



# A Regional Component of Alaska's Statewide Long-Range Transportation Plan

September 2026, DRAFT



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# ACRONYMS

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|               |                                                      |
|---------------|------------------------------------------------------|
| AAC           | Alaska Administrative Code                           |
| AADT          | Annual Average Daily Traffic                         |
| AASP          | Alaska Aviation System Plan                          |
| ACIP          | Airport Capital Improvement Program                  |
| ADA           | Americans with Disabilities Act                      |
| ADF&G         | Alaska Department of Fish and Game                   |
| ADIP          | Airport Data and Information Portal                  |
| AEPs          | Airport Emergency Plans                              |
| AFFF          | Aqueous Film Forming Foam                            |
| AHS           | Alaska Highway System                                |
| AIP           | Airport Improvement Program                          |
| ALPs          | Airport Layout Plans                                 |
| AMHOB         | Alaska Marine Highway Operations Board               |
| AMHS          | Alaska Marine Highway System                         |
| AMHS 2045 LRP | Alaska Marine Highway System Long-Range Plan         |
| AML           | Alaska Marine Lines                                  |
| AMPs          | Airport Master Plans                                 |
| ANCSA         | Alaska Native Claims Settlement Act                  |
| ANILCA        | Alaska National Interest Lands Conservation Act      |
| Apaid         | Airport Paid Weather Observer                        |
| ARFF          | Aircraft Rescue and Firefighting                     |
| AS            | Alaska Statute                                       |
| ASOS          | Automated Surface Observing System                   |
| ATIA          | Alaska Travel Industry Association                   |
| AWOS          | Automated Weather Observing System                   |
| BIA           | Bureau of Indian Affairs                             |
| BN            | Bridge Number                                        |
| BUILD         | Better Utilizing Investments to Leverage Development |
| CARE          | Alaska Critical Analysis and Reporting Environment   |
| CBJ           | City and Borough of Juneau                           |
| CBW           | City and Borough of Wrangell                         |
| CBY           | City and Borough of Yakutat                          |
| CDS           | Congressionally Designated Funding                   |

|          |                                                                          |
|----------|--------------------------------------------------------------------------|
| CFEC     | Commercial Fisheries Entry Commission                                    |
| CFR      | Code of Federal Regulations                                              |
| CRFCs    | Critical Rural Freight Corridors                                         |
| CTP      | Community Transportation Program                                         |
| CUFCs    | Critical Urban Freight Corridors                                         |
| DOLWD    | Alaska Department of Labor and Workforce Development                     |
| DOT&PF   | Alaska Department of Transportation & Public Facilities                  |
| DYAASI   | Don Young Alaska Aviation Safety Initiative                              |
| EAS      | Essential Air Service                                                    |
| FAA      | Federal Aviation Administration                                          |
| FBP      | Ferry Boat Program                                                       |
| FEMA     | Federal Emergency Management Agency                                      |
| FHWA     | Federal Highway Administration                                           |
| FLAP     | Federal Lands Access Program                                             |
| FPID     | Fish Passage Inventory Database                                          |
| FTA      | Federal Transit Administration                                           |
| HPCM     | Alaska Highway Preconstruction Manual                                    |
| HSIP     | Highway Safety Improvement Program                                       |
| IFA      | Inter-Island Ferry Authority                                             |
| IIJA     | Infrastructure Investment and Jobs Act                                   |
| IRR      | Indian Reservation Roads                                                 |
| UAA ISER | University of Alaska Anchorage Institute of Social and Economic Research |
| KGB      | Ketchikan Gateway Borough                                                |
| L RTP    | Long-Range Transportation Plan                                           |
| M&O      | Maintenance and Operations                                               |
| MARAD    | U.S Maritime Administration                                              |
| Medevac  | Medical Evacuation                                                       |
| Memos    | Memoranda                                                                |
| NBI      | National Bridge Inventory                                                |
| NBIS     | National Bridge Inspection Standards                                     |
| NEPA     | National Environmental Policy Act                                        |
| NHFN     | National Highway Freight Network                                         |
| NHPP     | National Highway Performance Program                                     |
| NHS      | National Highway System                                                  |
| NOAA     | National Oceanic and Atmospheric Administration                          |

|           |                                                                                              |
|-----------|----------------------------------------------------------------------------------------------|
| NPIAS     | National Plan of Integrated Airport Systems                                                  |
| NPS       | National Park Service                                                                        |
| NWS       | National Weather Service                                                                     |
| PFAS      | Per- and Polyfluoroalkyl Substances                                                          |
| PHFS      | Primary Highway Freight System                                                               |
| PIDP      | Port Infrastructure Development Program                                                      |
| POW-Hyder | Prince of Wales-Hyder                                                                        |
| PROTECT   | Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation |
| RAISE     | Rebuilding American Infrastructure with Sustainability and Equity                            |
| ROWs      | Rights-of-Way                                                                                |
| RPO       | Regional Planning Organization                                                               |
| RS2477    | Revised Statute 2477                                                                         |
| RTP       | Recreational Trails Program                                                                  |
| Samson    | Samson Tug and Barge                                                                         |
| SE RPO    | Southeast Alaska Regional Planning Organization                                              |
| SEATP     | Southeast Alaska Transportation Plan                                                         |
| SEC       | Southeast Conference                                                                         |
| SMFN      | Statewide Multimodal Freight Network                                                         |
| Southeast | Southeast Alaska Region                                                                      |
| SPB       | Seaplane Base                                                                                |
| Sq Ft     | Square Feet                                                                                  |
| SS4A      | Safe Streets and Roads for All                                                               |
| STBG      | Surface Transportation Block Grant                                                           |
| STIP      | Statewide Transportation Improvement Program                                                 |
| TAP       | Transportation Alternatives Program                                                          |
| TIA       | Traffic Impact Analysis                                                                      |
| TTP       | Tribal Transportation Program                                                                |
| UAS       | Unmanned Aircraft Systems                                                                    |
| USACE     | United States Army Corps of Engineers                                                        |
| USC       | United States Code                                                                           |
| USDOT     | United States Department of Transportation                                                   |
| USFS      | United States Forest Service                                                                 |
| USMHP     | United State Marine Highway Program                                                          |
| USMHS     | United States Marine Highway System                                                          |
| VWOS      | Visual Weather Observing System                                                              |



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

## Department of Transportation and Public Facilities

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August 31, 2026

Fellow Alaskans:

I am pleased to share the draft Southeast Alaska Transportation Plan (SEATP) Update for public review and comment. The plan establishes a 20-year direction for improving how people and goods move within Southeast Alaska and between the region and neighboring markets. It reflects extensive coordination with Tribes, local governments, the Southeast Regional Planning Organization, residents, businesses, and transportation partners.

Southeast Alaska's geography makes its transportation system both essential and complex. Most communities are not connected by road and depend on a combination of roads, airports, ports, ferries, and other marine services. The region also faces aging infrastructure, high transportation and living costs, natural-hazard and weather disruptions, workforce constraints, and long-term demographic change. These conditions require clear priorities and investments that recognize limited resources and long-term operating and maintenance costs.

The draft plan advances a vision for an integrated land, air, and marine transportation system providing safe access to essential services, economic opportunities, and social connections that is more cost-effective, resilient, and well-maintained. Its recommendations focus on safety and accessibility, reliability, cost-effective intermodal connections, economic vitality, and resilience and preservation. This means maintaining existing assets, reducing disruptions, improving freight movement, and evaluating strategic road and intermodal connections that may lower long-term costs and expand access to jobs, resources, and community services.

SEATP is the regional multimodal transportation plan, not a ferry service plan. It works alongside the 2045 Alaska Marine Highway System Long-Range Plan, which addresses AMHS service, vessels, terminals, workforce, and financial sustainability in greater detail. SEATP considers ferries as one essential part of the broader network and examines how marine, aviation, and surface transportation can work together more safely, reliably, and efficiently. Your feedback will help ensure the final plan reflects Southeast Alaska's needs and provides a practical framework for future decisions. Please review the draft and share your comments during the public comment period.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.  
Commissioner

*"Keep Alaska Moving."*

# 1.0 LAYING THE FOUNDATION

---

## 1.1 Purpose of the Southeast Alaska Transportation Plan

The Southeast Alaska Transportation Plan (SEATP) is a 20-year regional multimodal transportation plan. It is a key component of the State of Alaska Department of Transportation and Public Facilities' (DOT&PF) statewide transportation planning process. DOT&PF is responsible for transportation planning, environmental compliance, safety regulations, design and construction, and maintenance and operations of its air, surface and marine facilities. In alignment with these responsibilities and part of DOT&PF's overarching mission to "Keep Alaska Moving," this SEATP Update will guide future public investments in the transportation infrastructure of Southeast Alaska (Southeast) through 2045 by providing DOT&PF with a framework to plan for, construct, and maintain a multimodal transportation system that meets the needs of Southeast.

### Why is the plan being updated?

The SEATP Update will guide multimodal investment and decision-making for DOT&PF infrastructure across Southeast through 2045. The SEATP was last updated and adopted in 2004, with a draft developed in 2014 that reflected a decade of change. Since then, Southeast 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 the changes in Southeast and prepare for future challenges, enabling the transportation system to remain responsive to the region's needs and priorities.**

Southeast's unique geography, characterized by steep mountainous terrain, expansive waterways, and remote islands, creates significant challenges and exposes communities to natural hazards such as severe weather and increasingly frequent landslides. Much of Southeast lies within the Tongass National Forest where heavy rainfall accelerates erosion and infrastructure wear. These conditions highlight the region's dynamic landscape and underscore the need for proactive and periodic plan updates that address safety and access while prioritizing preservation and resilience.

### What is the focus?

The SEATP Update addresses major regional transportation needs as well as community transportation needs that have regional importance. Public outreach, focused input from communities and transportation users, workshops conducted across DOT&PF departments, data collection, and evaluation of existing conditions all informed the SEATP Update and resulted in the identification of key issues, needs, and recommendations for Southeast. Table 1 identifies what the SEATP Update can and cannot do.

Table 1: Capabilities of the SEATP Update

| The SEATP Update Can                                                                                                                                                                      | The SEATP Update Cannot                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Set goals that guide DOT&PF's transportation investment priorities within the region                                                                                                      | Change future land use                                                             |
| Describe unique transportation characteristics, trends, and other factors that are projected to influence the needs of the region's transportation system over a 20-year planning horizon | Change ferry, transit, or air service levels, schedules, or fares                  |
| Identify and capture key transportation needs in all modes for community and agency use in advocating for, planning for, programming, and funding improvement                             | Change the posted speed limit on roads in the region                               |
| Recommend projects, programs, and policies of greatest regional significance and identify recommended funding and implementation strategies                                               | Guarantee project funding                                                          |
|                                                                                                                                                                                           | Design projects                                                                    |
|                                                                                                                                                                                           | Make decisions or set priorities for local or tribal transportation infrastructure |

## 1.2 The Regional Long-Range Transportation Plan in Context

Regional long-range transportation plans (LRTP) evaluate the transportation system within a defined geographic area while aligning with statewide plans that establish overarching goals, policies, and funding priorities for Alaska, in particular the Statewide LRTP. The Statewide LRTP is supported by six regional LRTPs including the SEATP, that provide regional context and direction. Each LRTP geographic area is distinguished – for transportation planning purposes – by the types of communities, transportation modes used, and economic factors of the area.

Regional plans must be developed in the context of statewide plans while incorporating other relevant plans, such as modal and agency-specific plans, to address the region's unique transportation needs. The planning process emphasizes public involvement and interested party outreach to identify the goals and priorities of local communities and transportation system users, resulting in specific project recommendations intended to improve mobility, accessibility, and quality of life within the region.

Regional LRTPs consider all modes of transportation, while mode-specific plans evaluate one mode, such as air, marine, or active transportation. Mode-specific plans consider the broader transportation system but emphasize the needs, recommendations, strategies, and priorities of a specific modal system. For Southeast, the recently completed Alaska Marine Highway System 2045 Long-Range Plan (AMHS 2045 LRP) is a particularly important supporting and complementary plan, as it identifies service, vessel, and terminal priorities that are critical to a region with a high reliance on ferry transportation.

The policy, regional, and modal plans inform DOT&PF's transportation investments, including the development of the Statewide Transportation Improvement Program (STIP) and the Airport Improvement Program (AIP). Figure 1 on the following page illustrates this 'Family of Plans.' The following sections provide greater detail on federal and State planning regulations and key transportation plans.



Figure 1: Alaska DOT&PF Family of Plans

### 1.2.1 Transportation Planning Requirements

When developing a transportation plan, there are several requirements that must be met. This section provides an overview of the applicable state and federal regulations.

The DOT&PF is required to conduct statewide transportation planning per Title 23 of the United States Code, Section 135 (23 USC 135) to receive federal highway transportation funding for Alaska. This federally mandated process specifies that each State shall carry out a "3C" – Continuing, Cooperative, and Comprehensive – statewide transportation planning process (Figure 2) that provides for consideration and implementation of projects, strategies, and services that will address transportation planning factors.

Further guidance on how to conduct a subarea plan, equivalent to Alaska regional LRTPs, is outlined in Title 23, Code of Federal Regulations, Part 450 subsection 212(a) (23 CFR § 450.212(a)) Planning Assistance and Standards. Planning efforts should consider Federal Transit Administration (FTA), Federal Aviation Administration (FAA), and Federal-Aid Highway Program goals.

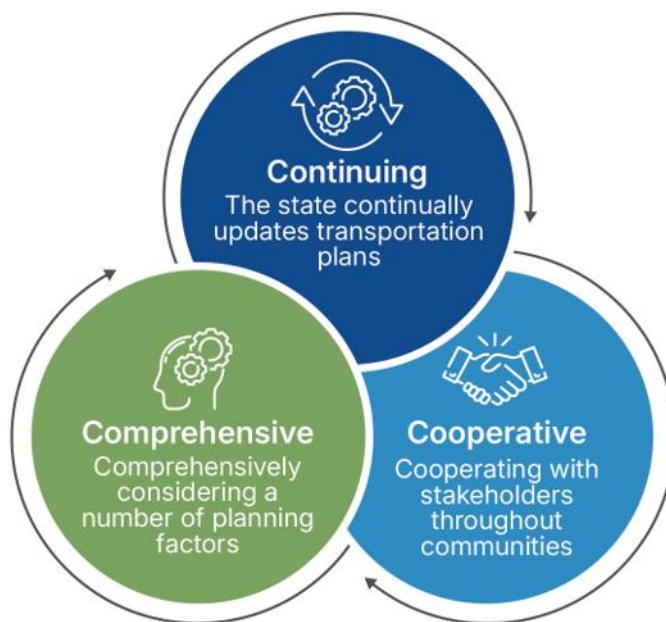


Figure 2: Federal Transportation Planning "3C" Approach

Long-range transportation plans must comply with ten federally required planning factors found in Title 23 of the Code of Federal Regulations, Section 450.206 (23 CFR § 450.206).<sup>1</sup> These planning factors focus on supporting economic vitality, increasing safety, security, and accessibility, improving efficiency and resiliency, and enhancing travel and connectivity. These plans must also comply with State of Alaska transportation planning requirements and processes, defined in Title 17, Chapter 05, Section 120 of the Alaska Administrative Code (17 AAC § 05.120). The full list of planning factors is included in Appendix C: Vision, Goals, and Objectives.

In summary, state and federal regulations have overlapping goals, as shown in Figure 3.

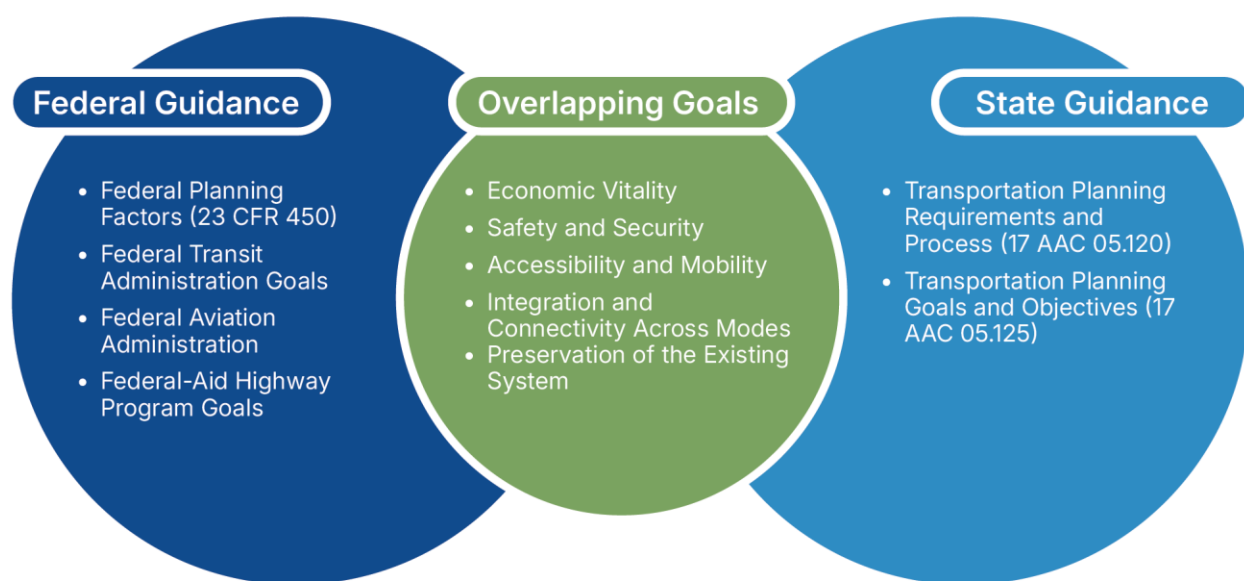


Figure 3: Summary of Federal and State Transportation Planning Regulations and Goals

### 1.2.2 Key Transportation Plans

Several federal, state, regional, and local plans were reviewed to identify themes and needs and to align with DOT&PF's Strategic Investment Areas—Safety, State of Good Repair, Resiliency, Sustainability, and Economic Vitality. A list of all plans reviewed can be found in Appendix C: Vision, Goals, and Objectives.

Of the plans reviewed, several contained key information that contributed to the SEATP Update vision and goals framework, including the statewide policy plans, prior Southeast Alaska Transportation Plans, the AMHS 2045 LRP, and the Alaska Aviation System Plan (AASP).

<sup>1</sup> U.S. Department of Transportation. 23 CFR § 450.206: Scope of the statewide transportation planning process. Code of Federal Regulations. Retrieved from <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B/section-450.206>

### 1.2.2.1 The Statewide Long-Range Transportation Plan

The DOT&PF is actively updating the Statewide Long-Range Transportation Plan (LRTP 2055). The SEATP Update planning team has coordinated with the ongoing LRTP 2055 effort to the extent practicable to maintain alignment.

In addition to the ongoing LRTP efforts, the previous editions of the LRTP have a role in the development of the SEATP Update. The most recent LRTP updates included a 2016 adopted plan (Let's Keep Moving 2036) and a 2022 unadopted draft update (Alaska Moves 2050). The comparison of visions and goals from each of these documents are included in Appendix C: Vision, Goals, and Objectives.

### 1.2.2.2 Prior Southeast Alaska Transportation Plans

Almost 40 years of transportation planning history is available for Southeast, with consistent needs identified over time, including the AMHS capacity and routes, cost of transportation, community connections, travel time, and maintenance costs of transportation facilities and assets.

Previous versions of the SEATP included detailed recommendations for the AMHS to support the requirements of Title 19, Chapter 65, Article 1 of the Alaska Statutes (AS §19.65.011). With the development of the AMHS 2045 LRP in 2025, described in the next section, those statutory requirements are fully met. This allows the current SEATP Update to focus on the region's multimodal nature while deferring to the AMHS 2045 LRP for detailed recommendations for vessels, terminals, or service.

The most recent SEATP versions included a 2004 adopted plan and a 2014 unadopted plan. These plans have many similarities, particularly regarding their mission/vision and goals, which can be found in Appendix C: Vision, Goals, and Objectives.

**A key outcome from the 2004 SEATP was the identification of essential highway and utility corridors to be reserved and protected to meet future transportation needs in the region. Several of these routes became formally reserved as easements per section 4407 of Public Law 109-59 and came to be referred to as 4407 easements. The adoption of the 2004 SEATP served as an *"official expression of State policy that no other action by any other party should be taken that would interfere with public use of any of the mapped corridors."***

**This inclusion and identification of 4407 easements also came with requests to the United States Forest Service (USFS) to incorporate all of the identified highways and utility corridors into the Tongass Land Management Plan and to preserve and protect these corridors for these purposes as well as to contribute to the State's efforts, by connecting forests roads that are located within essential road corridors identified by the State. This topic is discussed further in Section 2.6.**

### 1.2.2.3 The Alaska Marine Highway System 2045 Long-Range Plan

The AMHS 2045 LRP provides a long-term vision for the AMHS through 2045. It includes a decision-making framework for changes to service, fleet renewal, terminal infrastructure, workforce development, and financial sustainability. Effective operations of the AMHS are essential for roadless and coastal communities as well as businesses served by the ferry. Many of these communities and businesses are located in Southeast.

**The SEATP Update has been developed in alignment with the recommendations identified in the AMHS 2045 LRP.**

With the approval of the AMHS 2045 LRP, AMHS now has a dedicated long-range plan for vessel, terminal, and service recommendations and strategies developed in consultation with the Alaska Marine Highway Operations Board (AMHOB). Additional AMHS related recommendations identified through the SEATP Update planning process have been coordinated with DOT&PF and AMHS leadership for consideration.

### 1.2.2.4 The Alaska Aviation System Plan

The Alaska Aviation System Plan (AASP) studies and analyzes the performance and interaction of airports in Alaska to understand how to plan for future development and address issues. Due to the large number of airports throughout Alaska, the AASP is updated using a continuous aviation system planning process carried out by DOT&PF.

The AASP focuses on:

- Improving safety, efficiency and system performance.
- Enhancing data accuracy, planning tools, and interagency coordination.
- Supporting economic vitality through strategic investment and policy development.

## 1.3 Development of the Southeast Alaska Transportation Plan Update

The overall SEATP Update was developed through five key parts of the planning process detailed in the following sections.

### 1.3.1 Technical Memoranda and Supporting Documents

A series of technical memoranda (memos) were developed throughout the planning process to document existing conditions, evaluate transportation systems and trends, assess future needs, and support development of the final plan recommendations. These technical memos provide the analytical foundation for the SEATP Update and informed decision making at key milestones. Collectively, they document the data collection, interested party input, forecasting, system assessments, and implementation strategies considered during the planning process.

The technical memos are included in the appendices and consist of the following:

- **Appendix A:** Existing Conditions
- **Appendix B:** Population and Economic Forecast
- **Appendix C:** Vision, Goals, and Objectives
- **Appendix D:** Trails, Easements, and Rights-Of-Way Technical Memorandum
- **Appendix E:** Aviation Transportation System Technical Memorandum
- **Appendix F:** Surface Transportation System Technical Memorandum
- **Appendix G:** Waterways, Ferries, and Freight Technical Memorandum
- **Appendix H:** Risk and Resiliency Analysis Technical Memorandum
- **Appendix I:** Implementation and Funding Technical Memorandum
- **Appendix J:** Public Engagement Summary

### 1.3.2 Engaging the Region

Public and agency engagement for the SEATP Update focuses on providing opportunities for the community to stay informed and actively participate in the planning process while meeting all applicable federal, DOT&PF, and local government requirements. DOT&PF is required to include disclosure regarding Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) of 1990 compliance as part of agency outreach and public involvement.<sup>2</sup> The following language provided by the DOT&PF reflects this compliance and is used for presentation materials, notices, and displays throughout the planning effort.

A comprehensive regional transportation system encompassing all modes of travel is essential to supporting social and economic opportunities. Such a system must provide equitable access to affordable, reliable transportation options while incorporating solutions tailored to the unique context of each community. Accordingly, the planning process emphasizes providing and maintaining transportation accessibility throughout the region.

**"It is the policy of the Alaska DOT&PF that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration, and State of Alaska funds."**

**"If you require reasonable accommodation and/or special modifications to participate in project open houses, please contact Public Involvement at 907-562-2000. Please make your request at least 10 days before the accommodation is needed in order to make any necessary arrangements. To communicate by text telephone, dial TTY 711 or 1-800-770-8973."**

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<sup>2</sup>DOT&PF Civil Rights Office <https://dot.alaska.gov/cvlrts/>

Early activities included the development of a Public Involvement Plan, identification of key interested parties, and establishment of a project website to support ongoing communication and transparency. Public outreach provided meaningful opportunities for community members to share their lived experience, evaluate how well the existing transportation system meets their needs, identify existing gaps and priorities, and provide input to inform transportation policy guidance and regional priorities by seeking input on:

- Future transportation and economic development opportunities in Southeast
- Vision, goals, and objectives
- Surface transportation, marine, and aviation issues and needs
- Resiliency
- Draft SEATP Plan Update

**Comments received throughout the planning process via email, mail, phone, verbally, or in writing were distributed to the project team and archived in a project correspondence log.**

The SEATP Update used a range of communication methods to support broad and inclusive engagement, including web-based communications, workshops, open houses, small group meetings, and Tribal coordination.

