities are also discussed in Section 3.6.1 as they provide critical air service for communities; seaplane facilities are repeated in this section for a comprehensive summary. These facilities were cited as a significant concern for DOT&PF due to their condition, local importance, and difficulty funding. For some facilities, if improvements are funded then local governments may accept ownership of the facilities along with future maintenance and operations. Table 33 includes the condition and needs for all State-owned seaplane base and harbor facilities and Table 34 lists highest priority needs and estimated costs to repair or replace.

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[20] *Alaska DOT&PF. (2026, February 17). Cascade Point ferry terminal analysis. https://dot.alaska.gov/sereg/projects/cascade-point-ferry-terminal/assets/Cascade-Point-Ferry-Terminal-Analysis%20(Rev.%202.17.2026).pdf*

Table 33: State-owned Seaplane Base and Harbor Facilities Inventory and Needs

BOROUGH / CENSUS AREA	FACILITY	WORK NEEDED	PROJECT PRIORITY
Haines Borough	Excursion Inlet SPB	Complete replacement	High
Hoonah-Angoon Census Area	Angoon SPB	Refurbishment or replacement	Medium
Hoonah-Angoon Census Area	Elfin Cove Inner & Outer Floats	Complete replacement	Medium
Hoonah-Angoon Census Area	Funter Bay Cannery & SPB	Complete replacement	High
Hoonah-Angoon Census Area	Funter Bay Refuge Float	Complete replacement	High
Hoonah-Angoon Census Area	Hoonah SPB	Dredging under gangway float, replacement of bridge bearings, refurbish or replace gangway float	Medium
Hoonah-Angoon Census Area	Tenakee Floating Breakwaters	Complete replacement of two floating breakwaters	Very High
Ketchikan Gateway Borough	Helm Bay Refuge Float	Complete replacement	Low
Petersburg Borough	Entrance Island (Hobart Bay) Refuge Float	Complete replacement	Very High
Petersburg Borough	Kupreanof Float	Refurbishment or partial replacement	Low
Petersburg Borough	Petersburg Papke's Landing Float	Possible replacement	Low
Petersburg Borough	Petersburg SPB	Restoration and new pile anodes	Medium
POW-Hyder Census Area	Hollis Harbor and SPB	Refurbishment or partial replacement	Low
POW-Hyder Census Area	Hydaburg SPB	Replacement	Underway
POW-Hyder Census Area	Hyder Harbor	Dredging or relocation, new breakwaters, refurbishment	High
POW-Hyder Census Area	Kasaan Harbor & SPB	Miscellaneous refurbishment, some improvements have been made in the recent past	Low
POW-Hyder Census Area	Metlakatla SPB	None at present	Low
POW-Hyder Census Area	Naukati Harbor	Replace floating breakwater	Low
POW-Hyder Census Area	Point Baker Refuge Float	Refurbishment or partial replacement	Medium
POW-Hyder Census Area	Port Protection Refuge Float, SPB and Tidal Grid	Refurbishment or replacement	Very High

Table 34: Highest Priority Seaplane and Harbor Facility Needs and Costs

BOROUGH / CENSUS AREA	FACILITY	WORK NEEDED	PROJECT PRIORITY	COST
Haines Borough	Excursion Inlet SPB	Complete replacement	High	$1,500,000
Hoonah-Angoon Census Area	Angoon SPB	Refurbishment or replacement	Medium	$4,000,000
Hoonah-Angoon Census Area	Elfin Cove Inner & Outer Floats	Complete replacement	Medium	$4,000,000
Hoonah-Angoon Census Area	Funter Bay Cannery & SPB	Complete replacement	High	$2,000,000 (new facility)
Hoonah-Angoon Census Area	Funter Bay Refuge Float	Complete replacement	High	$1,000,000
Hoonah-Angoon Census Area	Hoonah SPB	Dredging under gangway float, replacement of bridge bearings, refurbish or replace gangway float	Medium	$1,500,000
Hoonah-Angoon Census Area	Tenakee Floating Breakwaters	Complete replacement of two floating breakwaters	Very High	$15,000,000
Petersburg Borough	Entrance Island (Hobart Bay) Refuge Float	Complete replacement	Very High	$850,000
Petersburg Borough	Petersburg SPB	Restoration and new pile anodes	Medium	$1,500,000 (repairs) $5,000,000 (replacement)
POW-Hyder Census Area	Hyder Harbor	Dredging or relocation, new breakwaters, refurbishment	High	$3,000,000
POW-Hyder Census Area	Point Baker Refuge Float	Refurbishment or partial replacement	Medium	$1,500,000
POW-Hyder Census Area	Port Protection Refuge Float, SPB and Tidal Grid	Refurbishment or replacement	Very High	$1,500,000