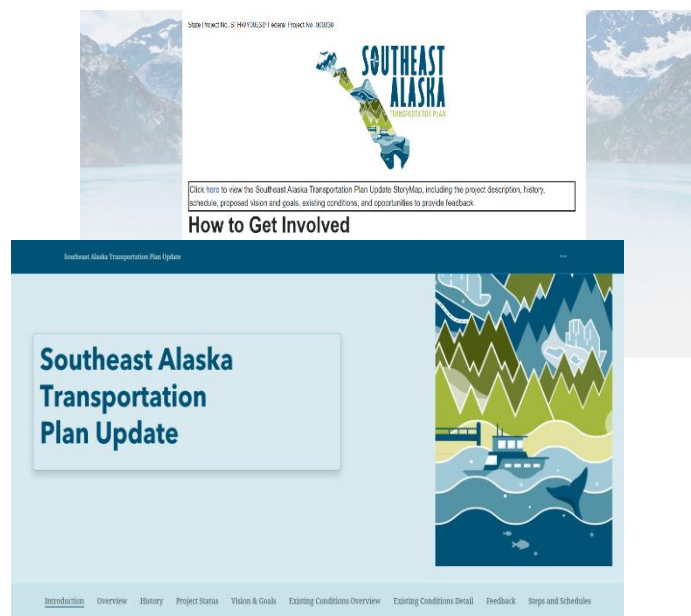
### *Project Website*

An ADA-compliant project website was created to provide public access to information pertinent to the planning process. The website included key resources such as a project description, a map of the planning region, the project schedule, information on project meetings and events, frequently asked questions, technical memos, and contact information for the planning team.

Supplemental public engagement through social media platforms directed users to the project website and encouraged broader participation in the planning process.

### *StoryMap*

Using ESRI ArcGIS StoryMaps, the planning team developed and regularly updated an interactive, multimedia platform presenting both high-level and detailed information on the SEATP Update. The StoryMap incorporated features that enabled community members to view information through an interactive mapping interface, facilitating geographically specific feedback.



## Southeast Conference

Throughout the planning effort, the Southeast Conference provided an important avenue for meaningful engagement with individuals and organizations from across Southeast. Engagement activities conducted and planned as part of the SEATP Update include:

- **SEC Transportation Committee** – Juneau, June 2025
  - Presentation introducing the SEATP Update and gathering initial feedback and insight from attendees
- **SEC Annual Meeting** – Sitka, September 2025
  - Workshop and presentation focused on transportation and economic development opportunities in Southeast. Discussions provided insight into what is working well in Southeast and transportation issues affecting Southeast communities.
- **SEC Mid-Session Summit and Transportation Symposium** – Juneau, February 2026
  - Workshop focused on risk and resiliency in Southeast through consideration of socio-economic, financial, and weather based scenarios.
- **SEC Annual Meeting** – Ketchikan, September/October 2026
  - Engagement opportunity focused on review of and input on the Draft SEATP Update.

## Open Houses

The planning team conducted two rounds of in-person and virtual open houses. The first round of open houses was held in late 2025 and focused on gathering baseline information and informing communities throughout the region about the SEATP Update. The second round, conducted in fall 2026, provided an opportunity for public review of and feedback on the draft plan.

- **Round 1:** The open houses provided an opportunity to gather data on community needs while informing residents and interested groups about the SEATP Update. In-person meetings were conducted in Ketchikan and Juneau, and two virtual meetings were held to accommodate community members unable to attend in-person (Figure 4).
- **Round 2:** The open houses provided an opportunity to gather community feedback on the Draft SEATP Update.



Figure 4: Open House in Juneau

Collectively, these efforts reached approximately 160 individuals from across Southeast and generated input on specific community needs and priorities. Feedback emphasized key themes including community resilience, transportation reliability and connectivity, environmental protection, climate resilience, large area projects, freight and supply chain issues, safety, infrastructure maintenance, active transportation and accessibility, ferry system, economic development, and specific community needs and priorities (Figure 5).

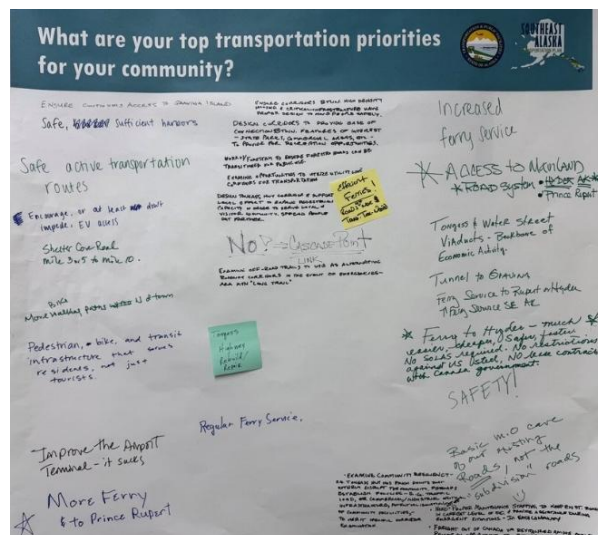


Figure 5: Community Feedback in Ketchikan

## Small Group Meetings

The SEATP Update planning team conducted small group meetings to provide interested parties and technical advisors with opportunities for direct and collaborative engagement with the planning team. These sessions were designed to facilitate informal, in-depth discussions with the planning team, enabling participants to better understand the plan, share specific and regional community needs, receive updates on progress, discuss next steps, and encourage continued feedback and dialogue.

## Tribal Coordination

Tribal consultation, outreach, and coordination across the state is important for cultural, social, environmental, and economic reasons. Southeast is home to 19 federally recognized tribes, and 13 Alaska Native Corporations. Each of these federally recognized Tribes has its own distinct traditions, history, and knowledge of the area. Effective outreach to these communities fosters collaboration while respecting their sovereignty and recognizes their voices are central in decision making. The inclusion of this outreach, coordination, and engagement strengthens relationships between state, federal, and tribal entities, helping to create a more inclusive planning process for all Alaskans.

Outreach for the SEATP Update included tribal coordination by sending updates and notice prior to community engagement activities to tribal representatives.

Table 2 identifies the Federally Recognized Tribes<sup>3</sup> and Alaska Native Corporations in Southeast<sup>4</sup>.

<sup>3</sup> Bureau of Indian Affairs. (2026, January 30). Indian entities recognized by and eligible to receive services from the United States Bureau of Indian Affairs. Federal Register. <https://www.federalregister.gov/documents/2026/01/30/2026-01899/indian-entities-recognized-by-and-eligible-to-receive-services-from-the-united-states-bureau-of>

<sup>4</sup> Sealaska Corporation. (2026). Southeast communities. MySealaska. <https://www.mysealaska.com/Communities>

Table 2: Federally Recognized Tribes of Southeast Alaska

| Borough / Census Area             | Federally Recognized Tribe(s)                                                                                                                                                                                                                                                                       | Alaska Native Corporations*                                                                                                                                                                               |
|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Haines Borough                    | <ul style="list-style-type: none"> <li>Chilkoot Indian Association (Haines)</li> </ul>                                                                                                                                                                                                              | —                                                                                                                                                                                                         |
| Hoonah-Angoon Census Area         | <ul style="list-style-type: none"> <li>Angoon Community Association</li> <li>Chilkat Indian Village (Klukwan)</li> <li>Hoonah Indian Association</li> </ul>                                                                                                                                         | <ul style="list-style-type: none"> <li>Klukwan Native Corporation</li> <li>Kootznoowoo, Incorporated</li> <li>Huna Totem Corporation</li> </ul>                                                           |
| Juneau, City and Borough          | <ul style="list-style-type: none"> <li>Central Council of the Tlingit &amp; Haida Indian Tribes</li> <li>Douglas Indian Association</li> </ul>                                                                                                                                                      | <ul style="list-style-type: none"> <li>Goldbelt, Incorporated</li> <li>Sealaska Corporation (regional)</li> </ul>                                                                                         |
| Ketchikan Gateway Borough         | <ul style="list-style-type: none"> <li>Ketchikan Indian Community</li> <li>Organized Village of Saxman</li> </ul>                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Cape Fox Corporation</li> </ul>                                                                                                                                    |
| Petersburg Borough                | <ul style="list-style-type: none"> <li>Petersburg Indian Association</li> </ul>                                                                                                                                                                                                                     | —                                                                                                                                                                                                         |
| Prince of Wales-Hyder Census Area | <ul style="list-style-type: none"> <li>Craig Tribal Association</li> <li>Organized Village of Kasaan</li> <li>Metlakatla Indian Community, Annette Island Reserve*</li> <li>Organized Village of Kake</li> <li>Hydaburg Cooperative Association</li> <li>Klawock Cooperative Association</li> </ul> | <ul style="list-style-type: none"> <li>Kake Tribal Corporation</li> <li>Kavilco, Incorporated</li> <li>Shaan-Seet, Incorporated</li> <li>Haida Corporation</li> <li>Klawock Heenya Corporation</li> </ul> |
| Sitka, City and Borough           | <ul style="list-style-type: none"> <li>Sitka Tribe of Alaska</li> </ul>                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Shee Atika, Incorporated</li> </ul>                                                                                                                                |
| Skagway Borough, Municipality     | <ul style="list-style-type: none"> <li>Skagway Village</li> </ul>                                                                                                                                                                                                                                   | —                                                                                                                                                                                                         |
| Wrangell, City and Borough        | <ul style="list-style-type: none"> <li>Wrangell Cooperative Association</li> </ul>                                                                                                                                                                                                                  | —                                                                                                                                                                                                         |
| Yakutat, City and Borough         | <ul style="list-style-type: none"> <li>Yakutat Tlingit Tribe</li> </ul>                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Yak-Tat <u>K</u>wáan Incorporated</li> </ul>                                                                                                                       |

\*Metlakatla Indian Community is a Federally Recognized Indian Reservation.

Figure 6 includes a complete overview of the engagement activities conducted for the SEATP Update.

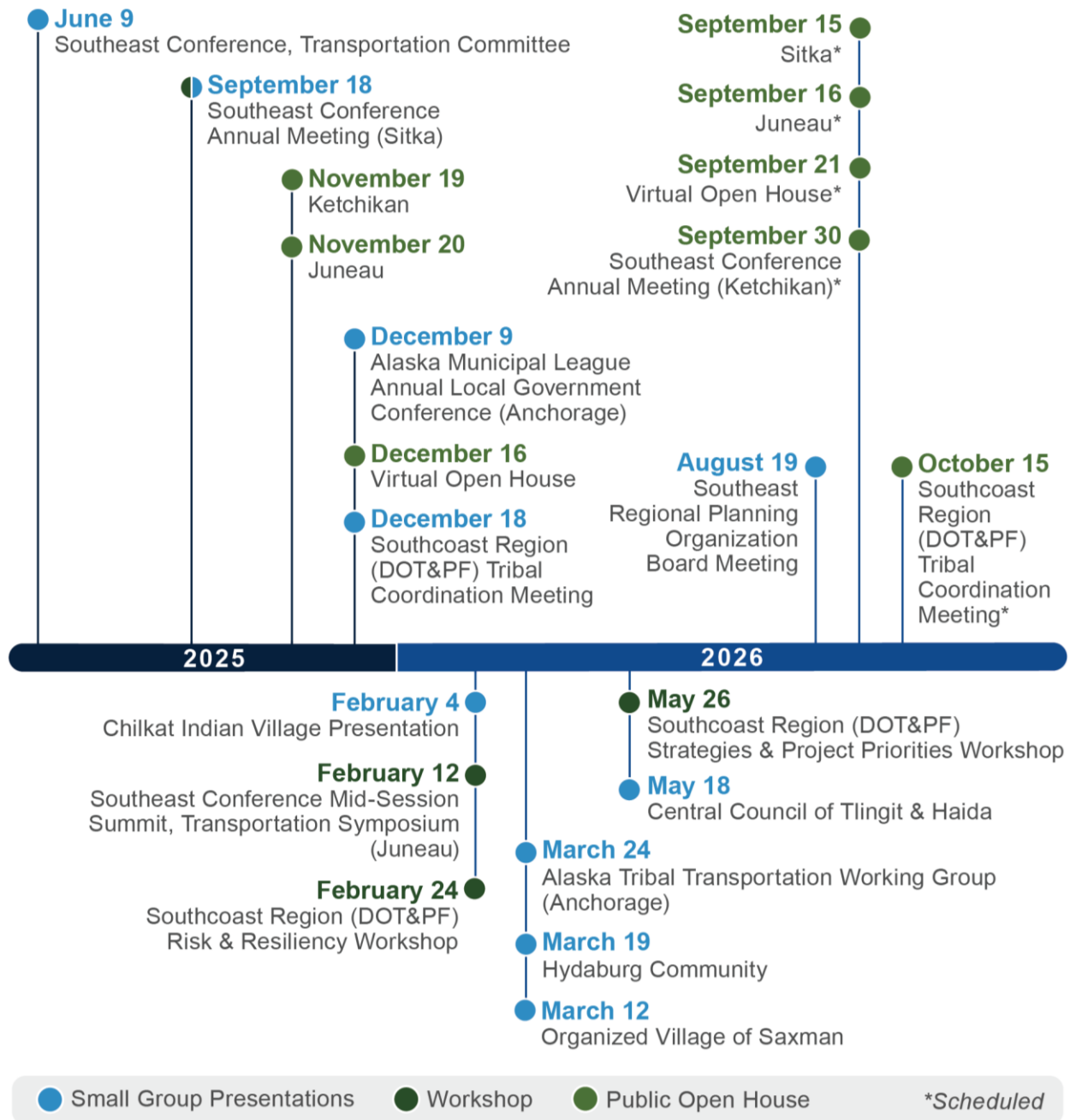


Figure 6: SEATP Update Public Involvement Events

### 1.3.3 Developing Vision, Goals, and Objectives

The planning team took a comprehensive and continuous approach to develop the vision, goals, and objectives for the SEATP Update. Initially, public outreach was kicked off to gather input from Southeast Alaskans and the following items were reviewed:

- Federal and state regulations to verify compliance with transportation planning requirements.
- Prior Southeast Alaska Transportation Plans for historic strategic direction.
- Prior and current Alaska LRTP Policy plans for policy direction and incorporation of User Stories.
- Other relevant Alaska plans to identify recurring themes and system needs.

Following this information gathering phase, draft statements were developed and shared with DOT&PF leadership and interested parties during mid-plan update engagement and small group meetings. This comprehensive approach of continuous reviews and input gathering helped develop, inform, and refine the vision, goals, and objectives statements for final inclusion into the SEATP Update.

### 1.3.4 Assessing Risk and Resiliency

Three primary risk areas were identified as central to understanding and improving transportation resilience in Southeast: 1) natural hazards and weather events, 2) funding, and 3) population. These risk areas were selected for analysis based on the review of regional data, input from DOT&PF staff, and engagement with the public.

The risk and resiliency assessment followed a three-tiered approach designed to evaluate long-term transportation risks. This process and the results are described in Appendix H: Risk and Resiliency. The approach included:

1. Using a Community Risk Assessment to identify locally recognized hazards and asset concerns.
2. Collaborating with the Southeast Conference to host a scenario planning workshop designed to evaluate how future uncertainties related to the three identified primary risk areas could alter those risks.
3. Meeting with DOT&PF staff to host a workshop to assist in translating the information and insights from the community risk assessment and the SEC workshop into a technical review of asset exposure and sensitivity using Federal Highway Administration (FHWA) adapted criteria.

### 1.3.5 Identifying Needs and Recommendations

Needs and recommendations for the SEATP Update were developed and refined throughout the planning process. Recommendations are organized into strategies, plans and studies, and infrastructure projects. These recommendations are based on findings documented in the technical memos, input received from the public, and the following:

**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 development. Projects included in the 10-Year Plan have been reviewed, validated, and are well suited for future programming and inclusion in the STIP. The DOT&PF reviews priorities regularly for alignment with department, region, and community priorities.

**DOT&PF Strategy and Project Priority Workshop:** The planning team presented identified strategies and projects to the DOT&PF team. This workshop included a brief overview of the plan and an activity designed to help validate and refine the identified recommendations.

**Community Transportation Workshops:** The DOT&PF, in partnership with the U.S. Forest Service (USFS) and the Alaska Municipal League, 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 during the workshops is included in Appendix F: Surface Transportation Analysis and are listed in each modal section of this report.

**Southeast Conference and Southeast Regional Planning Organization:** 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.

## 1.4 2026 Southeast Alaska Transportation Plan Vision, Goals, and Objectives

### 1.4.1 Vision Statement

The vision serves as a guiding framework for the SEATP Update.



#### **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.**

### 1.4.2 Goals and Objectives

The identified goals provide broad statements describing desired outcomes for the Southeast transportation system. The objectives help to define what success looks like and can be measured or evaluated.



#### **1. Safety and Accessibility:**

**Provide safe access to transportation options for all users.**

- Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.
- Advance projects that support improved access to medical care or emergency response.
- Increase accessible facilities and services for users of all abilities.
- 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.**

- Increase reliable airport, ferry, transit, and road connections.
- Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.
- Increase readily available information for users regarding travel conditions.
- 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.

## 1.5 Overview of the Southeast Alaska Planning Region

Southeast is a large and diverse region composed of unique communities, each facing distinct priorities and challenges. To establish a comprehensive understanding of the region, the planning team reviewed historical and current planning documents, assessed the characteristics of individual Southeast communities, and examined current (2024) and projected (2045) population trends and economic drivers.

### 1.5.1 The Plans that Shaped the Southeast Alaska Transportation Plan Update

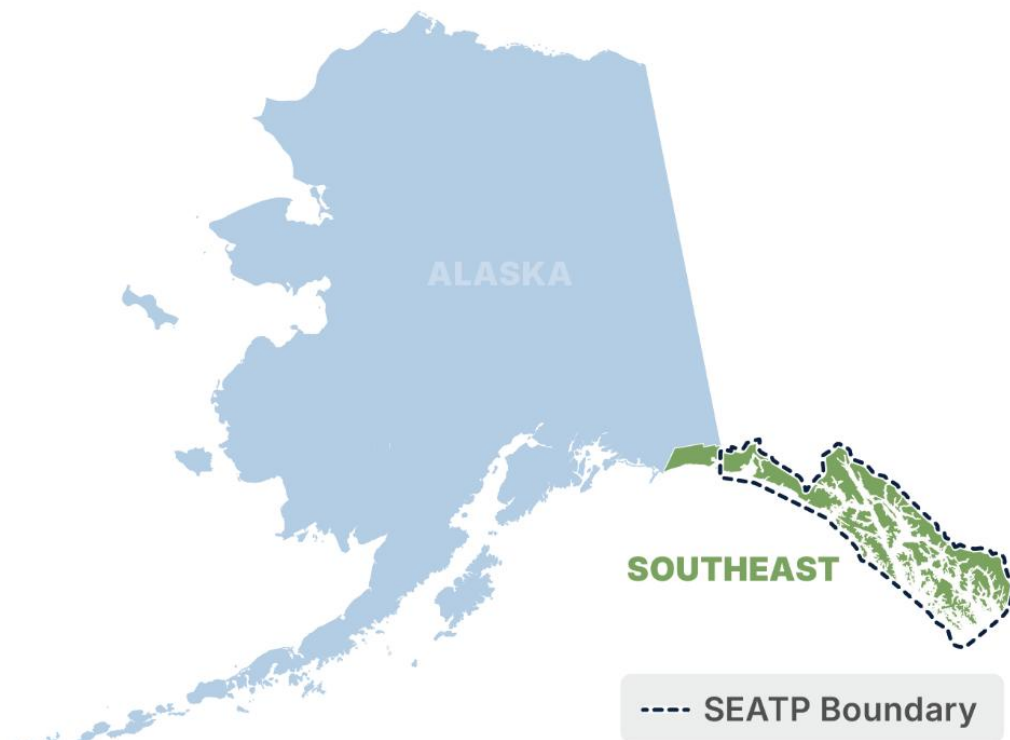
Building upon prior Southeast Alaska Transportation Plan updates, the Statewide LRTP, the AMHS 2045 LRP, and the AASP, the SEATP Update was further informed by numerous state, local, and federal plans. These plans and studies, included in Table 3, provide insight into the area's long-term vision, priorities, and development trajectory. The full literature review of these plans and studies is included in Appendix C: Vision, Goals, and Objectives.

Table 3: Significant Southeast Alaska Plans

| Statewide Plans                                                                                                  |
|------------------------------------------------------------------------------------------------------------------|
| Statewide Freight Plan (2023), DOT&PF                                                                            |
| Alaska Strategic Highway Safety Plan (2024), DOT&PF                                                              |
| Alaska Transportation Asset Management Plan (2022), DOT&PF                                                       |
| Alaska Statewide Active Transportation Plan (2019), DOT&PF                                                       |
| Alaska State Rail Plan (2016), DOT&PF                                                                            |
| Local Plans                                                                                                      |
| City and Borough of Juneau Comprehensive Plan (2013), City and Borough of Juneau                                 |
| 2035 Haines Borough Comprehensive Plan (2024), Haines Borough                                                    |
| City and Borough of Yakutat Comprehensive Plan (2023), City and Borough of Yakutat                               |
| Petersburg Borough Comprehensive Plan (2016), Petersburg Borough                                                 |
| City and Borough of Wrangell Comprehensive Plan (2010), City and Borough of Wrangell                             |
| Ketchikan Gateway Borough Comprehensive Plan (2009), Ketchikan Gateway Borough                                   |
| Skagway 2030 Comprehensive Plan (2020), Municipality of Skagway                                                  |
| Sitka 2030 Comprehensive Plan (2018), City and Borough of Sitka                                                  |
| Central Council of Tlingit and Haida Long-Range Transportation Plan (2022), Central Council of Tlingit and Haida |
| Federal Plans                                                                                                    |
| City and Borough of Juneau Comprehensive Plan (2013), City and Borough of Juneau                                 |
| 2035 Haines Borough Comprehensive Plan (2024), Haines Borough                                                    |

### 1.5.2 The Region Today

Southeast is home to rural and rural remote communities where many do not have road access to surrounding areas, leaving the region largely dependent on marine and aviation facilities including the AMHS, ferry terminals, seaplane bases, and local airports. Major economic influences in Southeast include seafood, mariculture, tourism, mining, healthcare, government, forestry, construction, and maritime and shipyard operations. Figure 7 shows the SEATP boundary in relation to Alaska.



*Figure 7: SEATP Boundary in relation to Alaska*

### 1.5.3 The Communities of the Southeast Region

Southeast encompasses approximately 38,114 square miles of land<sup>5</sup> and thousands of miles of tidal shoreline<sup>6</sup>, making marine and aviation services including ferries and seaplanes critical transportation links for many communities. Within Southeast, there are 38 unique communities that are represented by eight boroughs and two census areas (Figure 8).

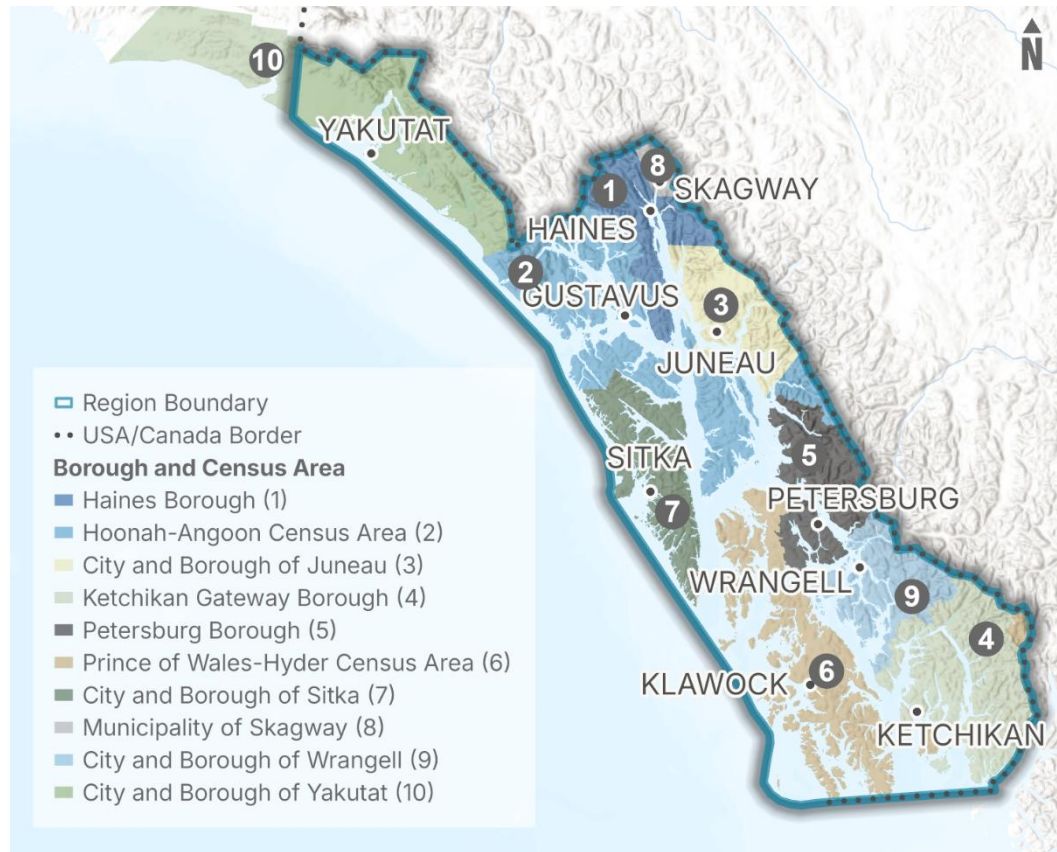


Figure 8: Southeast Alaska Boroughs and Census Areas

<sup>5</sup> U.S. Census Bureau, (2024). County Profiles. U.S. Department of Commerce. Retrieved July 2026, from <https://data.census.gov/profile?g=050XX00US02100,02105,02110,02130,02195,02198,02220,02230,02275,02282&y=2024&d=GEO+Geography+Information>

<sup>6</sup> National Oceanic and Atmospheric Administration. (2025), United States Coast Pilot 8: Alaska – Dixon Entrance to Cape Spencer (47th ed.). U.S. Department of Commerce. Retrieved July 2026 from [https://nauticalcharts.noaa.gov/publications/coast-pilot/files/cp8/CPB8\\_WEB.pdf](https://nauticalcharts.noaa.gov/publications/coast-pilot/files/cp8/CPB8_WEB.pdf)

### 1.5.4 Population and Economic Forecasts

Population and economic projections are used in long-range transportation planning to help identify future infrastructure needs to accommodate and support growth as well as assist when identifying funding sources and setting implementation schedules. In Southeast, there are several core demographics and economic factors which influence how businesses, local governments, and other organizations operate. These include the number of year-round residents, participation of non-residents in local workforce, household income, and the cost of living and doing business regionally.

This analysis draws data from sources such as the Alaska Department of Labor and Workforce Development (DOLWD), the Alaska Travel Industry Association (ATIA), Commercial Fisheries Entry Commission (CFEC), the University of Alaska Anchorage Institute of Social and Economic Research (UAA ISER), among others. Interviews with industry representatives, local government leaders, and interested parties were conducted to provide perspective on future paths of various industries and community-based economic development initiatives. Public press releases, permitting documents, and other information provided by developers were also referenced. The full population and economic analysis and forecasts are included in Appendix B: Population and Economic Forecast.

#### 1.5.4.1 Population

Residents are critical to the health of any economy. They support demand for local goods and services, participate in the workforce, and use the transportation links in Southeast to travel for medical care, recreation, and employment. In 2024, Southeast was home to 70,613 residents, down five percent from 74,629 in 2015. Southeast has experienced steady decline in population over the last decade, losing an average 0.5 percent of its population each year with net out-migration of people leaving the region outweighing gains from natural increase (births minus deaths).

The population forecast considered three scenarios of population change by borough and census area in Southeast. The midpoint scenario represents the DOLWD forecast. This detailed midpoint forecast considers forward-looking fertility rates, life expectancy, and historic trends in both in- and out-migration. Low and high-case scenarios are based on the potential economic changes (positive and negative) and their expected influence on resident populations across the varied communities of Southeast. The low-case scenario represents population in the event of negative economic shocks, while the high-case represents the population change that could occur given positive economic development. Population forecasts for each scenario from 2024-2045 are included in Table 4.

Table 4: Southeast Alaska Population Forecast by Scenario, Percentage Change

| Scenario | 2024<br>(Base Year) | 2030  | 2035  | 2040   | 2045   |
|----------|---------------------|-------|-------|--------|--------|
| Low      | 70,613              | -4.1% | -7.5% | -10.9% | -14.4% |
| Mid      |                     | -2.1% | -4.6% | -8.0%  | -11.5% |
| High     |                     | 0.3%  | -1.3% | -4.8%  | -8.5%  |

Source: Alaska Department of Labor and Workforce Development and McKinley Research Group estimates

Figure 9 demonstrates the population forecasts for each scenario type for Southeast.

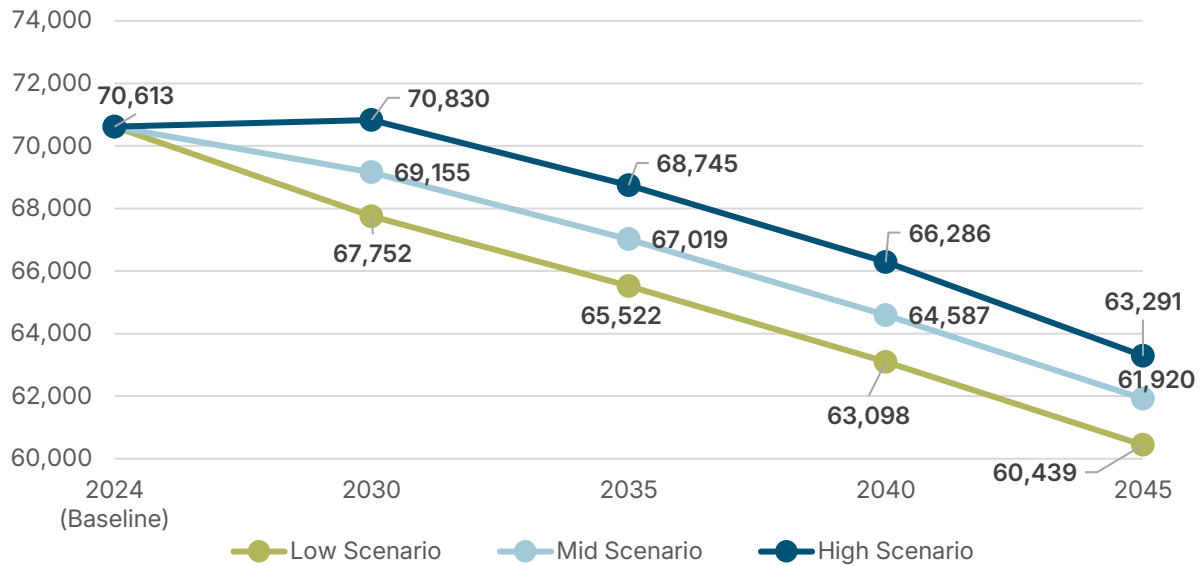


Figure 9: Southeast Population Scenario Forecasts 2030-2045

The Southeast population is expected to decline over the next two decades, even under the high-case (positive economic development) scenario. Regional population aging and resulting impacts of higher number of deaths and lower births are significant drivers of this expected contraction. In general, boroughs/census areas with higher average age are expected to have the highest rate of population decline. Yakutat is the only borough or census area in which population is expected to increase.

The population forecasts of each scenario for each borough and census area within Southeast are included in Table 5.

Table 5: Population Projections by Borough/Census Area, Southeast Alaska, 2030-2045 Forecast

| Borough/Census Area and Scenario         | 2024<br>(Base Year) | 2030   | 2035   | 2040   | 2045   |
|------------------------------------------|---------------------|--------|--------|--------|--------|
| <b>Haines Borough</b>                    |                     |        |        |        |        |
| Low Scenario                             | 2,537               | 2,354  | 2,288  | 2,207  | 2,119  |
| Mid Scenario                             | 2,537               | 2,478  | 2,408  | 2,323  | 2,231  |
| High Scenario                            | 2,537               | 2,548  | 2,478  | 2,393  | 2,301  |
| <b>Hoonah–Angoon Census Area</b>         |                     |        |        |        |        |
| Low Scenario                             | 2,248               | 2,156  | 2,105  | 2,043  | 1,974  |
| Mid Scenario                             | 2,248               | 2,269  | 2,216  | 2,150  | 2,078  |
| High Scenario                            | 2,248               | 2,382  | 2,327  | 2,258  | 2,182  |
| <b>Juneau, City and Borough</b>          |                     |        |        |        |        |
| Low Scenario                             | 31,436              | 30,475 | 29,770 | 28,878 | 27,834 |
| Mid Scenario                             | 31,436              | 30,975 | 30,270 | 29,378 | 28,334 |
| High Scenario                            | 31,436              | 31,575 | 30,870 | 29,978 | 28,634 |
| <b>Ketchikan Gateway Borough</b>         |                     |        |        |        |        |
| Low Scenario                             | 13,420              | 12,886 | 12,302 | 11,771 | 11,188 |
| Mid Scenario                             | 13,420              | 13,006 | 12,522 | 11,991 | 11,408 |
| High Scenario                            | 13,420              | 13,106 | 12,647 | 12,116 | 11,533 |
| <b>Petersburg Borough</b>                |                     |        |        |        |        |
| Low Scenario                             | 3,379               | 3,147  | 3,075  | 2,990  | 2,895  |
| Mid Scenario                             | 3,379               | 3,297  | 3,225  | 3,140  | 3,045  |
| High Scenario                            | 3,379               | 3,462  | 3,386  | 3,297  | 3,197  |
| <b>Prince of Wales–Hyder Census Area</b> |                     |        |        |        |        |
| Low Scenario                             | 5,740               | 5,504  | 5,281  | 5,056  | 4,838  |
| Mid Scenario                             | 5,740               | 5,639  | 5,416  | 5,191  | 4,973  |
| High Scenario                            | 5,740               | 5,779  | 5,556  | 5,331  | 5,113  |
| <b>Sitka, City and Borough</b>           |                     |        |        |        |        |
| Low Scenario                             | 8,063               | 7,666  | 7,310  | 6,927  | 6,517  |
| Mid Scenario                             | 8,063               | 7,831  | 7,475  | 7,092  | 6,682  |
| High Scenario                            | 8,063               | 8,223  | 7,849  | 7,447  | 7,016  |
| <b>Skagway Borough, Municipality</b>     |                     |        |        |        |        |
| Low Scenario                             | 1,123               | 1,118  | 1,083  | 1,052  | 1,024  |
| Mid Scenario                             | 1,123               | 1,147  | 1,112  | 1,081  | 1,053  |
| High Scenario                            | 1,123               | 1,176  | 1,141  | 1,110  | 1,082  |
| <b>Wrangell, City and Borough</b>        |                     |        |        |        |        |
| Low Scenario                             | 2,030               | 1,795  | 1,651  | 1,522  | 1,401  |
| Mid Scenario                             | 2,030               | 1,845  | 1,701  | 1,572  | 1,451  |
| High Scenario                            | 2,030               | 1,895  | 1,801  | 1,672  | 1,551  |
| <b>Yakutat, City and Borough</b>         |                     |        |        |        |        |
| Low Scenario                             | 637                 | 651    | 657    | 652    | 648    |
| Mid Scenario                             | 637                 | 668    | 674    | 669    | 665    |
| High Scenario                            | 637                 | 685    | 691    | 686    | 682    |
| <b>Southeast Alaska Region Total</b>     |                     |        |        |        |        |
| Low Scenario                             | 70,613              | 67,752 | 65,522 | 63,098 | 60,439 |
| Mid Scenario                             | 70,613              | 69,155 | 67,019 | 64,587 | 61,920 |
| High Scenario                            | 70,613              | 70,830 | 68,745 | 66,286 | 63,291 |

### 1.5.4.2 Economy

The regional economy is composed of two types of industries – core industries and support industries. Core industries bring new money into the region and support industries provide goods and services to core industries, residents, and visitors. Transportation infrastructure can and does influence industry growth. Improved ferry services can expand visitor access to communities, road infrastructure can unlock land for timber harvest or mine development, and air links to the Lower-48 can facilitate transport of temperature-sensitive seafood.

Southeast’s most significant core industries include seafood, mariculture, tourism, mining, and forestry. Other core industries, such as healthcare and construction, bring significant economic activity to the region, supported in part by federal and state funding. Additionally, federal, tribal, state, and local government employment also represents a major component of the regional economy.

These industries are described below:

|  <b>Seafood:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The seafood industry is prominent in Southeast’s economy, providing ~8,300 jobs annually (2023-2024) and includes commercial harvesting, processing, and management/science roles. It is highly seasonal and cyclical, with significant reliance on non-resident labor and an aging workforce. The industry faces declining workforce participation, weaker salmon returns, reduced global demand, and broader economic pressures. Companies are facing higher operating costs in the near term and are showing interest in hiring more locally. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Demand Projections/New Developments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Transportation Implications                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <ul style="list-style-type: none"><li>• Expansion of cold storage infrastructure</li><li>• Growth in value-added and direct-to-consumer products enabled by improved freezing and shipping technologies</li><li>• Potential dock and port improvements to alleviate bottlenecks and increase vessel access</li><li>• Interest in improved access to the U.S.-Canada road network</li></ul>                                                                                                                                                       | <ul style="list-style-type: none"><li>• Reliance on multimodal freight connections, especially marine transport and continental road system access points</li><li>• Ferry system reliability, freight capacity, and flexibility are critical to operations</li><li>• Increased demand for expanded port, dock, and cold storage infrastructure to reduce bottlenecks and support production</li><li>• Regulatory uncertainty affects long-term infrastructure investment decisions</li></ul> |



## Mariculture:

Mariculture is a growing industry focused on shellfish and seaweed cultivation. The region holds about half of Alaska's aquatic farm leases and permitted acreage, reflecting strong geographic potential. Growth is being driven by a \$49 million Economic Development Administration Build Back Better grant (2022–2026) aimed at accelerating mariculture development. The industry benefits from existing marine workforce skills but faces challenges related to high costs, market uncertainty, and scaling constraints.

### Demand Projections/New Developments

- A large pipeline of new leases (43 proposed, with ~70% in Southeast)
- Expansion of hatchery and nursery capacity, including Floating Upweller Systems for hatcheries
- Increasing oyster production with record harvests projected
- Renewed growth in seaweed production tied to emerging markets
- Potential policy support through tax incentives for processing infrastructure

### Transportation Implications

- Reliance on small vessel transport linked to harbors and larger freight systems
- Needs reliable, frequent short-haul marine freight and intermodal connections
- Demand for cold storage and cooling capacity at airports/other transportation facilities to expand market access
- During peak fishing seasons, need for improved infrastructure supporting movement from farm to process hubs
- Development of processing and drying facilities near transportation hubs



## Tourism:

Southeast serves as the primary gateway to Alaska for tourism, especially for cruise travel, which accounts for nearly 60% of visitors. Tourism is seasonal and concentrated in a few ports (Juneau, Ketchikan, Skagway), with smaller communities increasingly participating. Visitors access the region via cruise ships, air travel, ferries, and highways. Industry growth is driven by cruise infrastructure expansion and diversification of port destinations.

### Demand Projections/New Developments

- New and expanded cruise facilities (Ward Cove in Ketchikan, Sitka terminal expansion, Icy Strait Point)
- Planned and proposed port expansions in Juneau that could increase berth capacity
- Emerging cruise destinations, like Klawock, and potential investment in Wrangell
- Continued trend toward larger cruise ships increasing passenger volumes

### Transportation Implications

- Need for efficient local transportation systems to manage large surges of cruise passengers
- Ferry and highway systems help support non-cruise visitors and regional circulation
- Demand management strategies to balance infrastructure expansion with community, environmental, and regulatory considerations



## Healthcare:

Healthcare is a critical regional service sector anchored by its hub communities—Juneau, Sitka, and Ketchikan—which host the region’s primary hospitals and specialty care facilities. Services are delivered through a mix of tribal (SEARHC), public, and private providers. SEARHC plays a central role, serving 27 communities through hospitals, clinics, and telehealth. Employment has grown steadily in the private sector, with approximately 3,800 total healthcare jobs across public and private systems. The sector is focusing on expanding regional capacity and supporting workforce needs.

### Demand Projections/New Developments

- Construction of a new SEARHC critical access hospital and medical center in Haines, adding emergency, long-term care, and outpatient services
- Investment in employee housing in Haines and Wrangell to support recruitment and retention of healthcare workers
- Continued growth in telehealth and coordinated patient travel services

### Transportation Implications

- Reliance on air and ferry systems for patient travel from rural communities to regional hubs for emergency, specialty, or routine care
- Needs reliable and timely transportation and maintenance of consistent access across all seasons and weather conditions
- Need for coordinated patient travel systems
- Demand for workforce transportation and housing logistics, particularly for traveling providers and specialists



## Forestry:

Forestry is centered on timber harvest, land management, and environmental stewardship, primarily within the Tongass National Forest. The industry has declined significantly since its peak in the late 20th century, with current activity focused on smaller-scale, high-value timber products, like specialty lumber for instruments and custom construction. Harvest occurs on federal, state, and ANCSA lands, with management balancing economic use, conservation, and subsistence needs. Employment is currently low and projected to decline slightly, with modest growth in conservation-related roles.

### Demand Projections/New Developments

- Anticipated changes to the Tongass Roadless Rule that could reopen areas to timber harvest and road construction
- A state–federal shared stewardship agreement (2026) aimed at increasing timber production and forest management across 300,000 acres
- Continued small-scale timber sales, like Thomas Bay, Corner Bay
- Shifts toward value-added and specialty wood products and cabin kits
- Ongoing uncertainty in export markets, particularly China

### Transportation Implications

- Reliance on specialized transportation infrastructure, particularly for bulk, low-margin commodities
- Dependent on marine transport for exporting logs, requiring functioning Marine Log Transfer Facilities and barge/shipping capacity
- Potential benefits from new road/ferry connections linking Southeast resources to continental markets
- Regulatory uncertainty affects long-term infrastructure investment decisions



## Mining:

Mining provides high-wage, year-round employment, supporting both direct jobs and related sectors such as transportation and construction. Mining activity includes large underground operations, like Greens Creek and Kensington, and smaller sites like Dawson Mine. Operations are often located in remote areas and rely on a combination of marine, air, and limited road access. Recent favorable market conditions have increased exploration activity in the sector.

### Demand Projections/New Developments

- Mine life extensions and infrastructure expansion at Greens Creek (to 2043) and Kensington (to ~2029)
- Long-term lease extension at Dawson Mine
- Advanced exploration projects such as Bokan Mountain, New Amalga (near Juneau), and Niblack (Prince of Wales Island), all with potential new mine development and associated infrastructure
- Potential resurgence of Yukon mining activity (e.g., Minto restart, Casino project) that could increase ore export through Skagway

### Transportation Implications

- Generates lower-frequency, but high-volume, heavy-haul transportation demand
- Reliance on marine and air transport for workforce commuting, particularly through employer-provided ferries to remote sites
- Needs reliable access to deepwater ports for export of products and import of supplies
- Need for bulk freight infrastructure (ports, barges, roads) to move ore, fuel, and equipment
- Demand for new or upgraded road connections in developing projects
- Coordination of air and port systems to support increased cross-border freight movement tied to Canada mining projects



## Construction:

Construction supports infrastructure, public services, and private sector development across a geographically dispersed and logistically complex region. Activity includes transportation projects, healthcare facilities, seafood processing infrastructure, and tourism-related development. The industry operates in a high-cost environment due to limited road connectivity, reliance on marine transport, and challenges associated with remote communities and seasonal conditions.

### Demand Projections/New Developments

- Transportation and infrastructure projects funded by state and federal programs
- Seafood facility maintenance and upgrades
- Healthcare construction (e.g., clinics, hospitals, and worker housing)
- Visitor-related infrastructure such as cruise docks and amenities

### Transportation Implications

- Reliance on barge and marine transport for moving materials and equipment to remote sites
- Efficient freight systems are critical to reducing costs and improving project delivery
- Needs reliable intermodal logistics to coordinate delivery of materials and workforce mobilization with consideration for seasonal constraints
- Strong interdependence with other sectors



## Maritime & Shipyard Operations:

Maritime and shipyard operations support a wide range of sectors including transportation, seafood, construction, and public services. This specifically focuses on marine services and shipbuilding/repair, for maintaining vessels that operate across the region's marine-dependent economy. The sector is closely tied to regional workforce development and national strategic priorities, particularly maritime capacity and Arctic operations.

### Demand Projections/New Developments

- JAG Marine Group assumed operations of the Ketchikan Shipyard in late 2025 and has since expanded employment and operations
- A proposed large-scale shipbuilding and marine services facility in Wrangell (Six-Mile Mill site), potentially supporting up to 400 jobs and capable of handling large defense vessels
- A January 2026 MOU involves AIDEA, JAG Marine Group, Generations Southeast/Tlingit & Haida, and other state/regional partners to develop a training-to-employment pipeline
- Alignment with increased federal investment in Arctic and maritime security infrastructure, which is expected to drive long-term demand for shipbuilding and repair capacity

### Transportation Implications

- Depends on and reinforces need for marine transportation infrastructure
- Needs deepwater port access, shipyard facilities, and waterfront industrial land to support vessel construction and maintenance
- Increased demand for marine freight and logistics for shipbuilding and workforce transportation needs tied to shipyard employment growth in hub communities like Ketchikan and Wrangell
- Opportunity to strengthen regional maritime infrastructure that supports multiple industries through shared investments in ports, shipyards, and marine services



## Government:

Government accounts for approximately 32% of total employment in the region. The sector includes federal, state, local, and tribal governments, with a strong concentration in Juneau as the state capital. Federal agencies (e.g., USFS, NOAA, BIA, USCG) and State agencies (e.g., DNR, DOT&PF) manage land, marine resources, and tribal affairs, while local and tribal governments provide essential community services. The U.S. Coast Guard also plays a key regional role, supporting both national security and local economies. Overall employment has been relatively stable, with limited short-term growth expected.

### Demand Projections/New Developments

- A \$300 million USCG homeporting project in Juneau for the new icebreaker Storis, bringing ~190 personnel and associated infrastructure
- Relocation of the Coast Guard Cutter Douglas Denman to Sitka (2028) with related facility upgrades
- Potential expansion of the USCG icebreaker fleet tied to Arctic strategy
- Continued stability or slight decline in federal and state employment due to budget constraints and hiring limits
- Steady growth in local and tribal government employment, including expanded service delivery across Southeast communities

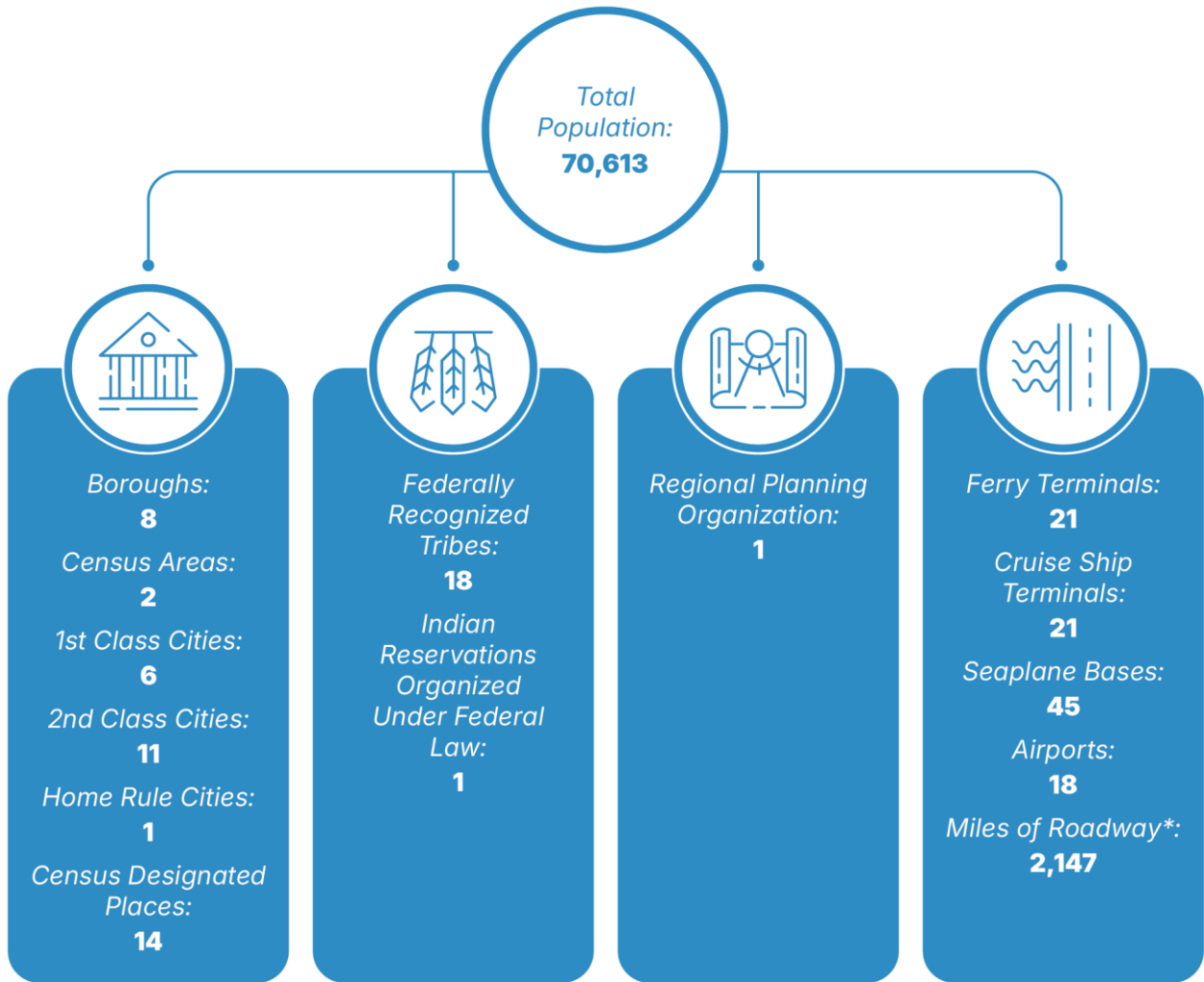
### Transportation Implications

- Demonstrates consistent travel needs for public employees, officials, and service providers across dispersed regional network, with seasonal spikes to Juneau during legislative session (January – May) increasing demand on air and ferry systems
- Reliance on marine and air transport for accessing federal lands, remote communities, and Coast Guard operations
- Continued support needed for service delivery in rural communities, including roads, ferries, and small airports
- Infrastructure needs are tied to federal and USCG investments

1.5.5 Community Profiles

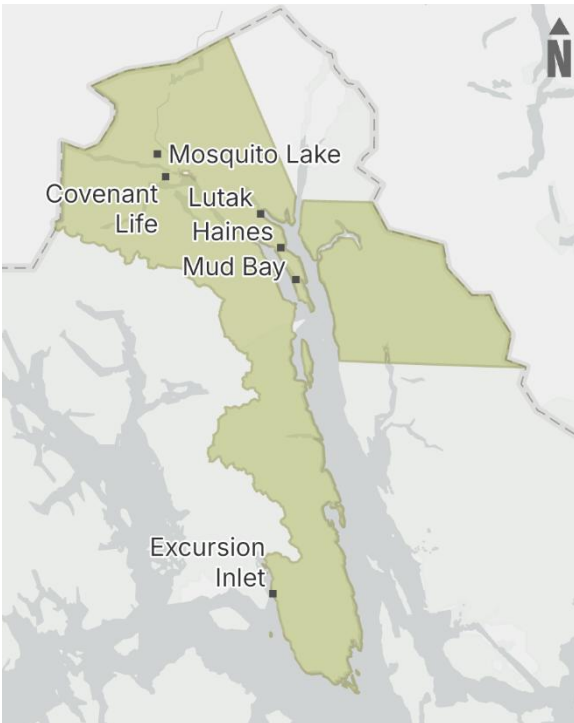
Southeast Alaska's 38 communities include boroughs, census areas, first- and second-class cities, home rule cities, and one federally recognized Indian reservation. Community populations range from approximately 10 residents in Point Baker to more than 32,000 residents in Juneau. Across the region, 45 seaplane bases, 18 airports, and 21 ferry terminals serve as the primary transportation network connecting its island and coastal communities.