3.6.5.4 DOT&PF 10-Year Plan Priority Ferry Terminal and Harbor Projects

DOT&PF's 10-Year Plan identifies several additional ferry terminal and harbor projects as priorities for funding over the next ten years.[21] These projects are tentatively planned, but do not yet have funding identified, they are priorities for programming. Table 35 includes these projects with indication of near-term for those projects prioritized for funding within four years, mid-term for those prioritized for funding in five to eight years, there are no ferry terminal or harbor projects prioritized for long-term (nine-plus years).

[21] *Internal Alaska DOT&PF 10-Year Plan Tracking.*

Table 35: DOT&PF 10-Year Plan Unfunded Ferry Terminal and Harbor Projects

BOROUGH / CENSUS AREA	FERRY TERMINAL / HARBOR PROJECT NAME	STIP ID	NEAR-TERM	MID-TERM
Haines Borough	Haines Ferry Terminal Mooring Dolphin Upgrade	34800	—	✓
Hoonah-Angoon Census Area	(Gustavus) Dock and Float System Wave Barrier	34410	—	✓
Hoonah-Angoon Census Area	Tenakee Breakwater Replacement	34794	✓	—
Hoonah-Angoon Census Area	Hoonah Ferry Terminal Improvements	34806	—	✓
Petersburg Borough	Petersburg Ferry Terminal Marine and Electrical Upgrades	34809	—	✓
POW-Hyder Census Area	Hyder Harbor Dredging & Breakwater Replacement	34698	✓	—
POW-Hyder Census Area	Clark Bay Ferry Terminal Improvements	34802	—	✓
Sitka, City and Borough	Sitka Ferry Terminal Marine and Electrical Upgrades	34815	—	✓

3.6.5.5 Community Priority Projects

The Community Transportation Workshops and SEATP Update public engagement efforts highlight some community priority projects that are recommended for continued partnership and project pursuit. These projects are included in Table 36.

Table 36: Community Identified Priority Harbor and Ferry Terminal Projects

BOROUGH / CENSUS AREA	PROJECT SHORT NAME	CATEGORY	COMMUNITY-IDENTIFIED ISSUE / NEED	PRIORITY IDENTIFICATION
Haines Borough	Letnikof Harbor	Capital Projects	Currently lacks functional floats and a launch ramp. Planned to be replaced.	Community Transportation Workshop
Hoonah-Angoon Census Area	(Gustavus) Docks & Breakwater Improvements	Capital Projects	Dock and breakwater improvements in Gustavus.	Community Transportation Workshop
Hoonah-Angoon Census Area	Angoon Barge Landing Study	Capital Projects	Replace existing, damaged landing barge.	Public Comment
Ketchikan Gateway Borough	Saxman Harbor	Capital Projects	Update harbor plans and advance development of a full-service regional harbor serving cruise, ferry, barge, fishing, aviation, and recreational users.	Community Transportation Workshop
Ketchikan Gateway Borough	(Saxman) Ferry between Saxman and Annette Bay	Service	Advance shorter-route ferry connection serving Saxman and Annette Island.	Community Transportation Workshop