Roadways in Southeast communities consist of National Highway System (NHS) and Alaska Highway System (AHS) routes in addition to local roads. While walking and bicycling are supported by sidewalks, bicycle lanes, boardwalks, and trails.



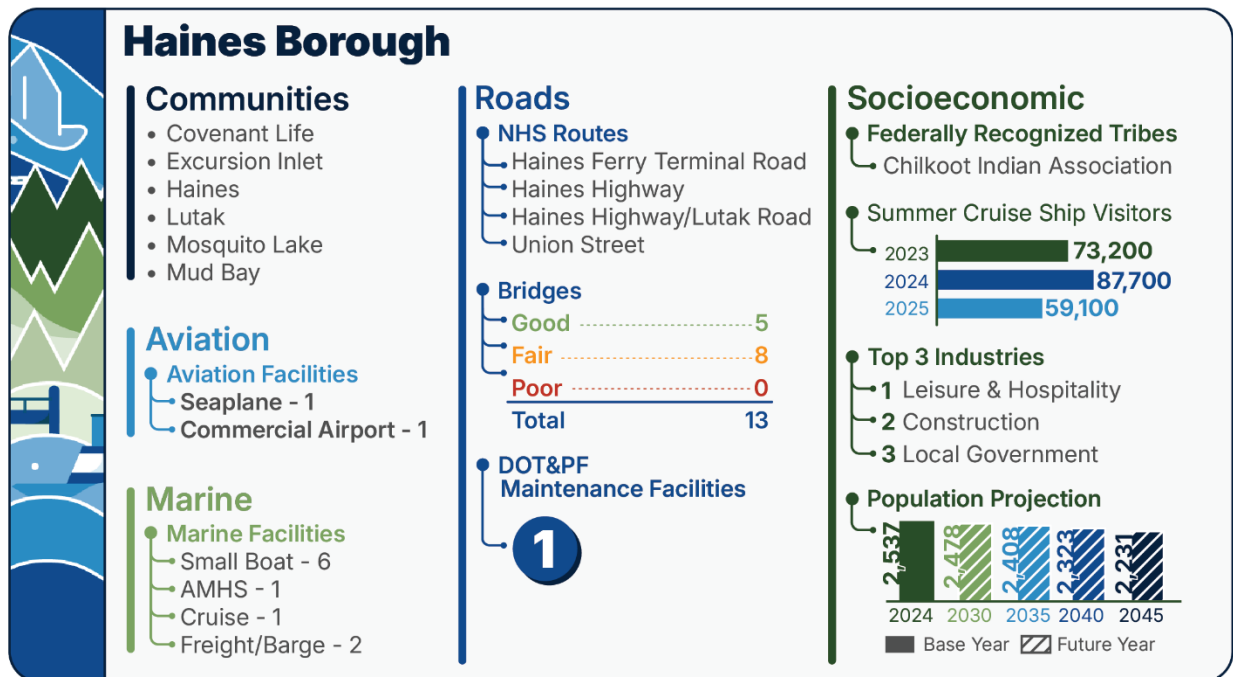
\* 2024 Alaska Certified Public Road Mileage

### 1.5.5.1 Haines Borough



Haines Borough accounts for five percent of the Southeast's population with 2,537 residents in 2024. The Borough comprises six distinct communities, the smallest of which is Excursion Inlet with a population of 24. The largest community, Haines, is home to 1,774 residents. Based on mid-case scenarios, Haines Borough's population is projected to decrease by 306 residents.

The Borough consists of over 120 miles of roads that combine state highways and local community roads to support regional mobility. The Haines Highway provides a connection from the community of Haines to the Canada-U.S. border and continues for over 100 miles through British Columbia and Yukon Territory, ending in Haines Junction, Yukon Territory.

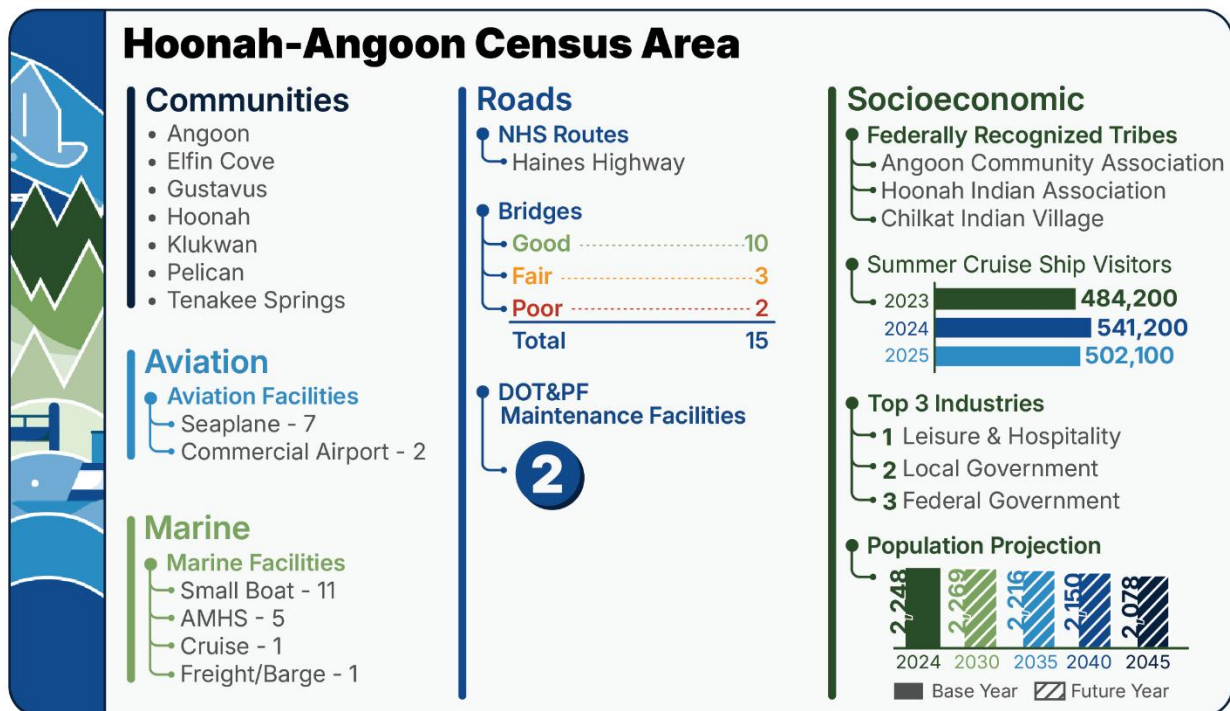


### 1.5.5.2 Hoonah-Angoon Census Area



Hoonah-Angoon Census Area accounts for three percent of the Southeast's population with 2,248 residents in 2024. The census area comprises seven distinct communities, the smallest of which is Elfin Cove with a population of 41. The largest community, Hoonah, is home to 835 residents. Based on mid-case scenarios, Hoonah-Angoon Census Area's population is projected to decrease by 170 residents.

Hoonah-Angoon Census Area consists of a nearly 100-mile transportation network that combines state highways and local community roads to support regional mobility. The system includes a small portion of the Haines Highway through the Village of Klukwan just north of Haines.

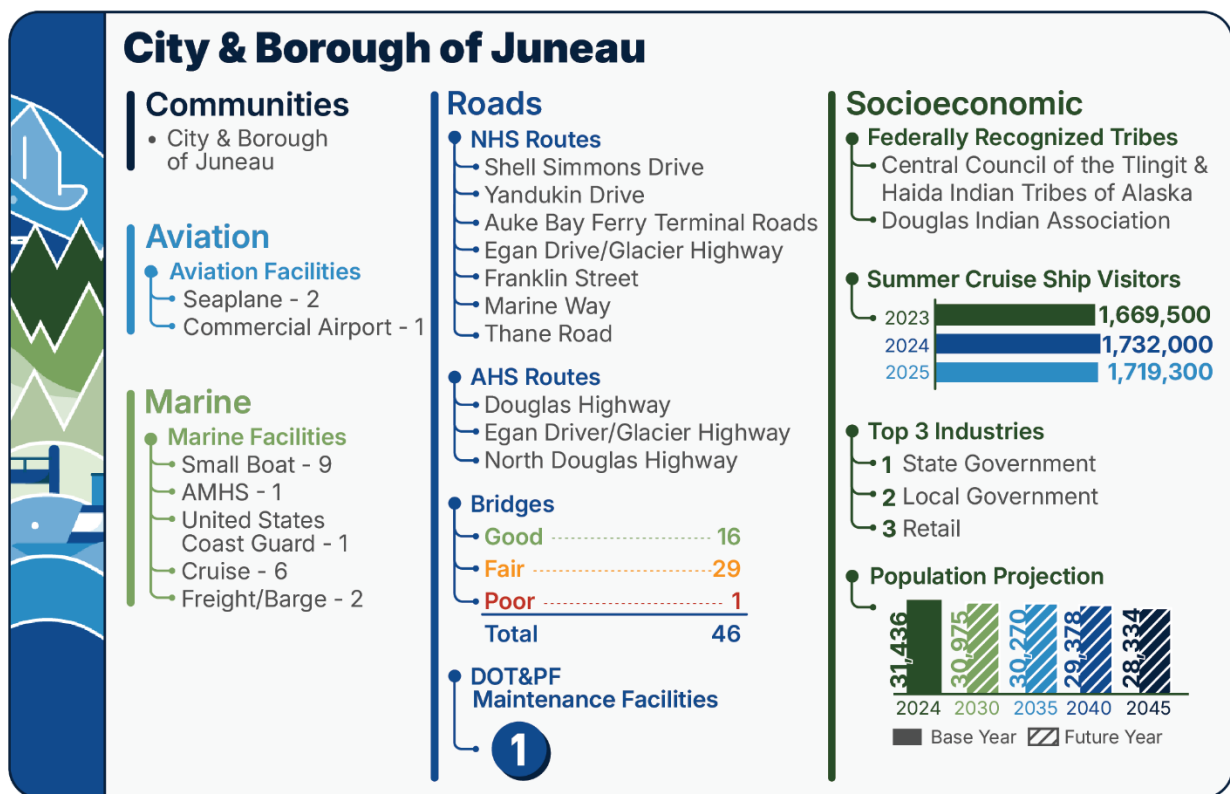


### 1.5.5.3 City and Borough of Juneau



The City and Borough of Juneau accounts for 45 percent of the Southeast's population with 31,436 residents in 2024. Notably, City and Borough of Juneau is home to Alaska's capital. Based on mid-case scenarios, the Borough's population is projected to decrease by 3,102 residents.

The City and Borough of Juneau includes over 200 miles of roads that combine state highways and local community roads to support regional mobility. Key corridors include Egan Drive, Glacier Highway, and several other NHS and AHS routes that are important links for freight and passenger travel.

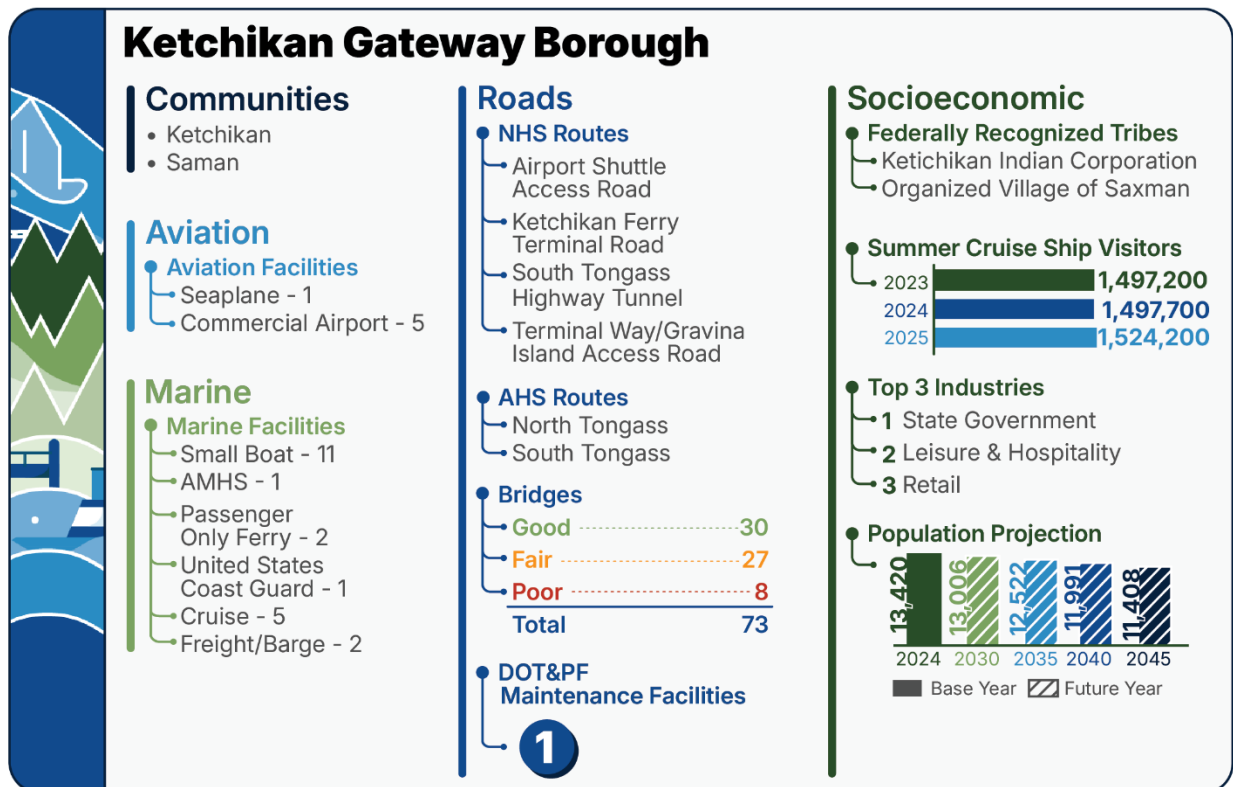


#### 1.5.5.4 Ketchikan Gateway Borough

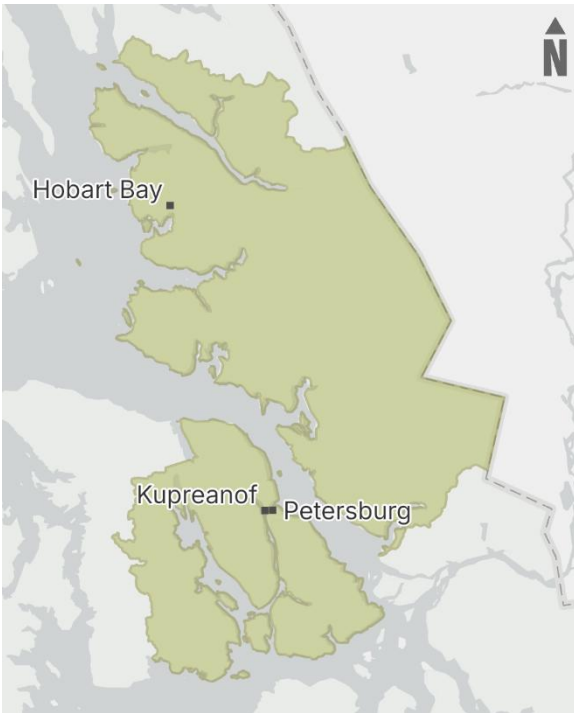


Ketchikan Gateway Borough accounts for 19 percent of the Southeast's population with 13,420 residents in 2024. The Borough comprises two distinct communities: Ketchikan, with a population of 7,661, and Saxman, with a population of 362. Based on mid-case scenarios, the Borough's population is projected to decrease by 2,012 residents.

The Ketchikan Gateway Borough consists of an approximately 140-mile surface transportation network that combines state highways and local community roads to support regional mobility. Key corridors include North and South Tongass Highways that serve as primary corridors for freight and passenger travel.

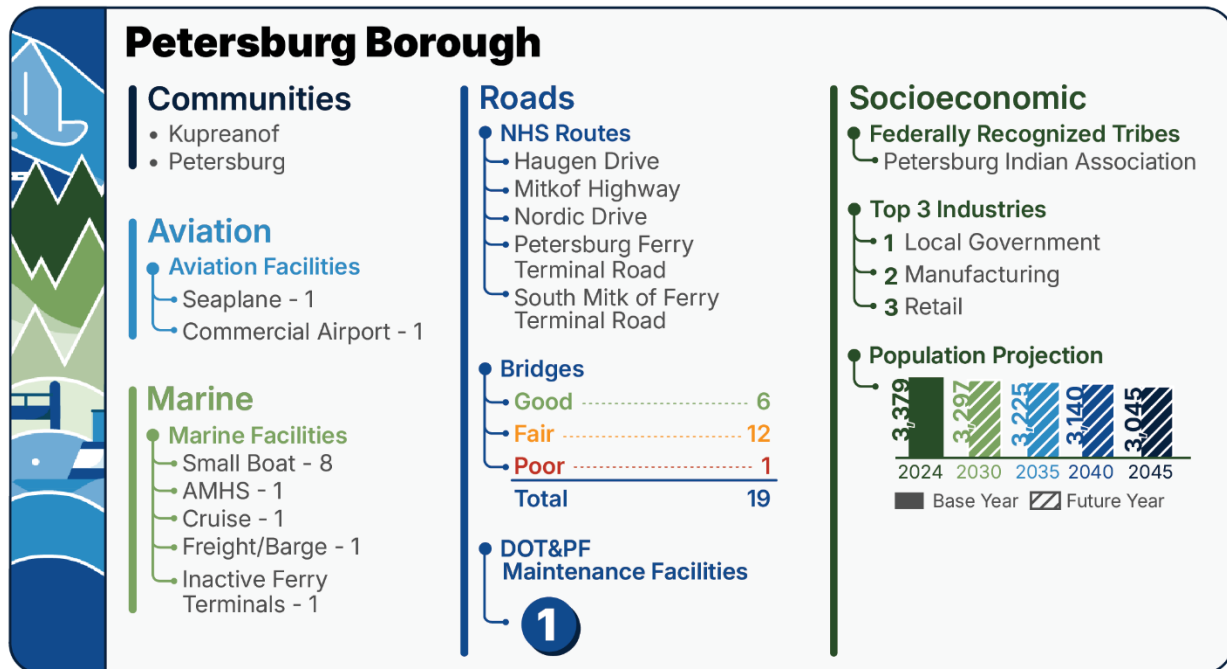


### 1.5.5.5 Petersburg Borough

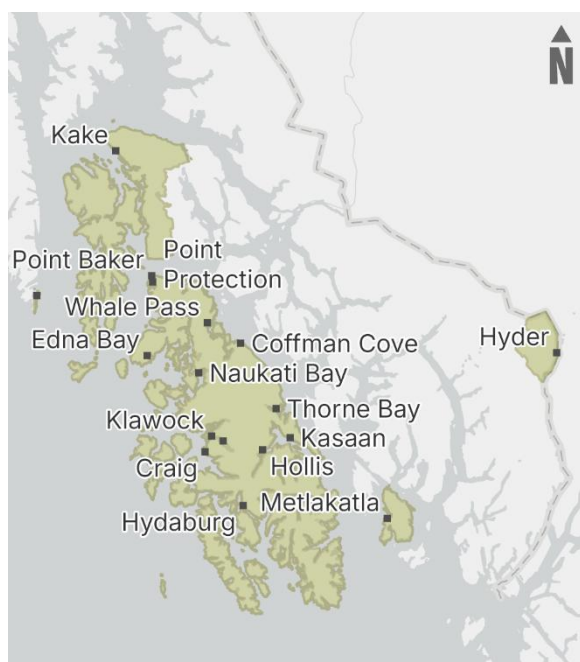


Petersburg Borough accounts for five percent of the Southeast's population with 3,379 residents in 2024. The Borough comprises two distinct communities, Kupreanof with a population of 26 and Petersburg with a population of 3,060. Based on mid-case scenarios, the borough's population is projected to decrease by 334 residents.

Petersburg Borough consists of an approximately 120-mile surface transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Haugen Drive, Nordic Drive and Mitkof Highway, and ferry terminal roads that serve as important links for freight and passenger travel.

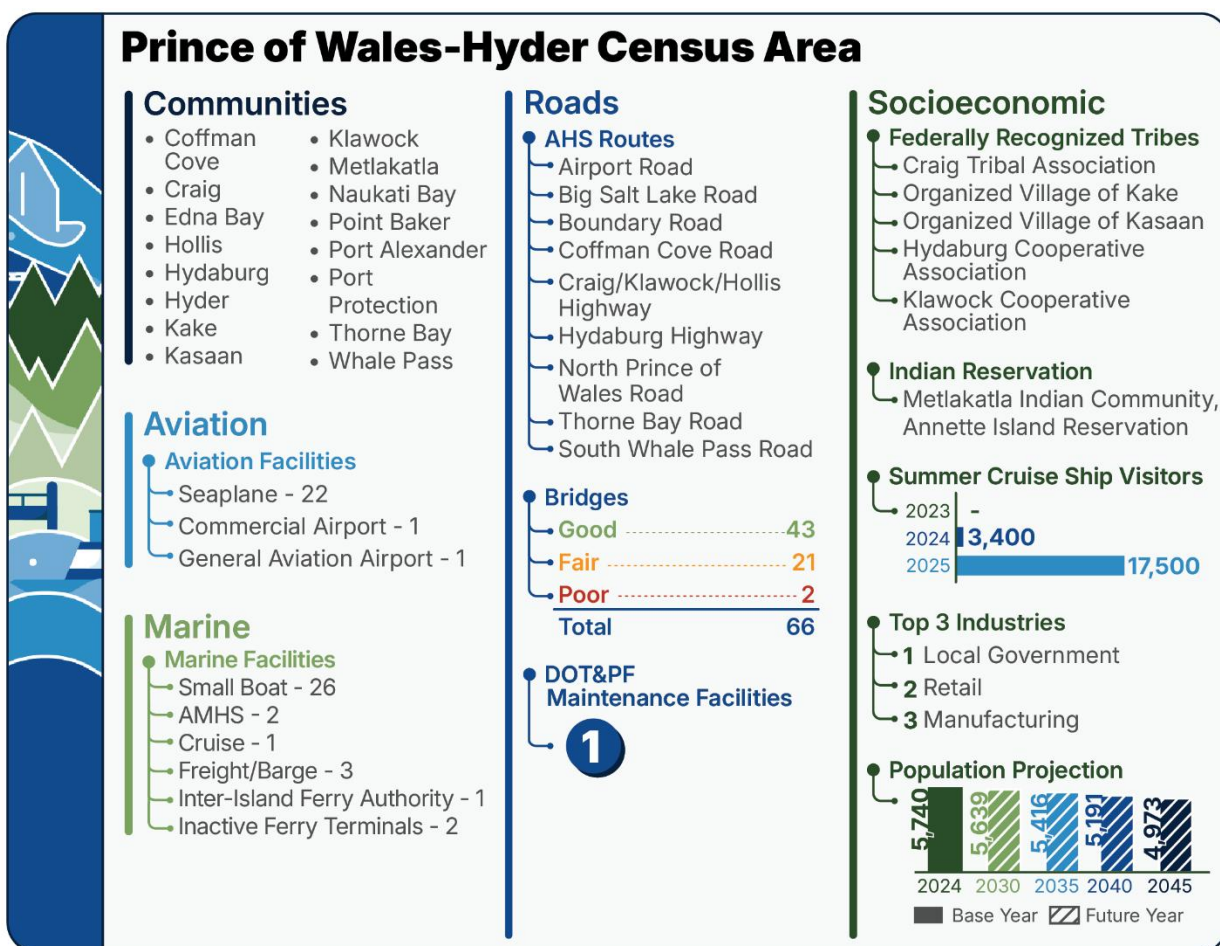


### 1.5.5.6 Prince of Wales-Hyder Census Area



Prince of Wales-Hyder (POW-Hyder) Census Area accounts for eight percent of the Southeast's population with 5,740 residents in 2024. The census area comprises 17 distinct communities, the smallest of which is Naukati Bay with a population of 125. Metlakatla is the largest community, with 1,389 residents. Based on mid-case scenarios, POW-Hyder Census Area's population is projected to decrease by 767 residents.

The POW-Hyder Census Area consists of an over 600-mile surface transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Craig/Klawock/Hollis Highway, North Prince of Wales Road, Big Salt Lake Road and other AHS routes that serve as important links for freight and passenger travel.

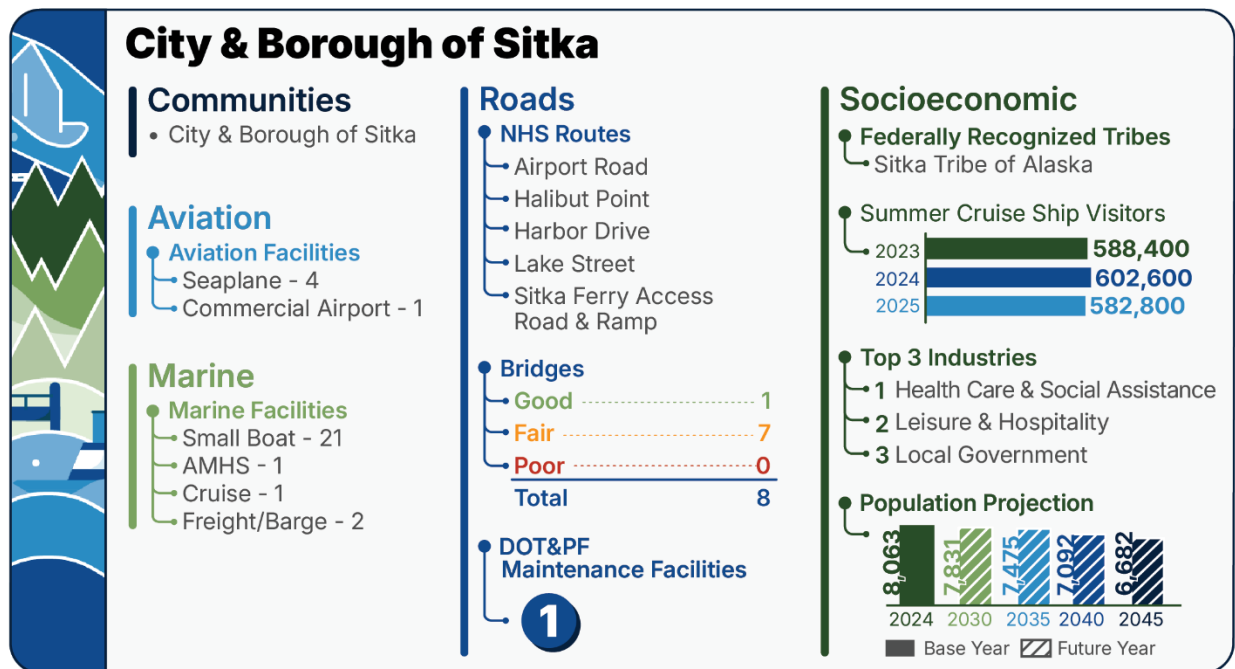


### 1.5.5.7 City and Borough of Sitka

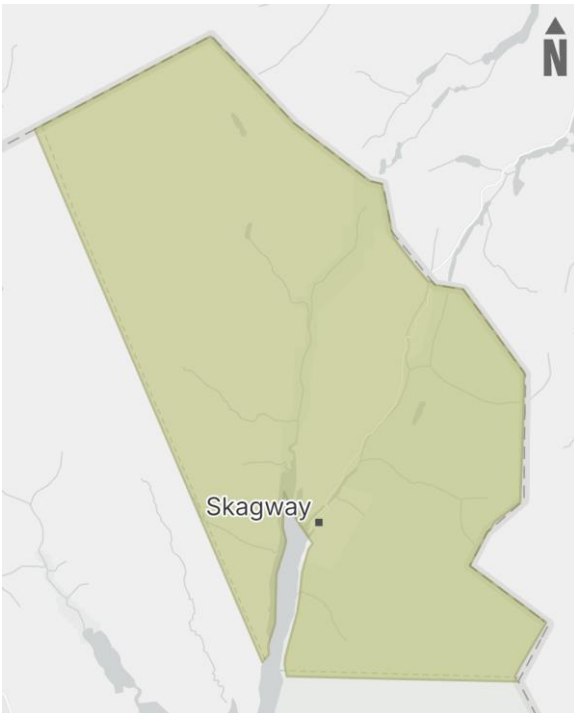


The City and Borough of Sitka accounts for 11 percent of the Southeast's population with 8,063 residents in 2024. Based on mid-case scenarios, the Borough's population is projected to decrease by 1,381 residents.

The City and Borough of Sitka consists of a 66-mile surface transportation network that combines state highways and local community roads to support regional mobility. Key corridors include Airport Road, Halibut Point Road, and other NHS routes that serve as important links for freight and passenger travel.

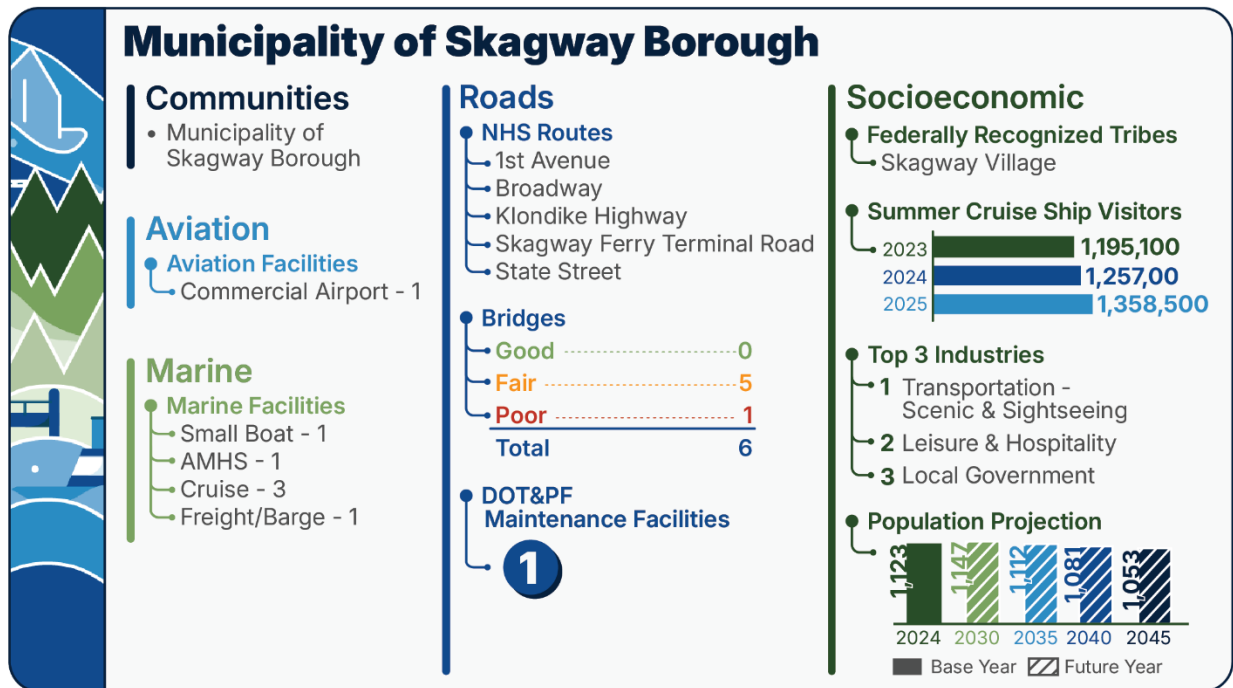


### 1.5.5.8 Municipality of Skagway Borough



The Municipality of Skagway Borough accounts for two percent of the Southeast's population with 1,123 residents in 2024. Based on mid-case scenarios, the borough's population is projected to decrease by 70 residents.

The Municipality of Skagway Borough has an over 40-mile surface transportation network that combines state highways and local community roads to support regional mobility. 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 an important link for freight and passenger travel.

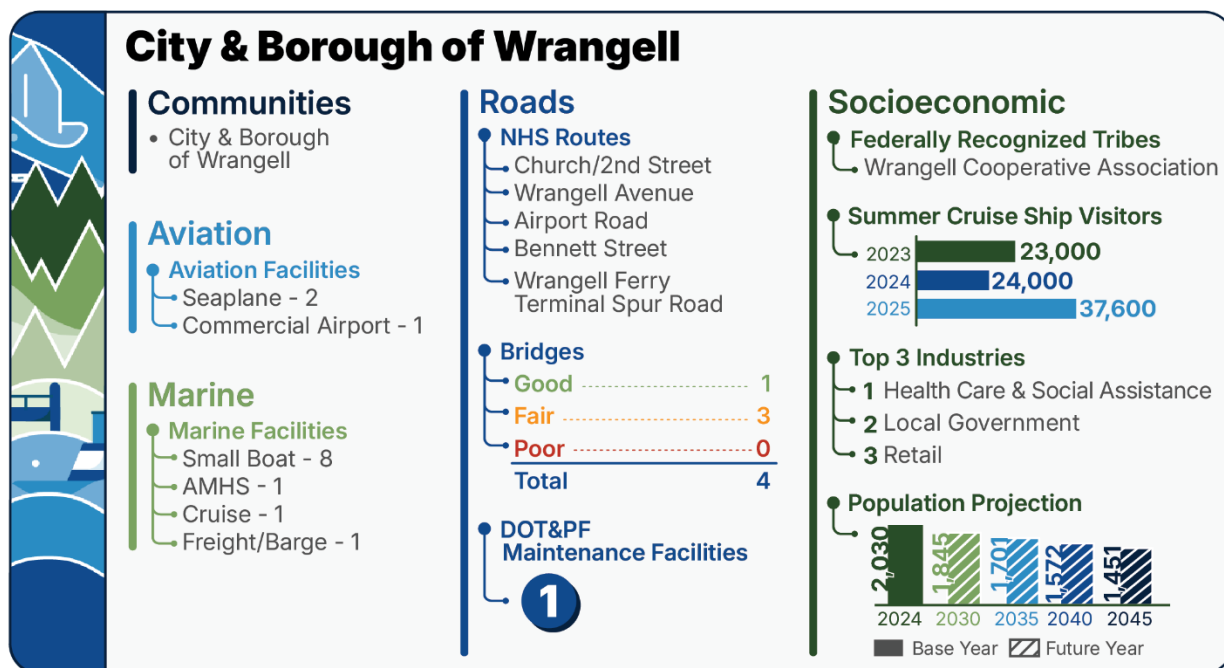


### 1.5.5.9 City and Borough of Wrangell

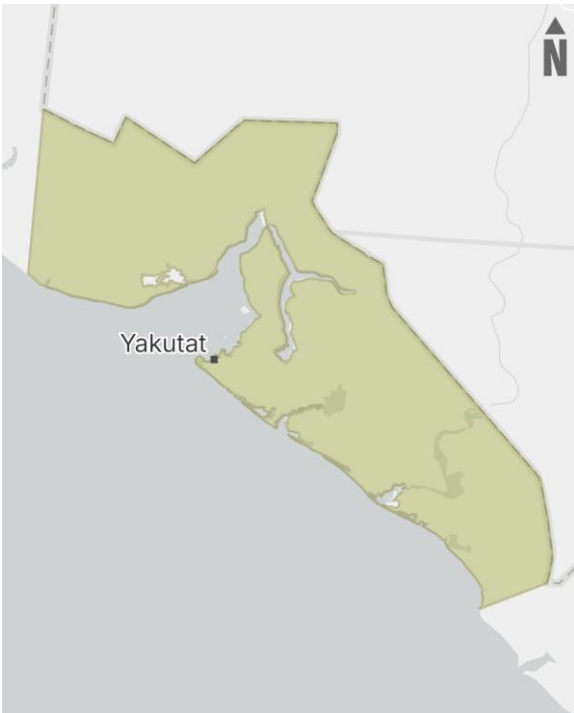


The City and Borough of Wrangell accounts for three percent of the Southeast's population with 2,030 residents in 2024. Based on mid-case scenarios, the Borough's population is projected to decrease by 579 residents.

The City and Borough of Wrangell has a surface transportation network made up of over 70 miles of state highways and local community roadways that support regional mobility. Key corridors include Airport Road, Bennett Street, and other NHS routes that serve as important links for freight and passenger travel.

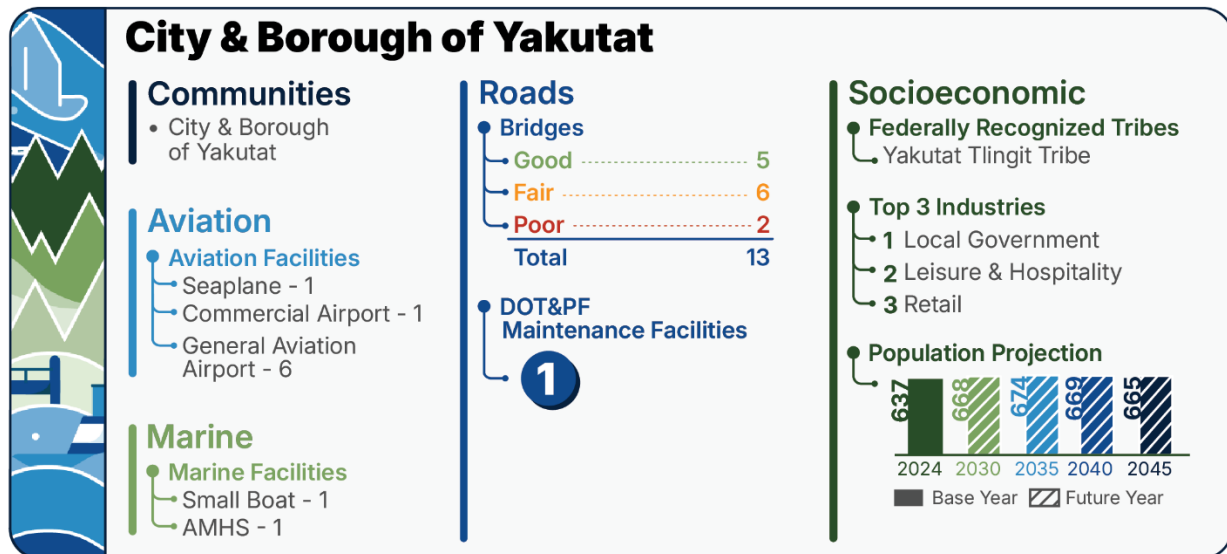


### 1.5.5.10 City and Borough of Yakutat



The City and Borough of Yakutat accounts for one percent of the Southeast's population with 637 residents in 2024. Based on mid-case scenarios, the borough's population is projected to increase by 28 residents.

The City and Borough of Yakutat consists of a nearly 70-mile surface transportation network that combines state highways and local community roads to support regional mobility. The network does not contain routes designated as part of the NHS or AHS. Instead, the system primarily serves local access needs, connecting communities, ferry terminals, and essential services within the area.



## 2.0 TRANSPORTATION SYSTEM PROFILES

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Southeast relies on a multimodal transportation network comprising airports, roadways, bridges and culverts, active transportation, transit, and waterways to connect people, goods, services, and economic activities across communities that are often separated by water and inaccessible by road.

The following transportation system themes are shared across all modes and provide important context for understanding modal-specific performance, needs, gaps, and resiliency considerations:

- **Geographic Constraints** limit where infrastructure can be constructed and create a transportation system that relies on a limited number of facilities or services with few alternative travel options when faced with transportation disruptions.
- **Transportation Connections** support access to essential services, social connections, economic activity, and quality of life.
- **Environmental Stewardship** is a strong value across the region with concern around balancing future development and transportation network expansion while maintaining and preserving the region's ecosystem and resources.
- **Tourism** is an economic driver in Alaska that creates unique challenges for transportation and industry growth which must be balanced with local priorities and needs.
- **Multimodal Connectivity** is essential as no single mode can provide complete connectivity throughout Southeast. The transportation system relies on connections between marine, aviation, roadway, and active transportation networks.
- **Aging Infrastructure and State of Good Repair Needs** require ongoing maintenance, rehabilitation, and replacement to support safe and reliable service, as much of the region's transportation infrastructure was developed decades ago.
- **Weather and Climate**, including seasonal conditions, and natural hazards, influence the reliability, maintenance needs, and operating costs of transportation infrastructure throughout the region.
- **Community Resilience and Emergency Response** rely on transportation to support the movement of supplies, damage assessment, and recovery efforts after disasters.
- **Funding and Cost Challenges** including high construction costs, remote logistics, limited funding availability, and high operating and maintenance expenses limit the region's ability to maintain a state of good repair and provide reliable and consistent services.

The following transportation system profiles provide an overview of Southeast’s transportation modes, existing infrastructure, services, and performance, in addition to identifying needs, gaps, and resiliency considerations. Community-specific priorities and needs were identified through SEATP Update public engagement efforts and Community Transportation Workshops to capture the unique transportation challenges communities face. Supporting existing conditions data are provided in a companion Existing Conditions report and web-based ArcGIS StoryMap, which includes roadways, ports and harbors, airports, medical facilities, and K–12 educational facilities. The full inventory is included in Appendix A: Existing Conditions.

## 2.1 Airports

Southeast’s aviation system includes paved runways that serve jet traffic, paved and gravel runways that serve smaller aircraft, dozens of registered water landing areas (seaplane facilities), countless unregistered water landing areas, and the network of navigational aids and infrastructure that support the “highways in the sky.”

### Common Airport Roles in Southeast



**Community Access  
& Support**



**Access to State &  
National Parks & Forests**



**Routine Medical  
Care Travel**



**Government &  
Agency Services**



**Medical Evacuation  
(Medevac)**



**Wildland Firefighting**



**Freight & Mail Delivery**



**Emergency Response**



**Tourism**



**Alternative Landing Sites**



**Fishing, Hunting, & Guiding**

The SEATP Update focuses on the network of 63 public-use airports and seaplane facilities owned by DOT&PF, local communities and boroughs, federal agencies, private owners, and other facilities in the region registered for public use<sup>7</sup>, (Figure 10, Table 6).



SOUTHEAST ALASKA TRANSPORTATION PLAN // 2026 UPDATE

Table 6: SEATP Update Public-Use Aviation System Airports in Each Borough/Census Area

| Aviation System Airports In Each Borough/Census Area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Haines Borough                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| <ul style="list-style-type: none"> <li>Excursion Inlet (EXI) – DOT&amp;PF Seaplane Base (SPB), Essential Air Service (EAS)</li> <li>Haines (HNS) – DOT&amp;PF Paved</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| City And Borough of Juneau (CBJ)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| <ul style="list-style-type: none"> <li>Juneau International (JNU) – CBJ Paved, Part 139</li> <li>Taku Harbor (A43) – CBJ SPB</li> <li>Taku Lodge (TKL) – Privately Owned SPB</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| Ketchikan Gateway Borough (KGB)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| <ul style="list-style-type: none"> <li>Ketchikan Intl (KTN) – DOT&amp;PF Paved, Part 139</li> <li>Ketchikan Harbor (5KE) – Privately Owned SPB</li> <li>Loring (13Z) – KGB SPB</li> <li>Murphy's Pullout (8K9) – KGB SPB</li> <li>Peninsula Point Pullout (9C0) – DOT&amp;PF SPB</li> <li>Yes Bay Lodge – Privately Owned SPB</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| Prince of Wales-Hyder Area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| <ul style="list-style-type: none"> <li>Cape Pole (Z71) – Privately Owned SPB</li> <li>Clark Bay (HYL) – DOT&amp;PF SPB</li> <li>Coffman Cove (KCC) – DOT&amp;PF SPB</li> <li>Craig (CGA) – City of Craig SPB</li> <li>El Capitan Lodge (5C5) – Privately Owned SPB</li> <li>Hydaburg (HYG) – DOT&amp;PF SPB, EAS</li> <li>Hyder (4Z7) – DOT&amp;PF SPB</li> <li>Kasaan (KXA) – DOT&amp;PF SPB</li> <li>Kake (AFE) – DOT&amp;PF Paved</li> <li>Kake (KAE) – City of Kake SPB, EAS</li> <li>Klawock (AKW) – DOT&amp;PF Paved</li> <li>Metlakatla (MTM) – DOT&amp;PF SPB, EAS</li> <li>Naukati Bay (AK62) – Naukati Bay Community SPB</li> <li>Point Baker (KPB) – DOT&amp;PF SPB</li> <li>Port Alexander (AHP) – DOT&amp;PF SPB, EAS</li> <li>Port Alice (16K) – Privately Owned SPB</li> <li>Port Protection (19P) – DOT&amp;PF SPB</li> <li>Saginaw (A23) – No Listed Owner SPB</li> <li>Steamboat Bay (WSB) – Privately Owned SPB</li> <li>Tamgas Harbor (Z43) – Council of Annette Island SPB</li> <li>Thorne Bay (KTB) – City of Thorne Bay SPB</li> <li>Token (57A) – No Listed Owner SPB</li> <li>Waterfall (KWF) – Privately Owned SPB</li> <li>Whale Pass Seaplane Float Harbor Facility (96Z) – City of Whale Pass SPB</li> </ul> |  |

| Aviation System Airports In Each Borough/Census Area                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Hoonah-Angoon Census Area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| <ul style="list-style-type: none"> <li>• Gustavus (GST) – DOT&amp;PF Paved, Part 139, EAS</li> <li>• Angoon (AGN) – DOT&amp;PF SPB, EAS</li> <li>• Bartlett Cove (BQV) – National Parks Service (NPS) SPB</li> <li>• Elfin Cove (ELV) – DOT&amp;PF SPB, EAS</li> <li>• Funter Bay (FNR) – DOT&amp;PF SPB</li> <li>• Hoonah (HNH) – DOT&amp;PF Paved</li> <li>• Hoonah (OOH) – DOT&amp;PF SPB</li> <li>• Pelican (PEC) – City of Pelican SPB, EAS</li> <li>• Tenakee (TKE) – DOT&amp;PF SPB, EAS</li> </ul> |  |
| Petersburg Borough                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| <ul style="list-style-type: none"> <li>• Petersburg James A Johnson (PSG) – DOT&amp;PF Paved, Part 139, EAS</li> <li>• Lloyd R Roundtree Seaplane Facility (63A) – DOT&amp;PF SPB</li> </ul>                                                                                                                                                                                                                                                                                                               |  |
| City And Borough Of Sitka (CBS)                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| <ul style="list-style-type: none"> <li>• Sitka Rocky Gutierrez (SIT) – DOT&amp;PF Paved, Part 139</li> <li>• Baranof Warm Springs Float and Seaplane Float (BNF) – CBS SPB</li> <li>• False Island (2Z6) – USFS SPB</li> <li>• Port Walter (PWR) – National Oceanic and Atmospheric Administration (NOAA) SPB</li> <li>• Sitka (A29) – CBS SPB</li> </ul>                                                                                                                                                  |  |
| Municipality Of Skagway Borough                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| <ul style="list-style-type: none"> <li>• Skagway (SGY) – DOT&amp;PF Paved</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| City And Borough Of Wrangell (CBW)                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| <ul style="list-style-type: none"> <li>• Wrangell (WRG) – DOT&amp;PF Paved, Part 139, EAS</li> <li>• Meyers Chuck (84K) – CBW SPB</li> <li>• Wrangell (68A) – CBW SPB</li> </ul>                                                                                                                                                                                                                                                                                                                           |  |
| City And Borough of Yakutat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| <ul style="list-style-type: none"> <li>• Yakutat (YAK) – DOT&amp;PF Paved, Part 139, EAS</li> <li>• Alsek River (A57) – USFS Turf</li> <li>• Dry Bay (3AK) – NPS Gravel</li> <li>• East Alsek River (AK76) – NPS Turf</li> <li>• Harlequin Lake (A67) – USFS Turf</li> <li>• Situk (A68) – USFS Turf</li> <li>• Tanis Mesa (A69) – USFS Turf</li> <li>• Yakutat (2Y3) – CBY SPB</li> </ul>                                                                                                                 |  |

### 2.1.1.1 Ownership and Classification

The 63 Southeast airports range considerably by size, ownership, classification, and use. Airport ownership has a large role in determining how airports are funded, operated, and managed.