BOROUGH / CENSUS AREA	PROJECT SHORT NAME	CATEGORY	COMMUNITY-IDENTIFIED ISSUE / NEED	PRIORITY IDENTIFICATION
Petersburg Borough	Papke's Landing Reconstruction	Capital Projects	Replace existing ramp, dock, and float system and improve adjacent uplands to support parking and storage needs.	Community Transportation Workshop
Petersburg Borough	Scow Bay Haul-out & Harbor	Capital Projects	Upland expansion, ramp, and utility extensions, washdown pad, jetty improvements, and boarding float to improve safety and reduce travel to alternate facilities. Proposed harbor improvements include additional moorage for larger vessels and dedicated float.	Community Transportation Workshop
POW-Hyder Census Area	Maintenance of AMHS ferry terminal in Coffman Cove	Maintenance and Operations	Identify jurisdictional roles and responsibilities regarding maintenance and liability of the ferry terminal.	Community Transportation Workshop
POW-Hyder Census Area	Kake Fuel Dock	Capital Projects	New fuel dock facility.	Community Transportation Workshop
Skagway Borough, Municipality	Ferry Terminal Improvements	Capital Projects	Replacement of the ferry terminal which serves dual purpose for ferries and non-ferry ships. At the workshop it was noted that there were nine winter ferry cancellations attributed to docking issues due to degradation of the float.	Community Transportation Workshop
Wrangell, City and Borough	New Barge Landing	Capital Projects	Current barge landing is not rated for the weight and size of the current loads and is in a state of disrepair.	Community Transportation Workshop
Yakutat, City and Borough	Small Boat Harbor - Supplemental Funds	Programmatic and Funding	Remaining funding gap of approximately $3-4 million needed to complete planned improvements to the Yakutat Small Boat Harbor.	Community Transportation Workshop
Yakutat, City and Borough	Ferry Access and Service	Service	Limited marine service options serving Yakutat. Jet air service was noted as insufficient to meet broader community development and freight needs. Marine freight service is limited, with AML providing service approximately once per month, increasing to twice per month during the summer season.	Community Transportation Workshop

3.6.6 Public Facility Asset Priority Projects

The DOT&PF manages public facilities including the Hyder Levee.

3.6.6.1 Hyder Levee

SEATP Update Recommendation:	Advance the Hyder Levee project.

A significant vulnerability was highlighted in the community of Hyder related to flood protection infrastructure, which impacts the community's entire transportation network. A rock slope protected levee currently provides flood protection for Salmon River Road and many of the residential and commercial areas within Hyder. This levee protects the community from flooding associated with the Salmon River, a large, glacially-fed system that experiences one or more glacial lake outburst flood (GLOF) events during summer months. Loss or failure of this structure would result in substantial damage to transportation infrastructure, homes, and businesses.

The U.S. Army Corps of Engineers (USACE) and DOT&PF have identified numerous deficiencies in the existing levee, which is in poor condition and at risk of breach during a severe flooding event. The DOT&PF assumed responsibility for maintenance and repair of the structure in 1962. Since 2006, DOT&PF has pursued design and engineering efforts to rehabilitate or improve the levee in response to inspection findings and correspondence with the USACE. Engineering investigations have progressed to approximately 50 percent design; however, no federal funding source has been identified, and State funding has yet to be secured. Continued deterioration of the levee without improvements presents a growing risk to both the transportation system and the long-term viability of the community.

This project is estimated to require approximately $15 million in funding to complete.[22]

[22] *Internal estimate provided by DOT&PF*

APPENDIX 1:

Recommendations, Strategies, and Goal alignment

Table 1: Recommended Partnerships & SEATP Update Goals Alignment

			1) Safety and Accessibility: Provide safe access to transportation options for all users.				**2) System Reliability:** Improve the reliability of air, marine, and land transportation systems to support more consistent and dependable service.				**3) Cost-Effective Intermodal System:** Strengthen connections between land, air, and marine modes to create a more integrated and efficient transportation network.			**4) Economic Vitality:** Enhance transportation infrastructure and services that facilitate thriving communities, workforce access, and commerce.				**5) Resilience and Preservation:** Advance efforts to support more routine preservation, resilient infrastructure, and rapid response to hazard events to maintain the system in a state of good repair.				
Focus	**Mode**	**Recommended Partnerships**	(a) Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.	(b) Advance projects that support improved access to medical care or emergency response.	(c) Increase accessible facilities and services for users of all abilities.	(d) Support transportation system initiatives that reduce the cost of accessing and using transportation options across modes.	(a) Increase reliable airport, ferry, transit, and road connections.	(b) Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.	(c) Increase readily available information for users regarding travel conditions.	(d) Support consistent air and ferry service.	(a) Explore new road connections and shorter ferry routes to address network gaps.	(b) Lower life-cycle maintenance and operations costs for all modes.	(c) Prioritize the effective use of limited state resources.	(a) Support transportation links to high-use community destinations and attractions.	(b) Improve and leverage partnerships with local and tribal governments, other agencies, non-profits, and private entities.	(c) Support the efficient movement of fuel, food, and other freight.	(d) Advance projects that strengthen regional connectivity and support economic opportunities.	(a) Implement asset management strategies to keep systems in a state of good repair.	(b) Strengthen or advance new infrastructure to improve asset resiliency and redundancy.	(c) Collaborate with partners for emergency preparedness, response, and recovery.	(d) Limit impacts to both the human and natural environments from transportation infrastructure.	(e) Continue to further the use of technology for emergency preparedness, response, and recovery.
Community Planning	Other	Leverage the new SE RPO to further transportation planning efforts in Southeast.	—	—	—	—	—	—	—	—	—	—	—	—	X	—	—	—	—	—	—	—	—
Community Planning	Other	Coordinate with community leaders to address homeless encampments and flammable materials under bridges.	—	—	X	—	—	—	—	—	—	—	—	—	X	—	—	—	—	X	—	—	—
Community Planning	Roads	Leverage SS4A and other safety planning efforts to identify and advance targeted safety projects.	X	X	X	—	—	—	—	—	—	—	—	—	X	—	—	—	—	—	—	—	—
Emergency Response	Active Transportation and Transit	Coordinate with transit system operators to clarify and document roles for winter maintenance.	X	—	X	X	X	X	—	—	—	—	—	X	X	—	—	—	—	X	—	—	—
Emergency Response	Aviation	Maintain a system of reliable alternate landing areas and work with communities to document locally available stockpiles of materials to support timely airport repair and reconstruction in the events of damage to the airport runway. Consider emergency planning for non-certificated airports that do not have Airport Emergency Plans (AEPs).	—	—	—	—	X	—	—	X	—	—	—	—	X	—	—	—	—	X	—	—	—
Emergency Response	Multi-Modal Network	Explore advanced emergency procurement mechanisms to pre-qualify or pre-contract emergency response contractors across multiple communities to allow staff and equipment to be shared during major events.	X	—	—	—	—	X	—	—	—	—	X	—	X	—	—	—	—	X	—	—	—
Federal Requirements	Aviation	Continue to work with FAA to align sponsorship and ownership of seaplane facilities.	—	—	—	—	—	—	—	—	—	—	X	—	X	—	—	—	—	—	—	—	—
Funding	All	Partner with tribal governments for mutually beneficial opportunities to leverage TTP funds for safety planning, M&O activities, and infrastructure improvements.	—	—	—	—	—	—	—	—	—	—	X	—	X	—	—	—	—	—	—	—	—
Funding	All	Continue to partner with existing organizations, such as the Alaska Municipal League, Denali Commission, and SE RPO, to identify community project priorities and strengthen coordinated grant development.	—	—	—	—	—	—	—	—	—	—	—	—	X	—	—	—	—	—	—	—	—
Funding	All	Explore alternative funding options to advance projects that are not easily funded with regular formula funding including public-private partnership, discretionary grants, state bonds, congressionally directed spending, and other funding.	—	—	—	—	—	—	—	—	—	—	—	—	X	—	—	—	—	—	—	—	—