- Slightly less than half (28) of the public-use facilities are owned by DOT&PF. Statewide, approximately 60 percent of public-use facilities are owned by DOT&PF.
- Approximately 25 percent (16) are owned by the local city, borough, or government agency (commonly referred to as “local sponsors”). Statewide, only approximately 10 percent of aviation facilities are owned by local sponsors.
- Nine of the facilities are owned by federal agencies such as the USFS, NPS, or NOAA.
- Eight of the public-use facilities are owned by private individuals or businesses.
- The remaining two facilities have no registered owner, which places them in the public domain.

#### Airport Ownership

- 28 DOT&PF
- 16 Local Sponsor (City, Borough, Local Government)
- 5 United States Forest Service (USFS)
- 3 National Park Service (NPS)
- 1 National Oceanic and Atmospheric Administration (NOAA)
- 8 Private
- 2 No Registered Owner (Public Domain)

Airports are classified by both the FAA National Plan of Integrated Airport Systems (NPIAS) and the DOT&PF AASP<sup>8</sup>.

- **NPIAS classifications** distinguish airports by level of activity. Airports listed in the NPIAS are eligible for federal AIP funding based on the airport needs and passenger volume and this funding is distributed, in large part, based on the NPIAS classifications.
- **AASP classifications** include all DOT&PF-owned facilities, as well as a selection of other public-use facilities for the purpose of more specifically defining airport roles and needs in Alaska’s state system. An airport’s role determines the infrastructure, services, and asset management tools recommended to support optimal performance of Alaska’s statewide aviation system.

#### AASP Airport Classification

- 1 Small Hub
- 6 Regional Hub
- 16 Community Off-Road
- 3 Community On-Road
- 12 Local NPIAS – Low Activity
- 5 Local Non-NPIAS

<sup>8</sup> Alaska Department of Transportation & Public Facilities. (2022). “Alaska Aviation System Plan: Phase III, Chapter 3, Classifications & Performance Measures”.

### 2.1.1.2 Part 139 Certification

Part 139 certification is held by seven airports in Southeast. These airports serve scheduled and unscheduled air carrier aircraft with more than 30 seats (e.g., Alaska Airlines' Boeing 737 series aircraft) and are required by federal regulations (14 CFR § 139) to have an FAA-issued airport operating certificate. Part 139 certificated airports have more stringent FAA safety and operational standards due to size and scope of aeronautical activity. Part 139 certification comes with substantial infrastructure, staffing, and maintenance requirements for the airport owner/operator, and the air carriers and traveling public additionally assume a much more onerous experience to operate at and travel through these airports.

**Communities with Part 139 certification serve as transportation, economic, social, and medical hubs for their geographic areas, supporting multiple outlying communities.**

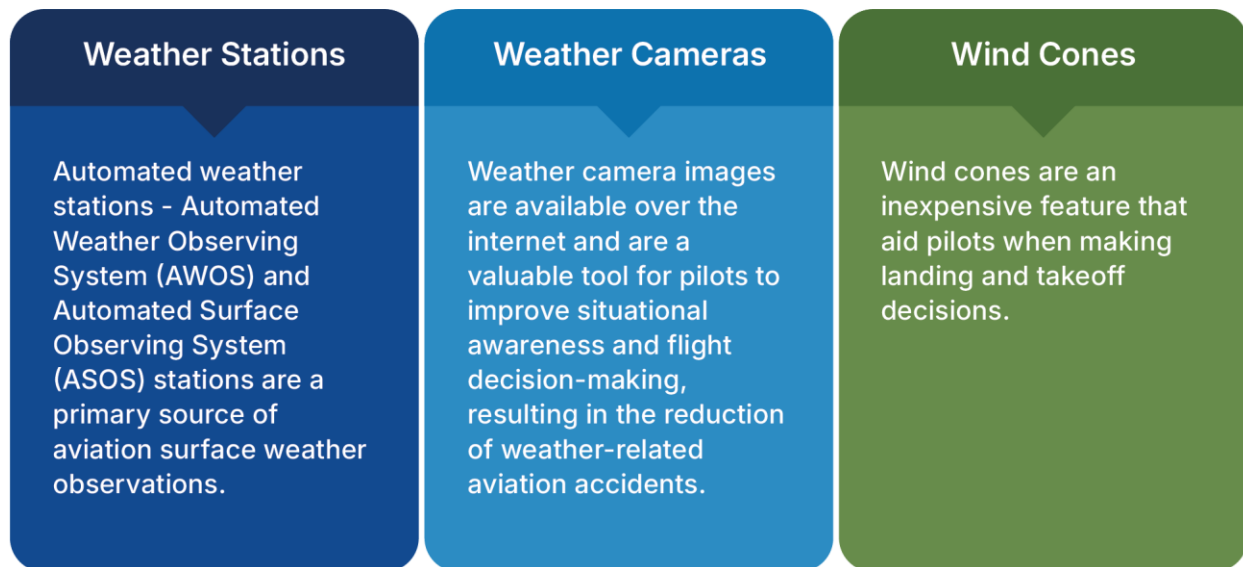
The airports holding Part 139 certification (Table 7) act as hubs in the region. Larger air carrier aircraft, carrying large numbers of passengers and volumes of freight, are able to operate at Part 139 certificated airports. Part 139 certificated airports typically have substantial airfield and support infrastructure, paved runways, and services to support large passenger and freight aircraft. Between these hub communities/airports and the outlying communities, people, and goods travel on smaller, float-equipped aircraft capable of operating at the seaplane bases (i.e., water landing surfaces) found in most communities.

Table 7: Part 139 Certificated Airports in Southeast

| Airport Name                      | Location ID | Borough/ Census Area      | Owner                      | AASP Classification |
|-----------------------------------|-------------|---------------------------|----------------------------|---------------------|
| <b>Gustavus</b>                   | GST         | Hoonah-Angoon CA          | DOT&PF                     | Regional Hub        |
| <b>Juneau International</b>       | JNU         | Juneau, City & Borough    | CBJ                        | Small Hub           |
| <b>Ketchikan International</b>    | KTN         | Ketchikan Gateway Borough | DOT&PF,<br>Operated by KGB | Regional Hub        |
| <b>Petersburg James A Johnson</b> | PSG         | Petersburg Borough        | DOT&PF                     | Regional Hub        |
| <b>Sitka Rocky Gutierrez</b>      | SIT         | Sitka, City & Borough     | DOT&PF                     | Regional Hub        |
| <b>Wrangell</b>                   | WRG         | Wrangell, City & Borough  | DOT&PF                     | Regional Hub        |
| <b>Yakutat</b>                    | YAK         | Yakutat, City and Borough | DOT&PF                     | Regional Hub        |

### 2.1.1.3 Weather Information and Reporting

FAA owns most of the weather reporting infrastructure in Alaska and it is a critical component of the aviation transportation system. The coastal geography and mountainous terrain contribute to weather patterns that make weather reporting and forecasts essential for safe and reliable air travel. Weather infrastructure primarily includes weather reporting stations and weather cameras in addition to wind cones which are required for federally funded or Part 139 certificated airports and recommended as best practice for non-federally funded airports, particularly seaplane bases. In lieu of this weather infrastructure, weather reporting may be provided by an Aviation Paid Weather Observer (Apaid) a person certified by the National Weather Service (NWS) to take and report surface weather observations.



Terrain and weather patterns in Southeast can cause weather conditions to be substantially different between two points geographically close to each other but separated by a mountain range or expanse of water. Weather observations enable pilots to make informed go/no-go decisions before departure and monitor changing conditions throughout a flight. Continued improvements and expansion of aviation weather reporting remain among the most effective ways to improve aviation safety.

#### *Weather Reporting Stations*

Only 16 of the 38 communities in the Southeast have a weather reporting station (Figure 11).

The sparsity of weather reporting inhibits airport operations and the weather forecasting that supports flight planning and enroute flight navigation. New technologies, such as Visual Weather Observing Systems (VWOS) could improve aviation safety in Southeast. VWOS is a low-cost, advanced weather system that uses sensors attached to existing weather cameras to gather weather data. The FAA is evaluating VWOS for its feasibility and benefits, with testing occurring at several Alaska airports.

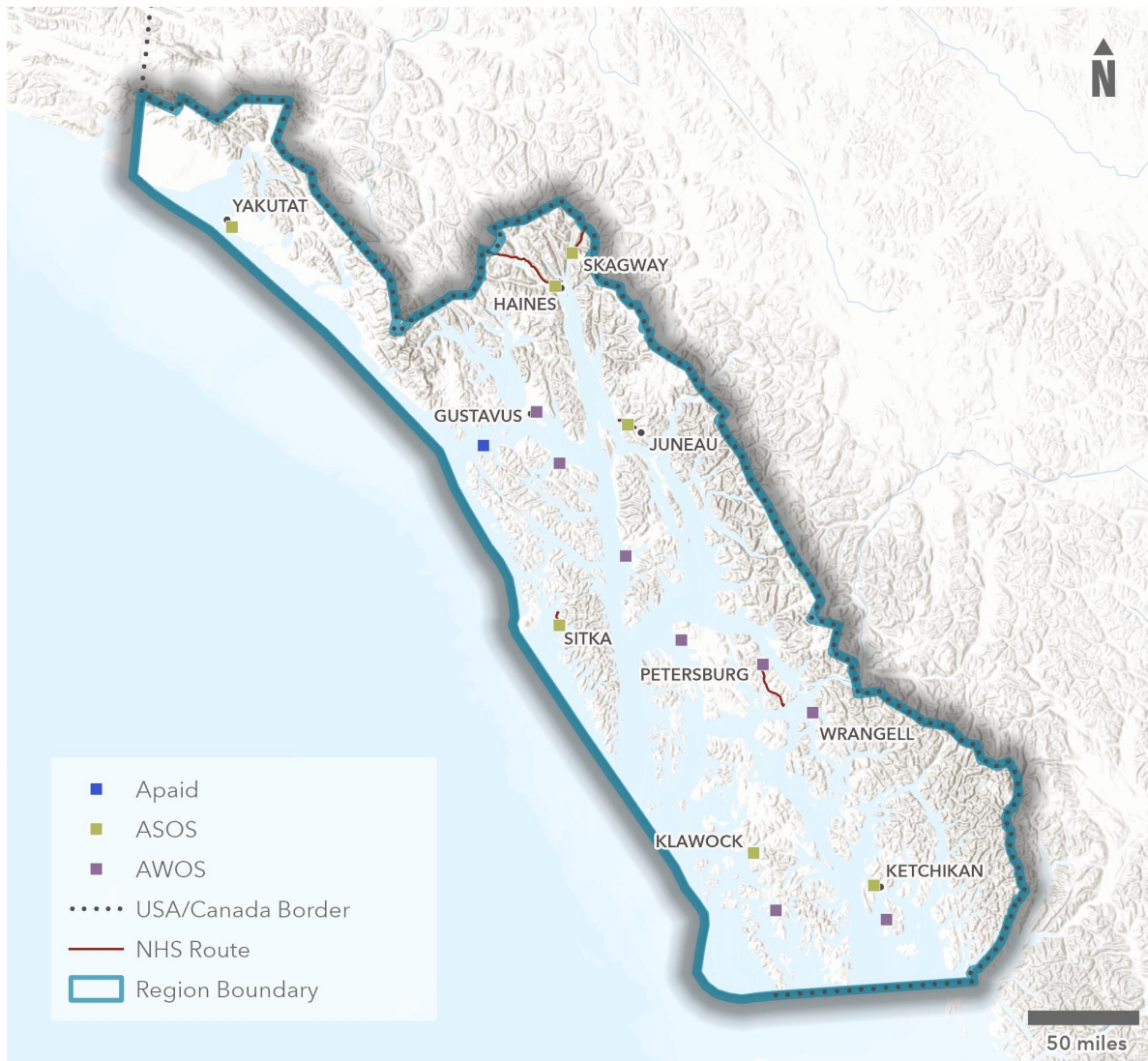


Figure 11: Weather Reporting Stations

## Weather Cameras

The FAA owns and operates a network of internet linked weather cameras across Alaska.<sup>9</sup> The weather camera program's network provides benefits in aviation access, safety, and efficiency.

Weather cameras are most often located at airports, but they may also be located at enroute points, such as mountain passes (Figure 12). Only about half (33 of 63) of Southeast airports have a weather camera nearby to provide advisory local weather conditions. Southeast does, however, have approximately 20 weather cameras located at enroute points along coastline, in fjord channels, or in mountain passes to provide weather condition information for areas in between the airports.

<sup>9</sup> Federal Aviation Administration. (n.d.). FAA WeatherCams. Retrieved January 12, 2026, from <https://weathercams.faa.gov/>

Weather cameras provide “advisory” as opposed to “approved” weather information during daylight hours.

Regardless of their limitations, an interested party quoted in the 2021 FAA Alaska Aviation Safety Initiative Report described the Weather Camera Program as “one of the best things FAA has done.”

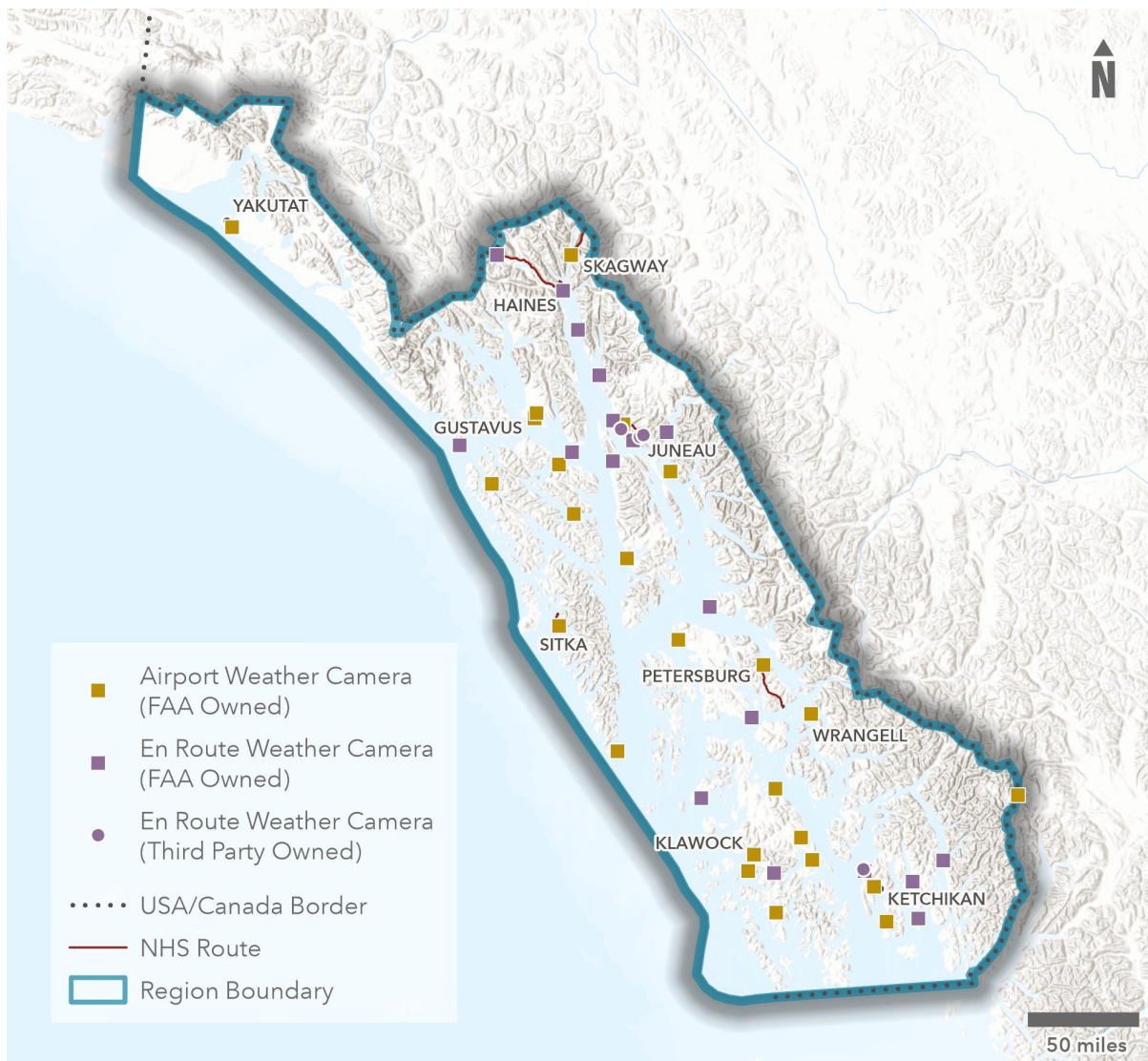


Figure 12: Weather Cameras in Southeast Alaska

Source: Federal Aviation Administration WeatherCams. <https://weathercams.faa.gov/>.

## *Wind Cones*

Wind cones are present at 43 Southeast aviation facilities and are recommended to be considered for installation at 22 additional facilities.

### **2.1.2 Aviation System Users**

The aviation system users are diverse and cross-sectional. The aircraft flying throughout the system are carrying pilots, passengers, and freight (cargo and mail) for various purposes, including commercial, recreational, medical, state and federal agency activities; emergency and disaster response; school and sports travel; social visits; and all other travel purposes typically served by roadway networks. The aircraft using the region's facilities and airspace cover nearly the entire spectrum of airborne vehicles and include large commercial jets, corporate jets, propeller-driven aircraft, tundra tire-equipped bush aircraft, floatplanes, amphibious planes, helicopters, and military aircraft.

#### **2.1.2.1 Passengers**

While aircraft types and trip purposes are important considerations in transportation planning, the primary users of the aviation system are the people who rely on it. These users include rural community residents, medical care providers, business owners, wildland firefighters, federal and state agency employees, general aviation pilots, tourists, hunters, fishers, recreational users, military service members, and the general traveling public.

People in Alaska travel by air more frequently than people in the rest of the U.S., and this is particularly true for residents of Southeast where there is minimal road connectivity. Residents commonly travel for work, leisure, medical reasons, school activities and to maintain family, community, and cultural connections across the region. Air travel for medical purposes is of particular importance to Southeast residents. Many medical needs require specialists and medical resources not found in most Southeast communities.

Passengers also include the many visitors and tourists that use air transportation to travel to or within Alaska. Southeast receives the greatest number of visitors to the state each year, largely due to cruise ship arrivals, but also due in part to the region's accessibility by air. Alaska Airlines and other major carriers offer scheduled service to several Southeast airports from contiguous U.S. origin points. While in Southeast, visitors may take smaller air taxi flights between islands and destinations. Air taxis in Southeast offer glacier viewing and landings, bear viewing, transport to sports fishing lodges and destinations, transport to USFS cabins, and transport for other tourism-driven specialized activities.

#### **2.1.2.2 Freight**

The Southeast freight system relies on the intermodal connectivity between surface, marine, and air transportation. Most of the freight in the region is moved via marine or air transportation, and surface routes are used to transfer goods between ports and airports to residents, consumers, and industrial customers.

Freight and mail that is moved by air within the region often relies on carefully coordinated air logistics. Cargo commonly arrives in Juneau, Sitka, or Ketchikan on large jets or freight-dedicated aircraft and is then distributed to smaller communities via smaller aircraft. Remote seaplane bases frequently serve as the final delivery destination. Given limited road infrastructure and marine weather variability, aviation provides redundancy and reliability in freight and mail distribution.

Freight delivery by air is so necessary to Southeast that several communities receive Essential Air Service (EAS) by dedicated freighter aircraft. Petersburg, Wrangell, and Yakutat – in addition to EAS passenger service – receive EAS freighter service provided by Alaska Airlines with Boeing 737 aircraft<sup>10</sup>. Only two other communities in Alaska receive EAS freighter service, and no communities in the rest of the U.S. receive EAS freighter service.

### 2.1.2.3 Essential Air Service

The USDOT EAS program supports many of the airports in Southeast and has major implications to communities, airports, and carriers in the region. EAS is a federally directed program to provide air service to underserved communities stemming from the deregulation of the airline industry in 1978. Congress created the EAS program to make sure that small communities that may not be financially viable markets for airlines without federal support continue to receive commercial air service. The program helps maintain access to the national air transportation system and the economic and quality-of-life benefits associated with reliable scheduled air service.

Eleven (11) communities in Southeast rely on the EAS program to support and subsidize regular air service.

Table 8 identifies the communities, the carriers under contract as of October 2025 to provide EAS, the aircraft used (with passenger seats), and the hub airports out of which the EAS flights originate.

Table 8: Southeast Communities Receiving Essential Air Service

| Community       | EAS Carrier      | EAS Aircraft            | Guaranteed Passenger Seats | Hub Airport <sup>1</sup> |
|-----------------|------------------|-------------------------|----------------------------|--------------------------|
| Angoon          | Alaska Seaplanes | C-206, C-208, Beaver    | 4 – 9                      | JNU                      |
| Excursion Inlet | Ward Air         | C-185, C-206, C-310     | 3 or 4                     | JNU                      |
| Gustavus        | Alaska Airlines  | B-737                   | 124                        | JNU                      |
| Hydaburg        | Taquan           | Otter, Beaver           | 6 – 7                      | 5KE (WFB)                |
| Kake            | Alaska Seaplanes | PC-12, C-208            | 9                          | JNU                      |
| Pelican         | Alaska Seaplanes | C-206, C-208, Beaver    | 4 – 9                      | JNU                      |
| Petersburg      | Alaska Airlines  | B-737 & B-737 Freighter | 124                        | JNU / KTN / SEA          |
| Port Alexander  | Baranautica      | C-185                   | 3                          | SIT                      |
| Tenakee Springs | Alaska Seaplanes | C-206, C-208, Beaver    | 4 – 9                      | JNU                      |
| Wrangell        | Alaska Airlines  | B-737 & B-737 Freighter | 124                        | JNU / KTN / SEA          |
| Yakutat         | Alaska Airlines  | B-737 & B-737 Freighter | 124                        | ANC / JNU                |

Source: USDOT Subsidized Essential Air Service Communities (Alaska). October 2025. JNU: Juneau International. 5KE (WFB): Ketchikan Harbor Seaplane Base. KTN: Ketchikan International. SEA: Seattle-Tacoma International. SIT: Sitka Rocky Gutierrez

<sup>10</sup> Subsidized Essential Air Service communities (Alaska). October 2025. Subsidized EAS report for AK\_Oct2025 | US Department of Transportation

### 2.1.3 System Resiliency

Transportation infrastructure statewide is prone to seasonal, annual, and trending changes in environmental conditions, and Southeast airports are no exception. Southeast's unique geography, climate, and community profiles present distinct challenges and opportunities for maintaining a reliable transportation system during hazardous events. Floods, erosion, earthquakes, severe storms, and other natural events damage infrastructure, can disrupt service to communities, and result in costly investments to repair, rebuild, and sometimes relocate infrastructure.

Many communities in Southeast rely on a single airport for regular, year-round access. The irregular, infrequent, or absent alternative access modes and the lack of redundancy across all transportation modes sets many communities at particular risk of isolation during a hazardous event, reducing regional and local mobility and emergency response capability. Disruption to airport operations can significantly affect the movement of people and goods, particularly for critical purposes such as medical care access and emergency response. It is important to continue to adopt technologies, practices, and seek funding to improve robustness and resiliency of the airport infrastructure. Operational and system dependencies that influence airport resilience include maintaining the network of airports in a state of good repair, the availability and functionality of weather reporting, operational airfield lighting, reliable power sources, wildlife hazard mitigation, coordinated and exercised emergency planning, and specific infrastructure improvements to harden airports against the changing environment.

#### 2.1.3.1 Emergency Planning

In some communities, emergency response plans are outdated or may not be sufficiently comprehensive. Airport Emergency Plans (AEPs) are available (and required) for airports certificated under 14 CFR § 139.325 but would benefit non-certificated airports as well. AEPs support documentation of current operational roles, communications procedures, and mutual aid coordination. These planning efforts can also incorporate documentation of alternate landing areas and locally available material stockpiles to aid in quick response to emergency events.

#### 2.1.3.2 Weather Observation Gaps

Reliable weather data remains a major constraint for rural aviation safety and resiliency. Gaps exist in both the coverage area of weather reporting and in the reliability of weather reporting systems. Even where there are weather reporting stations, power or internet connectivity interruptions and weather equipment malfunctions are common across the region, disrupting air travel until the power, connectivity, or equipment is restored or repaired.

- **New Weather Reporting Stations:** Several locations in Southeast have already been identified by the Aviation Weather Working Group<sup>11</sup> for the installation of new weather reporting systems.

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<sup>11</sup> State of Alaska Department of Transportation and Public Facilities. 2017. Alaska Weather Equipment Needs Summary. [https://www.alaskaasap.com/media/1897/ak\\_weather\\_bundle\\_update.pdf](https://www.alaskaasap.com/media/1897/ak_weather_bundle_update.pdf)

- **Improvements to existing Weather Reporting Stations:** As important as expanding the network of weather reporting stations is the hardening (i.e., improving the reliability) of existing weather stations, through continued coordination efforts between DOT&PF, FAA, and National Weather Service (NWS). Resolving the power and telecommunication issues that cause complete or partial outages of weather reporting is critical to providing weather information necessary for flights. Coordination should occur with the FAA to advocate for satellite-based communications (such as the Starlink™ systems deployed at select airports to date) to be used at all weather stations in Southeast Alaska. The installation of Starlink™ at stations across the state has greatly improved functional telecommunications, and many stations with persistent outages returned online and maintained greater reliability after Starlink™ installation.
- **Weather Cameras:** Weather cameras are a relatively inexpensive way to provide local weather information. Although not an FAA-approved official weather information source, they provide valuable information to pilots when flying from point to point or enroute. The availability of electrical power and internet connectivity to some of these locations is unknown, and it is recognized that lack of power and/or internet would be a constraint to installation of weather cameras.
- **Wind Cones at Seaplane Base Facilities:** Knowledge of the existing wind conditions for the water operating area is important to seaplane pilots. Wind cones at seaplane bases are recommended by the FAA and are an inexpensive feature to aid pilots when making landing and takeoff decisions. Many seaplane facilities in Southeast lack this basic visual aid to navigation.

Table 9 includes airport resiliency needs for weather stations, weather cameras and wind cones, the type of resiliency investment needed at each identified facility is marked with a green check.

Figure 13 shows what the Southeast weather station system could look like if the recommendations in Table 9 were to be implemented.

Table 9: Airport Weather Observation Investment Recommendations

| Borough / Census Area     | Airport Name                        | 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         | Loring SPB*                         | 13Z | —                | —               | ✓          |
| Ketchikan Gateway         | 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 | —                | —               | ✓          |

| Borough / Census Area      | Airport Name                  | ID  | Weather Stations | Weather Cameras | Wind Cones |
|----------------------------|-------------------------------|-----|------------------|-----------------|------------|
| POW-Hyder Census Area      | Port Protection SPB           | 19P | ✓                | ✓               | ✓          |
| POW-Hyder Census Area      | Saginaw SPB*                  | A23 | —                | —               | ✓          |
| POW-Hyder Census Area      | Steamboat Bay SPB*            | WSB | —                | —               | ✓          |
| POW-Hyder Census Area      | Tamgas Harbor SPB*            | Z43 | —                | —               | ✓          |
| POW-Hyder Census Area      | Thorne Bay SPB*               | KTB | —                | ✓               | —          |
| POW-Hyder Census Area      | Token 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

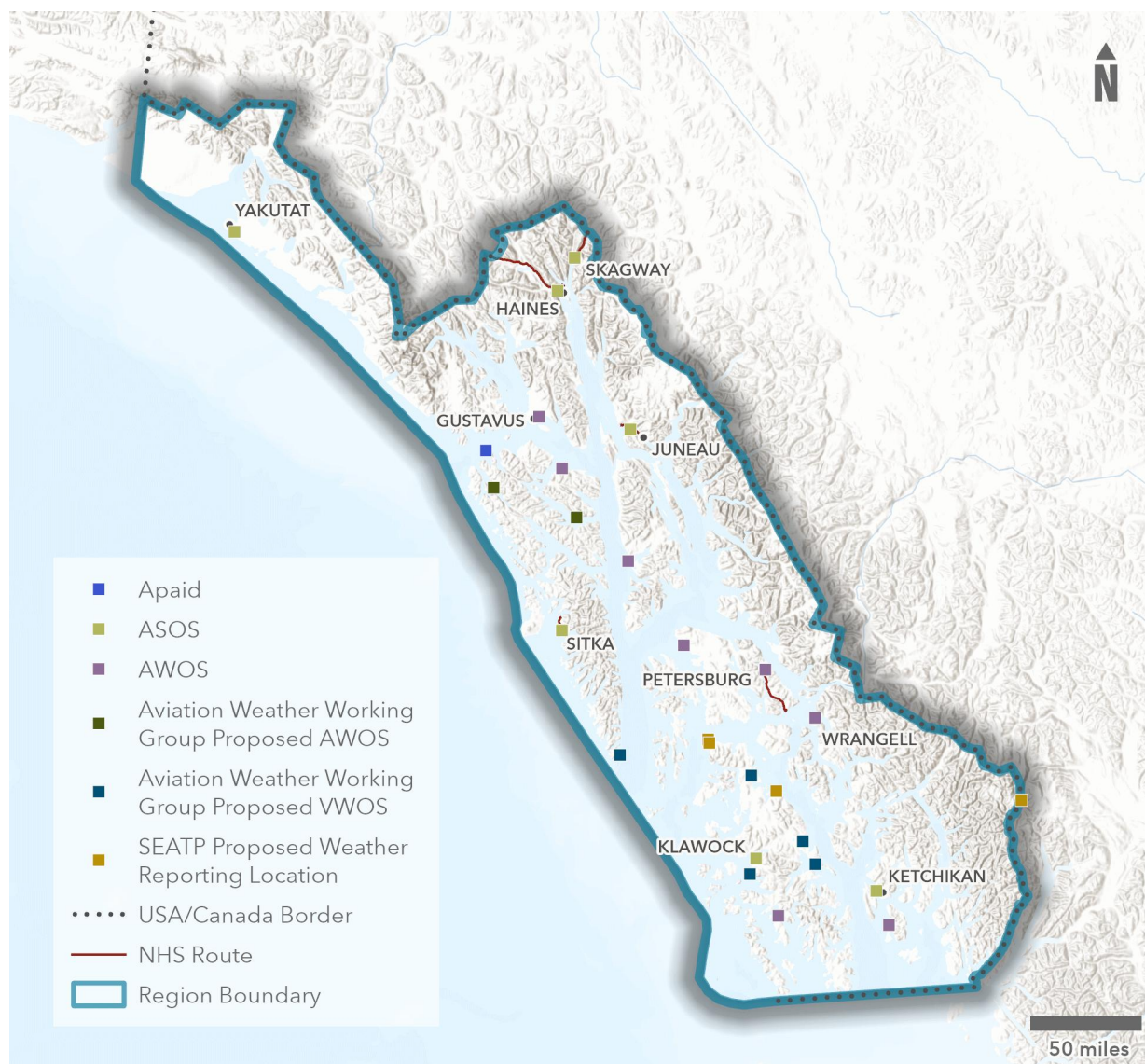


Figure 13: Airport Weather Stations Full Build Out

### 2.1.3.3 Environmental Impacts

Environmental concerns including Per- and Polyfluoroalkyl Substances (PFAS) contamination<sup>12</sup>, the changing environment, and wildlife interactions have been identified as impacts to several Southeast airports.

<sup>12</sup> PFAS Explained | US EPA

- **PFAS contamination:** Primarily associated with historical use of aqueous film forming foam (AFFF) for firefighting, PFAS contamination presents ongoing risks to airport operations, planning, construction, and land use. The seven Part 139-certificated airports are required by regulation to have Aircraft Rescue and Firefighting (ARFF) equipment and capabilities, and these airports have historically used AFFF in fire suppression and training activities. The DOT&PF is evaluating PFAS impacts at state-owned and managed sites, but contamination, remediation requirements, and the transition away from AFFF are expected to result in significant long-term costs and operational challenges. Addressing PFAS contamination and removing and replacing the AFFF supply will be required at each of the airports with historical use of AFFF.
- **Environmentally Impacted:** Some airports have specific and ongoing impacts from the changing environment related to erosion, flooding, and wave impacts and resilience improvements may be able to be incorporated into airport rehabilitation projects. A 2026 U.S Army Corps of Engineers (USACE) project to repair the Skagway River Levee is anticipated to mitigate existing erosion threats. Migration of the Situk River estuary could impact the Yakutat Airport within the next 20 years and sediment deposit from a nearby creek is impacting the seaplane dock at Hoonah. Seawall improvements at Sitka Airport are needed to preserve and protect the runway. In Tenakee, floating breakwaters that protect the seaplane base and other inner harbor facilities are in very poor condition and, should they fail, significant damage to inner harbor facilities is expected.
- **Wildlife Interactions:** Wildlife intrusions at airports pose risks to operations. Potential opportunities include installing fencing, implementing vegetation control, or using emerging technology similar to Aurora, Fairbanks International Airport's robotic helper. Airports specifically identified by communities as concerns include Kake and Yakutat.

Table 10 lists the seven certificated airports at which PFAS mitigation will be needed as well as those airports with identified environmental impacts and wildlife interactions.

Table 10: Airport Environmental Issues

| Borough / Census Area         | Airport Name<br>(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.

#### 2.1.4 Performance, Needs, and Gaps

The SEATP Update examines performance, needs, and gaps from a region-wide perspective. Although each airport and each community have unique characteristics and needs, there are some airport features that are of greater significance to the health and functionality of the overall system. Consistent with the assessment of the aviation transportation system in previous regional plans, the Southeast aviation system remains well built-out, and recommended actions are primarily to maintain and preserve the existing system of airports to support the reliability and serviceability of the region's aviation facilities.

### 2.1.4.1 Forecasts

While population is projected to gradually decline across nearly all Southeast boroughs and census areas, potentially tempering enplanement growth in some communities, aviation demand is also driven by freight, tourism, and government activity that help sustain operations independent of population trends.

Aviation activity in Southeast is forecast to grow over the 20-year planning period. Passenger enplanements are forecast to grow at an annual average growth rate of 0.5 percent. Operations (the number of flights) are forecast to grow at an annual average growth rate of 1.6 percent (general aviation operations) to 1.8 percent (commercial operations). Details of aviation activity forecasts are found in Appendix E: Aviation Forecasts.

Aviation activity forecasts are also completed for individual airports during updates to airport master plans (AMPs). Many (if not most) of the region's AMPs and airport layout plans (ALPs) are 20 years old or older and should be updated to reflect current conditions and needs at the region's airports. These airport-specific plans involve focused and sometimes comprehensive studies to engage local communities and airport users, better determine the needs at individual airports, and make improvement recommendations.

### 2.1.4.2 Air Service

Beyond the maintenance and upkeep of airport infrastructure, it is important to consider potential changes and impacts to air service.

- **Access to Medical Care:** The population of Southeast is aging, and the need for access to medical care will increase and place additional demands on the aviation transportation system. Providing reliable and regular service will support the health and well-being of the region's residents by enabling them to travel for medical appointments, see specialists, and receive treatment. Medevac operators rely on available and accurate weather condition reporting, runway lighting, adequate runway length and surface conditions, and instrument approach procedures to be able to conduct medevac operations at any hour of the day. Airport improvements that meet these needs or sustain an operational system supporting medevac flights and medical travel are of regional importance.
- **EAS Program Changes:** Eleven communities in Southeast rely on the EAS program to support and subsidize regular passenger air service, and three communities also rely on the EAS program for regular air freight service. Without the EAS program, many air carriers would not be able to provide air service to remote Alaskan communities, because these routes and markets would be financially nonviable. Preserving air service in Southeast is increasingly important to support a resilient transportation system that offers a range of travel options. There are no imminent threats to EAS program funding at the time this plan was developed, but any reduction in funding which could lead to a reduction in service would critically impact Southeast communities. However, federal cost-cutting efforts continue to periodically place the EAS program at risk of reduced or eliminated funding. The ongoing scrutiny will require DOT&PF, the state's congressional delegation, communities, and aviation system users to regularly justify the value and necessity of EAS to state and federal decision-makers and ensure its continued support.

### 2.1.4.3 New Airports

The construction of an airport at Angoon has been a recommendation of every regional transportation plan since 1980, as well as the 2007 *Angoon Airport Master Plan*. Benefits of a surface airport include improving air travel safety, reliability, and frequency; supporting emergency medical transportation needs; better meeting current travel needs; reducing the community's isolation; improving access to the Admiralty Island National Monument; and supporting economic development. Improvements to the system include providing a new surface runway in the middle of a long expanse without one – expanding carrier options for routing and for emergency/ weather diversions.

Although the seaplane base at Edna Bay is not a new airport, the facility is not currently registered with the FAA. DOT&PF completed construction of a harbor with a seaplane float for the community 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 seaplane base is charted and included in official publications for pilots and air carriers.

### 2.1.4.4 Airport State of Good Repair

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, given the region's dependence on aviation and frequent low-visibility operating conditions.

Key findings related to keeping airports in a state of good repair include the following:

- **Runway Pavement Conditions:** There are 12 paved airports in Southeast. Routine pavement preservation efforts have regularly been undertaken to maximize the life of airport pavements, and these efforts should continue. However, pavements at several airports have deteriorated beyond the point at which preservation efforts are effective. Airports with a runway pavement condition index measuring below 70 (the critical value below which rehabilitation or reconstruction is recommended) or predicted to fall below 70 should be planned and programmed to make sure pavement conditions continue to meet safety standards, especially at the seven Part 139 certificated airports in the region.
- **Airport Lighting:** Runway lighting systems at Southeast airports range from 20–39 years old, much older than the FAA-designated minimum useful life of ten years. Although many of the lighting systems are in acceptable working condition, lighting system replacements should be planned and programmed to support the continued functionality of the lighted runways.
- **Lease Lots, Vehicle Parking, and Access:** System users have interest in lease lot development and improvements to landside infrastructure, such as vehicle parking and access. In an airport user survey conducted in support of the 2019 *The Economic Contribution of the Aviation Industry to Alaska's Economy report*<sup>13</sup>, Southeast airport users were found to be most concerned with availability of parking. Many airports' needs lists include apron expansion, aircraft parking, lease lot development, and improved vehicle parking. These improvements are often most impactful on a local level, and they should be evaluated in airport master plans and layout plans. Even so, developing high-functioning airports that support thriving tenant business activity is beneficial for the overall system.

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<sup>13</sup> Alaska Department of Transportation & Public Facilities. June 2019. *The Economic Contribution of the Aviation Industry to Alaska's Economy, a component of the Alaska Aviation System Plan*.  
[https://www.alaskaasp.com/media/3205/contribution\\_of\\_the\\_aviation\\_industry\\_rural\\_system\\_report\\_final.pdf](https://www.alaskaasp.com/media/3205/contribution_of_the_aviation_industry_rural_system_report_final.pdf)

Challenging the desire for additional lease lots and improvements to existing leased lots is recent FAA action requiring National Environmental Policy Act (NEPA) activities for tenants to develop or improve at any airport in the state. This circumstance puts extra strain on both tenants and DOT&PF environmental personnel, while also creating competition for FAA review and approval times on DOT&PF projects. The cost and time needed to conduct NEPA activities is a considerable barrier to private development, threatening the economic health of airports and operators who serve the communities. The burden is especially large for private individuals and small, locally owned businesses.

Table 11 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 11: Airport State of Good Repair Investment Recommendations

| Borough/Census Area           | Airport Name<br>(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)                     | ✓        | ✓        | ✓                       |
| 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         | 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 and Borough     | Yakutat Airport (YAK)                    | —        | ✓        | ✓                       |

\*Denotes aviation facilities not owned by DOT&PF.

#### 2.1.4.5 Weather Reporting

Weather-related flight cancellations impact Southeast residents and visitors in many ways. Cancelled and diverted flights can impact a community's supply of groceries and other essential goods for days or even weeks at a time; and people miss medical appointments, work travel, and personal travel to spend time with family and friends. The combination of Alaska's heavy dependence on aviation, frequent weather reporting outages (due to any number of failure points), the duration of outages, Lower-48 based restoration standards, and lack of power and communication redundancy significantly disrupts mobility and access for Southeast residents, businesses, and visitors.

#### 2.1.4.6 Seaplane Base Facilities

Maintaining seaplane base facilities in a state of good repair and ensuring they are useable and safe is important to preserving access to areas without roads or surface runways. Some challenges include:

**Planning:** Inventory, needs assessment, programming and funding, and tracking improvements to seaplane facilities are complicated by the many different owners throughout the region and because many seaplane bases are features of mixed-used harbors, among other factors. Seaplane facilities should be given dedicated consideration in future planning, programming, and funding decisions. The AASP Seaplane Facilities Plan established some foundational work for this effort by defining key infrastructure and features necessary for seaplane facilities to provide an adequate level of service.

##### From FAA AC 150/5295-1b Seaplane Bases:

*"The seaplane is in the unique position of being able to provide air service which is practically impossible with any other kind of craft. It offers the public the speed of the airplane with the utility of the boat, allowing pilots to access areas where a conventional landing area is either unavailable or cannot feasibly be built."*

**Funding:** Seaplane facilities that are included in the FAA NPIAS, or that were originally constructed using FAA funding, are eligible for consideration through the Airport Capital Improvement Program (ACIP). As such, these facilities are incorporated into statewide aviation planning processes. However, in practice, seaplane facility projects often score poorly in the DOT&PF Airport Project Evaluation Board 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. DOT&PF continues to pursue FAA funding opportunities for these facilities where feasible.

**Local Ownership:** Several seaplane bases have been transferred from state-owned to local communities. The ownership transfers have not, however, all resulted in the appropriate sponsorship changes necessary for FAA participation in airport funding and development, requiring DOT&PF to maintain an interim supporting role in seaplane facility development and grant management. The FAA requires sponsorship and ownership to reside with the same entity for the purpose of grant distribution and administration, and both agencies are coordinating to transfer sponsorship to the new owning authorities. Resolving the sponsorship circumstances is important to enabling locally-owned seaplane facilities to receive AIP funding for seaplane facility improvements.

**State of Good Repair:** Seaplane facilities that need rehabilitation or reconstruction are included in Table 12. Four of the facilities listed in the table support EAS and preserving the safe and operational condition of the facilities is important for supporting service to the communities.

Table 12: Southeast Seaplane Facilities in Need of Rehabilitation or Reconstruction

| Airport Name      | Location ID | EAS | Condition                                                                                                                                                                                                                       |
|-------------------|-------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Angoon            | AGN         | ✓   | Age-related deterioration. New planned ground airport for Angoon will not eliminate the need for a seaplane facility to serve the community                                                                                     |
| Excursion Inlet   | EXI         | ✓   | Facility is over 30 years old, in poor condition                                                                                                                                                                                |
| Funter Bay        | FNR         | ✗   | Float was damaged in recent storms and removed                                                                                                                                                                                  |
| Hoonah            | OOH         | ✗   | Deteriorating structural components, dredging needed                                                                                                                                                                            |
| Hydaburg          | HYG         | ✓   | In poor condition, ACIP includes rehab project                                                                                                                                                                                  |
| Hyder             | 4Z7         | ✗   | Facility in very poor condition, failed floating breakwater and siltation in the harbor basin is rapidly rendering the facility unusable at lower tides                                                                         |
| Kasaan            | KXA         | ✗   | Substantial refurbishment in 2012, some additional need                                                                                                                                                                         |
| Loring*           | 13Z         | ✗   | Dock unsuitable for aircraft use                                                                                                                                                                                                |
| Metlakatla        | MTM         | ✓   | AASP-identified short-term need                                                                                                                                                                                                 |
| Murphy's Pullout* | 8K9         | ✗   | No public floatplane parking available. Reconstruction/expansion is an AASP-identified near-term need                                                                                                                           |
| Petersburg        | 63A         | ✗   | Fair condition, restoration and new pile anode needed                                                                                                                                                                           |
| Point Baker       | KPB         | ✗   | Float deteriorated                                                                                                                                                                                                              |
| Port Protection   | 19P         | ✗   | Dock in disrepair. Seaplane float replacement an AASP identified need                                                                                                                                                           |
| Sitka             | A29         | ✗   | Poor condition, insufficient capacity and space for current and future demand, in a congested location with conflicting adjacent uses. CBS has plans to replace the facility (no anticipated date of construction at this time) |

\*Denotes aviation facilities not owned by DOT&PF

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

### 2.1.4.7 Community Identified Needs

Community-identified transportation needs for aviation are included in Table 13.

Table 13: Community-Identified Transportation Needs – Aviation

| Borough/<br>Census Area           | Airport Name<br>(Location ID)   | Category         | Community-Identified Issue/Need                                                                                                                                                                    |
|-----------------------------------|---------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ketchikan Gateway Borough         | Ketchikan Airport Ferries       | Capital Projects | The Ketchikan airport ferries are aging and require replacement or major overhaul. With airport terminal expansion underway, maintaining reliable ferry service is a top priority for the Borough. |
| Prince of Wales-Hyder Census Area | Klawock Airport Vehicle Parking | Capital Projects | Development of designated parking at Klawock Airport (AKW).                                                                                                                                        |

## 2.2 Roadways

Transportation between Southeast communities, including freight shipping, is dominated by air and marine travel while transportation within communities primarily uses short highway or local roadway connections. Three Southeast communities are connected to the continental system (Haines, Skagway, and Hyder) and longer road connections between communities located on Prince of Wales Island (Prince of Wales-Hyder Census Area), as well as short links between adjacent communities such as Ketchikan and Saxman (Ketchikan Gateway Borough), and within the City and Borough of Juneau (Juneau, Douglas, and Auke Bay).

### The National Highway System (NHS):

- Established under 23 USC 103.
- Consists of highway routes and connections that:
  - Serve major population centers, international border crossing, ports, airports, public transportation facilities, and other major travel destinations.
  - Meet national defense requirements.
  - Serve interstate and inter-regional travel and commerce.

### The Alaska Highway System (AHS)

- Established under 17 AAC 05.170(c).
- Includes existing or planned surface facilities that are of statewide significance and not included in the NHS.

## 2.2.1 Overview

Southeast is characterized by a dispersed road network serving a mix of urban centers, rural communities, and recreational areas. In total, there are approximately 2,147 road miles inventoried in Southeast per the 2024 Certified Public Road Mileage. These road miles are comprised of portions of the NHS, AHS, as well as local roads. Approximately 595 miles are managed by DOT&PF.<sup>14</sup> Of the road miles inventoried in Southeast approximately 124 road miles are designated as part of the NHS and 199 road miles are designated as part of the AHS. The Hoonah-Angoon Census Area, Prince of Wales-Hyder Census Area, and the City and Borough of Yakutat do not have any routes designated as part of the NHS or AHS. The roads in these small communities likely do not meet the criteria for NHS designation, however, they may be similar in scope to AHS routes in other communities.

In addition to NHS and AHS designated routes, Southeast includes highways established as Alaska or National Scenic Byways. To be designated as an Alaska Scenic Byway, the highway must highlight the scenic, historic, and cultural appeal of the state. This designation provides additional funding opportunities and promotes tourism. Once a state byway designation is obtained, the highway becomes eligible to apply for a National Scenic Byway designation, which uses similar factors when determining designation. Southeast's National and Alaska Scenic Byways are identified in Table 14.

Table 14: Southeast National and Scenic Byways

| Route                                                | National Scenic Byway | Alaska Scenic Byway | Description                                                                                                               |
|------------------------------------------------------|-----------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------|
| <b>Alaska Marine Highway – Inside Passage Routes</b> | ✓                     | ✓                   | Marine highway that extends from the most southern region of Southeast Alaska, north to Skagway.                          |
| <b>Haines Highway</b>                                | ✓                     | ✓                   | The Haines Highway is a 40-mile-long corridor connecting Haines with the Yukon Territory (Canada).                        |
| <b>Prince of Wales Island Road System</b>            | ✗                     | ✓                   | The Prince of Wales Island Road System is composed of approximately 1,500 miles of paved and unpaved roads. <sup>15</sup> |
| <b>Walden Point Road</b>                             | ✗                     | ✓                   | Walden Point Road is a 14.7-mile corridor between Annette Bay and the community of Metlakatla.                            |

<sup>14</sup> Alaska DOT&PF Certified Public Road Mileage Dashboard. Accessed April 2026.  
<https://akdot.maps.arcgis.com/apps/dashboards/50ff892a9ae84078bd665ebf74cd4fe1>

<sup>15</sup> Alaska DOT&PF Prince of Wales Island Road System, <https://dot.alaska.gov/dmio/scenic/byways-pow.shtml>

### 2.2.1.1 Functional Classification

All public roads are inventoried by the DOT&PF and are assigned a functional classification which categorizes roads based on type of use and the function they serve in context of the overall road network and aid in informing management and maintenance priorities, project funding eligibility, and road design. These classifications fall into three main categories, Arterial, Collector, and Local, and their associated sub-categories (Figure 14). Functional classification for Alaska roadways is updated periodically and is subject to FHWA review and approval.