Table 2: Recommended Operational Solutions & SEATP Update Goals Alignment

Mode	Focus	Recommendation	Resource Needs for Implementation	**1) Safety and Accessibility:** Provide safe access to transportation options for all users.				**2) System Reliability:** Improve the reliability of air, marine, and land transportation systems to support more consistent and dependable service.				**3) Cost-Effective Intermodal System:** Strengthen connections between land, air, and marine modes to create a more integrated and efficient transportation network.			**4) Economic Vitality:** Enhance transportation infrastructure and services that facilitate thriving communities, workforce access, and commerce.				**5) Resilience and Preservation:** Advance efforts to support more routine preservation, resilient infrastructure, and rapid response to hazard events to maintain the system in a state of good repair.				
				(a) Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.	(b) Advance projects that support improved access to medical care or emergency response.	(c) Increase accessible facilities and services for users of all abilities.	(d) Support transportation system initiatives that reduce the cost of accessing and using transportation options across modes.	(a) Increase reliable airport, ferry, transit, and road connections.	(b) Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.	(c) Increase readily available information for users regarding travel conditions.	(d) Support consistent air and ferry service.	(a) Explore new road connections and shorter ferry routes to address network gaps.	(b) Lower life-cycle maintenance and operations costs for all modes.	(c) Prioritize the effective use of limited state resources.	(a) Support transportation links to high-use community destinations and attractions.	(b) Improve and leverage partnerships with local and tribal governments, other agencies, non-profits, and private entities.	(c) Support the efficient movement of fuel, food, and other freight.	(d) Advance projects that strengthen regional connectivity and support economic opportunities.	(a) Implement asset management strategies to keep systems in a state of good repair.	(b) Strengthen or advance new infrastructure to improve asset resiliency and redundancy.	(c) Collaborate with partners for emergency preparedness, response, and recovery.	(d) Limit impacts to both the human and natural environments from transportation infrastructure.	(e) Continue to further the use of technology for emergency preparedness, response, and recovery.
All Modes	Limited state resources used for local needs	Focus limited resources through the transfer of local roads, harbors, and seaplane facilities to local jurisdictions.	Funding to improve assets to support community acceptance of assets.	—	—	—	—	X	—	—	—	—	X	X	—	X	—	—	X	—	—	—	—
All Modes	New assets constructed without commensurate M&O funding increases	Develop and implement a process to evaluate annual maintenance and operations costs when advancing new assets and request commensurate funding increases to cover new asset costs.	Staff resources to develop and implement a documented workflow.	—	—	—	—	X	—	—	—	—	—	X	—	—	—	—	—	—	—	—	—
All Modes	Ad hoc emergency response with regard to routes and staffing	Identify, document, and formalize emergency routes within and between communities, and document staff availability during hazard events.	Staff resources to develop.	—	—	—	—	X	—	X	—	—	—	—	—	X	—	—	—	—	X	—	X
Active Transportation and Transit	Slower response for winter snow clearing	Improve snow and ice removal on sidewalks and transit stops. When possible, clear these facilities at the same time as adjacent road.	Additional staff, competitive wages to support recruitment/retention.	X	—	X	X	X	X	—	—	—	—	—	X	—	—	—	—	—	X	—	—
Active Transportation and Transit	Lack of snow removal information for users	Develop, adopt, and publish sidewalk winter maintenance prioritization for additional communities.	Staff resources to develop. Additional staff, competitive wages to support recruitment/retention.	—	—	—	—	X	—	X	—	—	—	—	X	—	—	—	—	—	—	—	—
Bridges	Lack of bridge crew to provide maintenance activities	Explore funding or organizational approaches for a dedicated bridge maintenance crew out of the DOT&PF's Southcoast Region Office.	Additional staff and equipment, competitive wages to support recruitment/retention.	—	—	—	—	X	—	—	—	—	X	X	—	—	—	—	X	—	—	—	—
Roads	High contractor costs, fewer road miles receive treatment	Explore funding or organizational approaches to re-establish a chip seal program using DOT&PF staff instead of contractors.	Additional staff, competitive wages to support recruitment/retention.	—	—	—	X	X	—	—	—	—	X	X	—	—	—	—	X	—	—	—	—

Table 3: Areawide Capital Project Priorities & SEATP Update Goals Alignment

Mode	Project	Key Funding Opportunities	**1) Safety and Accessibility:** Provide safe access to transportation options for all users.				**2) System Reliability:** Improve the reliability of air, marine, and land transportation systems to support more consistent and dependable service.				**3) Cost-Effective Intermodal System:** Strengthen connections between land, air, and marine modes to create a more integrated and efficient transportation network.			**4) Economic Vitality:** Enhance transportation infrastructure and services that facilitate thriving communities, workforce access, and commerce.				**5) Resilience and Preservation:** Advance efforts to support more routine preservation, resilient infrastructure, and rapid response to hazard events to maintain the system in a state of good repair.				
			(a) Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.	(b) Advance projects that support improved access to medical care or emergency response.	(c) Increase accessible facilities and services for users of all abilities.	(d) Support transportation system initiatives that reduce the cost of accessing and using transportation options across modes.	(a) Increase reliable airport, ferry, transit, and road connections.	(b) Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.	(c) Increase readily available information for users regarding travel conditions.	(d) Support consistent air and ferry service.	(a) Explore new road connections and shorter ferry routes to address network gaps.	(b) Lower life-cycle maintenance and operations costs for all modes.	(c) Prioritize the effective use of limited state resources.	(a) Support transportation links to high-use community destinations and attractions.	(b) Improve and leverage partnerships with local and tribal governments, other agencies, non-profits, and private entities.	(c) Support the efficient movement of fuel, food, and other freight.	(d) Advance projects that strengthen regional connectivity and support economic opportunities.	(a) Implement asset management strategies to keep systems in a state of good repair.	(b) Strengthen or advance new infrastructure to improve asset resiliency and redundancy.	(c) Collaborate with partners for emergency preparedness, response, and recovery.	(d) Limit impacts to both the human and natural environments from transportation infrastructure.	(e) Continue to further the use of technology for emergency preparedness, response, and recovery.
All	Continue to support community identified project priorities, such as those identified in Community Transportation Workshops, through partnership activities. These activities may include identifying funding opportunities and providing communities or partner agencies with letters of recommendation. Where project priorities are shared, further partnership activities may include developing cost estimates, pursuing funding, and supporting project delivery.	CTP, TAP, Discretionary Grants	—	—	—	—	—	—	—	—	—	—	—	—	**X**	—	—	—	—	—	—	—
Active Transportation	Advance safety and accessibility projects for active transportation facilities.	TAP, HSIP	**X**	—	**X**	**X**	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
AMHS	Advance project recommendations identified in the AMHS 2045 LRP.	STBG, FBD	—	—	—	—	**X**	—	—	**X**	—	—	—	—	**X**	—	**X**	**X**	**X**	—	—	—
Aviation	Advance airport state of good repair projects. Recommendations are focused on pavement, lighting, and landside infrastructure.	AIP	**X**	**X**	—	—	**X**	—	—	—	—	**X**	—	—	—	—	—	**X**	—	—	—	—
Aviation	Advance airport resiliency projects. Recommendations are focused on weather stations, weather cameras, and wind cones.	AIP, DYAASI	**X**	**X**	—	—	**X**	—	**X**	**X**	—	—	—	—	—	—	—	—	**X**	—	—	**X**
Aviation	Advance airport environmental projects. Recommendations are focused on PFAS contamination, environmental impacts, and wildlife interaction.	AIP	**X**	—	—	—	**X**	**X**	—	**X**	—	—	—	—	—	—	—	—	**X**	—	**X**	—
Aviation and Harbors	Identify funding and advance projects that address deteriorating seaplane base and harbor facilities. As facilities are improved, identify opportunities to transfer facilities to local governments.	AIP, State funding	—	**X**	—	—	**X**	**X**	—	**X**	—	**X**	**X**	—	**X**	—	**X**	**X**	**X**	—	—	—
Bridges	Advance bridge state of good repair projects. Recommendations are focused on addressing poor-condition bridges.	NHPP, STBG	—	**X**	—	—	—	—	—	—	—	**X**	—	—	—	—	—	**X**	**X**	—	—	—
Bridges	Advance bridge resiliency projects. Recommendations are focused on addressing specific identified bridge risks.	NHPP, STBG, PROTECT	—	**X**	—	—	**X**	**X**	—	—	—	—	—	—	—	—	—	**X**	**X**	—	—	—
Roads	Advance roadway state of good repair projects. Recommendations are focused on rehabilitation and preservation.	NHPP, STBG	**X**	—	**X**	—	—	—	—	—	—	**X**	—	—	—	—	—	**X**	**X**	—	—	—
Roads	Advance roadway resiliency projects. Recommendations are focused on rockfall and erosion mitigation, remote avalanche control and detection systems, and landslide susceptibility mapping.	NHPP, STBG, PROTECT	**X**	**X**	—	—	—	**X**	**X**	—	—	**X**	—	—	—	—	—	**X**	—	—	—	**X**

Table 4: Capital Project Priorities & SEATP Update Goals Alignment

					1) Safety and Accessibility: Provide safe access to transportation options for all users.				**2) System Reliability:** Improve the reliability of air, marine, and land transportation systems to support more consistent and dependable service.				**3) Cost-Effective Intermodal System:** Strengthen connections between land, air, and marine modes to create a more integrated and efficient transportation network.			**4) Economic Vitality:** Enhance transportation infrastructure and services that facilitate thriving communities, workforce access, and commerce.				**5) Resilience and Preservation:** Advance efforts to support more routine preservation, resilient infrastructure, and rapid response to hazard events to maintain the system in a state of good repair.				
Mode	**Borough / Census Area**	**Project**	**Estimated Costs[1]**	**Key Funding Opportunities**	(a) Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.	(b) Advance projects that support improved access to medical care or emergency response.	(c) Increase accessible facilities and services for users of all abilities.	(d) Support transportation system initiatives that reduce the cost of accessing and using transportation options across modes.	(a) Increase reliable airport, ferry, transit, and road connections.	(b) Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.	(c) Increase readily available information for users regarding travel conditions.	(d) Support consistent air and ferry service.	(a) Explore new road connections and shorter ferry routes to address network gaps.	(b) Lower life-cycle maintenance and operations costs for all modes.	(c) Prioritize the effective use of limited state resources.	(a) Support transportation links to high-use community destinations and attractions.	(b) Improve and leverage partnerships with local and tribal governments, other agencies, non-profits, and private entities.	(c) Support the efficient movement of fuel, food, and other freight.	(d) Advance projects that strengthen regional connectivity and support economic opportunities.	(a) Implement asset management strategies to keep systems in a state of good repair.	(b) Strengthen or advance new infrastructure to improve asset resiliency and redundancy.	(c) Collaborate with partners for emergency preparedness, response, and recovery.	(d) Limit impacts to both the human and natural environments from transportation infrastructure.	(e) Continue to further the use of technology for emergency preparedness, response, and recovery.
Airports	Hoonah-Angoon Census Area	Angoon Airport	$180 million[2]	AIP, Discretionary grants	—	X	—	X	X	X	—	X	—	—	—	—	—	X	X	—	X	—	—	—
Roads	Juneau, City and Borough	Glacier Lemon Spur Extension	$30 million	NHPP, STBG	X	X	X	—	X	—	—	—	—	—	—	X	—	—	—	—	X	—	—	—
Roads	Skagway Borough, Municipality	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	$180 million	NHPP	X	—	X	—	X	—	—	—	—	X	—	—	—	X	X	X	X	—	—	—
Bridges	Juneau, City and Borough	Juneau Douglas North Crossing	$360 million to $1.1 billion[3]	Discretionary Grants	—	X	X	—	X	X	—	—	—	—	—	X	—	—	X	—	X	—	—	—
Bridges	Ketchikan Gateway Borough	Complete the South Tongass Highway and Water Street Viaduct Project that includes repairs to Tongass Ave (BN 0997) and Water Street (BN 0797) Viaducts.	$65 million[4]	NHPP, Discretionary Grants	—	—	X	—	X	—	—	—	—	X	—	—	—	—	X	X	X	—	—	—
Bridges	Ketchikan Gateway Borough	Water Street Viaduct (BN 797) Replacement	$260 million[5]	NHPP, Discretionary Grants	—	—	X	—	X	—	—	—	—	X	—	—	—	—	X	X	X	—	—	—
Bridges	Ketchikan Gateway Borough	Tongass Avenue Viaduct (BN 997) Replacement	~$645 million	NHPP, Discretionary Grants	—	—	X	—	X	—	—	—	—	X	—	—	—	—	X	X	X	—	—	—
AMHS	Juneau, City and Borough	Cascade Point Ferry Terminal	$50 – 100 million	STBG, Discretionary Grants	—	—	—	—	X	—	—	X	X	X	X	—	—	X	X	—	—	—	—	—
Public Facilities	POW-Hyder Census Area	Hyder Levee	$15 million	State funds, Ineligible for federal transportation funding	X	—	—	—	—	X	—	—	—	—	—	—	—	—	—	X	X	—	X	—

[1] *Internal DOT&PF 10 Year Plan unless otherwise noted.*

[2] *Updated internal DOT&PF estimate.*

[3] *Juneau Douglas North Crossing Planning and Environmental Linkages Study, pending preferred alternative.*

[4] *Updated internal DOT&PF estimate, anticipated annual construction obligations from FY2027 to 2030.*

[5] *Updated internal DOT&PF estimate.*