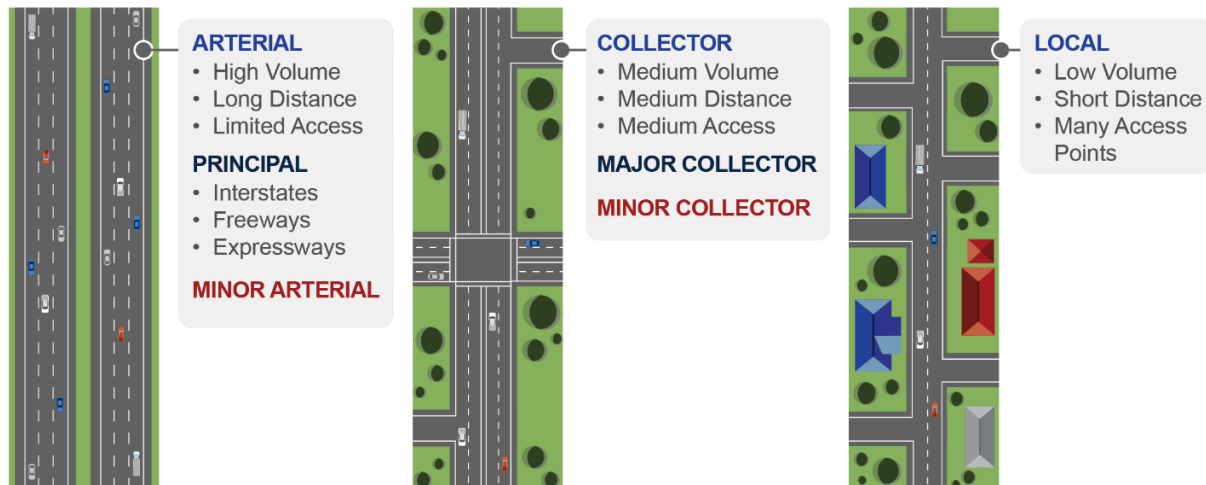


Figure 14: Functional Classification Descriptions

Table 15 includes the functional classification data for approximately 1,571 road miles within Southeast.

Table 15: Southeast Roadway Functional Classification

| Classification              | Miles Of Roadway |
|-----------------------------|------------------|
| Principal Arterial – Other  | 82.6             |
| Minor Arterial              | 69.1             |
| Major Collector             | 256.5            |
| Minor Collector             | 175.5            |
| Local                       | 944.4            |
| Not Functionally Classified | 42.8             |
| <b>Total</b>                | <b>1,570.9*</b>  |

\*Data reflects the Functional Class DOT&PF GIS layer accessed February 2026. There are known discrepancies between this data source and the total Certified Public Road Mileage and therefore it does not reflect all road miles in Southeast. The primary discrepancy is attributed to nearly 500 miles of local tribal and United States Forest Service routes that are not included in the Functional Class DOT&PF GIS layer.

### 2.2.1.2 Maintenance Responsibility

The DOT&PF's Maintenance and Operations (M&O) division maintains the state-owned surface transportation system. Maintenance activities include snowplowing, snow hauling, vegetation management, guardrail and sign maintenance, street lighting and traffic signal repair, and maintenance of drainage structures. M&O also responds to emergency and weather-related events that affect roadways such as landslides and flooding.

Other than DOT&PF maintenance, responsibilities are distributed among local, federal, tribal, and state agencies. This distribution is shown on Figure 15.

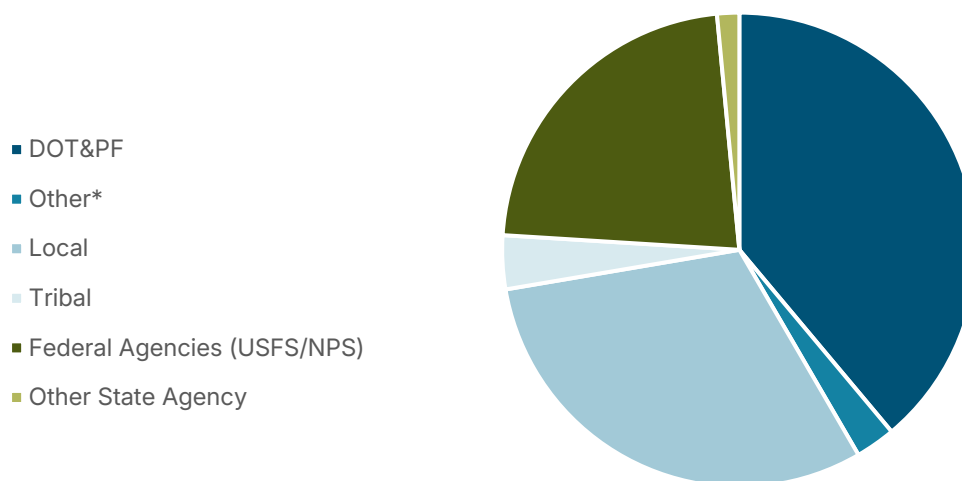


Figure 15: Southeast Roadway Maintenance Responsibility

*^This data reflects the Management Responsibility DOT&PF GIS layer access February 2026. There are known discrepancies between this data source and the total Certified Public Road Mileage and therefore it does not reflect all road miles in Southeast. The primary discrepancy is attributed to nearly 500 miles of local tribal roadways and USFS routes that are not included in the DOT&PF Management Responsibility GIS Layer.*

*\*Other includes private ownership and ownership listed as "other"*

In terms of responsibility per functional classification, DOT&PF is responsible for almost all the principal arterial roadways, 97 percent of minor arterials, 78 percent of major collectors, 53 percent of minor collectors, and 17 percent of local roads. This distribution reflects the state's primary focus of managing and maintaining the arterial network that is responsible for facilitating most of the regional and intercommunity traffic. DOT&PF has limited resources for minor collectors and local roads, making its share of responsibility in these categories disproportionately high.

### 2.2.1.3 Freight

Southeast relies on an interconnected multimodal network of roadways, marine highways, ports, airports, and border crossings to move goods between communities and connect Alaska to national and international markets. Freight movement in Southeast supports the export of regional goods and reliable delivery of fuel, food, construction materials, and other consumer products to Southeast communities. Freight planning recognizes designated networks and facilities that support freight movement at the national and statewide levels. Table 16 summarizes these networks and their applicability to Southeast Alaska.

Table 16: Freight Networks

| Network                                     | Description                                                                                                                                                                                                                              | Southeast Facilities                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>National Highway Freight Network</b>     | Consists of congressionally designated Primary Highway Freight System (PHFS) route and PHFS intermodal connectors in addition to state-designated Critical Rural Freight Corridors (CRFCs) and Critical Urban Freight Corridors (CUFCs). | In Alaska, all NHFN-designated routes are located between Fairbanks and Homer. Southeast does not have any NHFN-designated facilities.                                                                                                                                                                                                                |
| <b>Statewide Multimodal Freight Network</b> | A state-designated planning and programming tool that complements the NHFN. SMFN designation helps prioritize investments in routes and facilities with the greatest impact on statewide freight movement.                               | <ul style="list-style-type: none"> <li>• Haines Highway</li> <li>• Juneau International Airport</li> <li>• Ketchikan International Airport</li> <li>• Klondike Highway</li> <li>• Port of Haines</li> <li>• Port of Juneau</li> <li>• Port of Ketchikan</li> <li>• Port of Petersburg</li> <li>• Port of Wrangell</li> <li>• Sitka Airport</li> </ul> |

Roadways connecting ferry terminals, ports, airports, industrial areas, and commercial centers within Southeast communities are an important component of the regional freight movement, regardless of whether they are part of a designated freight network. These roads provide the first- and last-mile connections that enable goods to transfer between marine, air, and land transportation modes before reaching local businesses and residents. Trucks provide the primary means of transferring freight between ports, airports, industrial areas, and commercial centers.

The NHS is the primary link for surface freight transportation and is supported by a subsystem of Intermodal Connectors (NHS Intermodal Connectors) that provide access between major intermodal facilities such as ferries, ports, and airports.<sup>16</sup> NHS Intermodal Connectors are important components of the freight system that tie modes together and facilitate the timely and reliable distribution of products to consumers.<sup>17</sup> An overview of NHS Intermodal Connectors in Southeast is provided in Table 17.

<sup>16</sup> Intermodal connectors. FHWA. (2026, March 10) [https://www.fhwa.dot.gov/planning/national\\_highway\\_system/intermodal\\_connectors/Alaska.cfm](https://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/Alaska.cfm).

<sup>17</sup> United States Department of Transportation. (2020, March). II. NHS intermodal connectors: Their role in freight movement and emerging challenges - NHS Intermodal Freight Connectors: A Report to Congress - FHWA Freight Management and Operations. [https://ops.fhwa.dot.gov/freight/freight\\_analysis/nhs\\_intermod\\_fr\\_con/chap\\_2.htm](https://ops.fhwa.dot.gov/freight/freight_analysis/nhs_intermod_fr_con/chap_2.htm)

Table 17: Southeast Intermodal Connectors

| NHS Intermodal Connector Type | Borough/Census Area        | Length (Miles) | Total (Miles) |
|-------------------------------|----------------------------|----------------|---------------|
| Airport Terminal              | Juneau, City and Borough   | 1.41           | 7.70          |
|                               | Sitka, City and Borough    | 1.76           |               |
|                               | Wrangell, City and Borough | 1.78           |               |
|                               | Ketchikan Gateway Borough  | 0.88           |               |
|                               | Petersburg Borough         | 1.87           |               |
| Ferry Terminal                | Juneau, City and Borough   | 6.09           | 41.51         |
|                               | Sitka, City and Borough    | 6.73           |               |
|                               | Wrangell, City and Borough | 0.08           |               |
|                               | Haines Borough             | 4.46           |               |
|                               | Ketchikan Gateway Borough  | 0.18           |               |
|                               | Petersburg Borough         | 23.97          |               |
| Port Terminal                 | Juneau, City and Borough   | 1.03           | 3.27          |
|                               | Ketchikan Gateway Borough  | 2.24           |               |

#### 2.2.1.4 Intermodal Connections

Many Southeast communities have direct access to both an airport and a ferry terminal, and the surface transportation network plays a key role in connecting these facilities. The distance, condition, and reliability of these surface connections influence how people and goods transfer between modes and affect the overall performance of the regional transportation network.

While shorter surface connections can reduce transfer times and improve user convenience, the location of ferry terminals and airports is influenced by a range of additional factors, including land availability, airspace requirements, and marine conditions such as water depth, tidal range, navigational access, and exposure to wind and wave action. Locating ferry terminals at the periphery of a community, or beyond the developed area and connected by longer road segments to shorten ferry routes, may improve operational efficiency for ferry services.

An example of this approach is the construction of Walden Point Road and the Annette Bay Ferry Terminal serving the Metlakatla community. The Walden Point Road was constructed to connect Metlakatla to the Inside Passage to enable year-round ferry service to Ketchikan.<sup>18</sup> The Annette Bay terminal was subsequently constructed at the northern end of Annette Island, approximately 15 road miles from Metlakatla, providing a short marine crossing of approximately eight nautical miles to Ketchikan. The terminal location reduced ferry travel distance and sailing time, while Walden Point Road provided the necessary surface connection between the terminal and Metlakatla. The Metlakatla-Ketchikan route is now the only route served by the AMHS with a dedicated vessel providing daily service with schedules supporting up to three round trips per day.<sup>19 20</sup>

Intermodal connections also play a key role in the movement of freight throughout Southeast. Freight transported by truck to or from the region can only arrive or depart via Haines and Skagway, which are connected to the intercontinental road system.<sup>21</sup> Local freight movement is highly dependent on community roadways that provide the first and last mile links to move goods via truck between marine, air, and land-based transportation modes and Southeast communities.

Table 18 includes the primary surface routes and distances between ferry terminals and airports across Southeast Alaska, measured from each community's ferry terminal. Maintaining these connections and the associated infrastructure in a state of good repair is important for efficient, reliable, and cost-effective freight movement across the region.

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<sup>18</sup> Hall, V. D. (2008). *Operation Alaskan Road*. Defense Technical Information Center. <https://apps.dtic.mil/sti/tr/pdf/ADA592799.pdf>

<sup>19</sup> Alaska Department of Transportation & Public Facilities. (n.d.). Metlakatla community page. Alaska Marine Highway System. <https://dot.alaska.gov/amhs/comm/metlakatla.shtml>

<sup>20</sup> Alaska Department of Transportation & Public Facilities. (2026). Alaska Marine Highway System sailing schedule: Annette Bay (April 2026). <https://dot.alaska.gov/oars/reservations/CalendarFM.amhsf?selectMonth=April+2026&selectPort=Annette+Bay&selectVessel=All+Vessels&action=Get+Schedule>

<sup>21</sup> Hyder is also connected to the intercontinental road system; however, the population is under 50 and not a significant freight route. There is no port access for freight transfers on the U.S. side of the border.

Table 18: Distances Between Ferry Terminals and Airport Facilities

| Borough/Census Area           | Terminal Name                                                         | Primary Road Connection                          | Airport Facility                   | Distance Airport to Ferry Terminal (Miles) |
|-------------------------------|-----------------------------------------------------------------------|--------------------------------------------------|------------------------------------|--------------------------------------------|
| Haines Borough                | Haines Port and Terminal                                              | Haines Highway/Lutak Road                        | Haines Airport                     | 7.4                                        |
| Hoonah-Angoon Census Area     | Angoon Ferry Terminal                                                 | Seaplane Base Access Road/Kootznahoo Road        | Angoon SPB                         | 2.1                                        |
| Hoonah-Angoon Census Area     | Gustavus Ferry Terminal                                               | Gustavus State Dock Road Main Road/Gustavus Road | Gustavus Airport                   | 2.8                                        |
| Hoonah-Angoon Census Area     | Hoonah Ferry Terminal                                                 | Front Street/Garteen Highway                     | Hoonah Airport                     | 2.3                                        |
| Hoonah-Angoon Census Area     | Pelican Ferry Terminal                                                | Salmon Way                                       | Pelican SPB                        | 0.3                                        |
| Hoonah-Angoon Census Area     | Tenakee City Dock                                                     | E Tenakee Avenue                                 | Tenakee SPB                        | 0.1                                        |
| Juneau, City and Borough      | Auke Bay Ferry Terminal                                               | Glacier Highway/Egan Drive                       | Juneau International Airport       | 5                                          |
| Ketchikan Gateway Borough     | Ketchikan Ferry Terminal                                              | North Tongass Highway                            | Ketchikan International Airport    | 0.4<br>(airport ferry terminal)            |
| Petersburg Borough            | Petersburg Ferry Terminal                                             | S. Nordic Drive/Mitkof Highway                   | Petersburg James A Johnson Airport | 1.8                                        |
| POW-Hyder Census Area         | Annette Bay Ferry Terminal                                            | Walden Point Road/Airport Road                   | Metlakatla SPB                     | 15.9                                       |
| POW-Hyder Census Area         | Coffman Cove Ferry Terminal                                           | Stikine Way                                      | Coffman Cove SPB                   | 0.2                                        |
| POW-Hyder Census Area         | Kake Ferry Terminal                                                   | Keku Road                                        | Kake Airport                       | 0.9                                        |
| POW-Hyder Census Area         | Hollis - Clark Bay Ferry Terminal: Inter-island Ferry Authority (IFA) | Ferry Loading Ramp/Hollis Road                   | Hollis Clark Bay SPB               | 0                                          |
| Sitka, City and Borough       | Sitka Ferry Terminal                                                  | Halibut Point Road                               | Sitka Rocky Gutierrez Airport      | 8.7                                        |
| Skagway Borough, Municipality | Skagway Ferry Terminal                                                | Broadway/Main Street                             | Skagway Airport                    | 1.3                                        |
| Wrangell, City and Borough    | Wrangell Ferry Terminal                                               | Evergreen Street/Airport Road                    | Wrangell Airport                   | 1.1                                        |
| Yakutat, City and Borough     | Yakutat City Dock                                                     | Yakutat Road                                     | Yakutat Airport                    | 3.9                                        |

## 2.2.2 System Resiliency

Southeast roadways are vulnerable to hazards and weather events with some corridors at greater risk than others. With many Southeast communities containing limited or no redundancy in the roadway network, any event that damages a roadway or even crash causing a closure can significantly impede traffic movement through and within communities. Unlike other regions in Alaska (e.g. Interior), the Southeast provides a resilient multimodal transportation system which provides communities with the potential for travel and the movement of goods via marine and aviation services when disruptions occur on the roadway network.

The most common Southeast roadway hazards are included in Table 19 including high risk roadways/locations for each. Roadway risk and resilience is discussed in detail in Appendix H: Risk and Resiliency.

Table 19: Southeast Roadway Hazards

| Hazard                               | At Risk Roadways/Locations                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                           |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Landslide and Rockfall Events</b> | <ul style="list-style-type: none"> <li>Haines Highway (Haines)</li> <li>Klondike Highway (Skagway)</li> <li>North Douglas Highway (Juneau)</li> <li>North Tongass Highway (Ketchikan)</li> <li>Sawmill Creek Road (Sitka)</li> <li>Zimovia Highway (Wrangell)</li> </ul> | <ul style="list-style-type: none"> <li>Multiple corridors on Prince of Wales Island</li> <li>Lutak Road (Haines)</li> <li>Garteen Highway (Hoonah)</li> <li>Kootznahoo Highway (Angoon)</li> <li>Airport Road (Yakutat)</li> <li>Halibut Point Road (Sitka)</li> <li>Salmon River Road (Hyder)</li> </ul> |
| <b>Lack of Redundancy</b>            | <ul style="list-style-type: none"> <li>Egan Drive (Juneau)</li> <li>Haines Highway (Haines)</li> <li>North Tongass Highway (Ketchikan)</li> </ul>                                                                                                                        | <ul style="list-style-type: none"> <li>Klondike Highway (Skagway)</li> <li>Salmon River Road (Hyder)</li> <li>South Tongass Highway (Ketchikan)</li> </ul>                                                                                                                                                |
| <b>Avalanche</b>                     | <ul style="list-style-type: none"> <li>Thane Road (Juneau)</li> <li>Klondike Highway (Skagway)</li> <li>Haines Highway (Haines)</li> <li>Salmon River Road (Hyder)</li> </ul>                                                                                            | <ul style="list-style-type: none"> <li>Dyea Road (Skagway)</li> <li>Glacier Highway (Juneau)</li> <li>Egan Drive (Juneau)</li> </ul>                                                                                                                                                                      |

In addition to the hazards identified in Table 19, additional concerns were identified for Southeast roadways.

- Juneau experiences annual glacial lake outburst flood events that impact the transportation system. Additionally, flooding as a result of Salmon Creek Dam failure has been identified as a potential hazard to Egan Drive. In Hyder, glacial lake outburst floods are also a concern, and the Hyder Levee was damaged from a recent event in July 2026.
- The integrity and reliability of the region's aging traffic signal system was cited as a concern, noting that while a future Highway Safety Improvement Program (HSIP) project is under consideration, deferred upgrades pose ongoing operational and safety risks.
- Traffic impacts associated with new development have not always been accurately anticipated, and the current Traffic Impact Analysis (TIA) process may not consistently identify appropriate mitigation measures or assign responsibility for development-related transportation improvements, potentially leaving DOT&PF to address impacts and absorb associated costs generated by private or local development.

- Limited snow-management equipment and snow-storage capacity can compound the effects of severe winter weather throughout Southeast.
- Some DOT&PF roads primarily serve local transportation needs, raising the question of whether local ownership might be more suitable under certain conditions.
- Although sea level rise has historically been offset by isostatic rebound in parts of the region, sea level change remains a long-term consideration for coastal transportation infrastructure.

DOT&PF Southcoast Region currently implements avalanche control and detection systems and landslide susceptibility mapping to identify and manage roadway hazards. Table 20 identifies roadways in Southeast that are recommended for expansion of these programs.

Table 20: Landslide Susceptibility and Avalanche Control and Detection Needs

| Borough/Census Area               | Roadway                      | Landslide Susceptibility Mapping | Avalanche Control and Detection Systems |
|-----------------------------------|------------------------------|----------------------------------|-----------------------------------------|
| Haines Borough                    | Haines Highway               | ✓*                               | ✓                                       |
| Juneau, City and Borough          | Thane Road                   | ✓                                | ✓                                       |
|                                   | Glacier Highway              | ✓                                | —                                       |
|                                   | North Douglas Highway        | ✓                                | —                                       |
| Ketchikan Gateway Borough         | North Tongass Highway        | ✓                                | —                                       |
|                                   | South Tongass Highway        | ✓                                | —                                       |
| Petersburg Borough                | Mitkof Highway               | ✓                                | —                                       |
| Prince of Wales-Hyder Census Area | Craig/Klawock/Hollis Highway | ✓                                | —                                       |
|                                   | Big Salt Lake Road           | ✓                                | —                                       |
|                                   | Hydaburg Road                | ✓                                | —                                       |
|                                   | Hyder Salmon River Road      | ✓                                | ✓                                       |
| Sitka, City and Borough           | Sawmill Creek Road           | ✓                                | —                                       |
| Skagway Borough, Municipality     | Klondike Highway             | ✓                                | ✓                                       |
|                                   | Dyea Road                    | ✓                                | ✓                                       |
| Wrangell, City and Borough        | Zimovia Highway              | ✓                                | —                                       |

\*Haines Highway MP 13 to the Canadian Border

In addition to landslide susceptibility mapping and avalanche control and detection systems, DOT&PF also provides roadway and erosion mitigation. These efforts are planned to continue including debris flow management, rock slope stabilization, and landslide mitigation.

## 2.2.3 Performance, Needs, and Gaps

Although each roadway and individual community have unique characteristics and needs, there are some roadway conditions and trends that are of greater significance to the functionality of the regional system. Overall, the Southeast roadway network is performing well relative to statewide DOT&PF performance metrics for NHS pavement condition safety. At the regional level, serious injuries and fatalities have gradually decreased, and account for less than three percent of statewide totals for a region that accounts for approximately nine percent of the State's total population; however, crash severity and contributing factors vary considerably among communities. Continued attention to safety improvements will support further reductions in injuries and fatalities. Regarding asset conditions, Southeast pavement conditions reflect a transportation system that is in overall good condition that will benefit from continued preventive maintenance activities to help keep the system in good repair.

### 2.2.3.1 Traffic and Safety

Traffic volumes in Southeast are generally low compared to mainland corridors, reflecting the geographic constraints and reliance on marine and air transportation. Recent traffic data from DOT&PF continuous and seasonal traffic count stations indicate the average annual daily traffic (AADT) volumes vary significantly by location. Urban corridors near Juneau and Ketchikan exhibit the highest volumes, typically ranging from 5,000 to 25,000 vehicles per day, while rural segments and more remote island communities often record volumes below 1,000 vehicles per day.

Based on DOT&PF traffic data, the Southeast is likely to see a decline of approximately 0.49 percent in average annual regional traffic through 2045. Existing AADT and the projected AADT for roadways with existing AADT volumes over 1,000 vehicles are included in Table 21.

Table 21: Southeast Existing and Future AADT

| Roadway                                   | Borough/Census Area        | Existing AADT (2024) | Future AADT (2045) |
|-------------------------------------------|----------------------------|----------------------|--------------------|
| Haines Highway                            | Haines Borough             | 1,060                | 961                |
| Auke Bay                                  | Juneau, City and Borough   | 2,410                | 2,186              |
| Mendenhall River Bridge                   | Juneau, City and Borough   | 4,530                | 4,108              |
| Sunny Point                               | Juneau, City and Borough   | 23,500               | 21,311             |
| Egan at 3 Mile                            | Juneau, City and Borough   | 19,600               | 17,775             |
| South Douglas Highway                     | Juneau, City and Borough   | 6,980                | 6,330              |
| North Tongass                             | Ketchikan Gateway Borough  | 9,490                | 8,606              |
| South Tongass                             | Ketchikan Gateway Borough  | 6,010                | 5,450              |
| Mitkof Highway                            | Petersburg Borough         | 1,100                | 998                |
| Craig/Klawock/Hollis Highway              | POW-Hyder Census Area      | 2,080                | 1,886              |
| Craig/Klawock/Hollis Highway              | POW-Hyder Census Area      | 2,840                | 2,575              |
| Airport Road                              | Sitka, City and Borough    | 4,420                | 4,008              |
| Halibut Point Road                        | Sitka, City and Borough    | 9,190                | 8,334              |
| Sawmill Creek Road                        | Sitka, City and Borough    | 8,320                | 7,545              |
| Zimovia Highway                           | Wrangell, City and Borough | 2,050                | 1,788              |
| Mallott Avenue North<br>Max Italiano Road | Yakutat, City and Borough  | 1,070                | 970                |
| Mallott Avenue North E<br>Ocean Cape Road | Yakutat, City and Borough  | 1,670                | 1,514              |

Between 2015 and 2024, there were 2,533 crashes reported and subsequently documented in the Alaska Critical Analysis and Reporting Environment (CARE) data analysis and reporting system.<sup>22</sup> Figure 16 displays crashes that occurred in Southeast based on severity.<sup>23</sup>

<sup>22</sup> CARE supports the analysis and reporting of crash data. The data are derived from a database of police and driver-reported crashes and is then verified for reliability and accuracy. It is important to note that some communities do not have or maintain police presence which can lead to underreporting of crashes. These data are annually updated, several months after the end of the calendar year. These data are not collected by DOT&PF.

<sup>23</sup> Crash reporting, including severity is based on the Model Minimum Uniform Crash Criteria: [crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813525](https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813525). Each crash is assigned a single severity category which is based on the worst injury sustained during the crash.

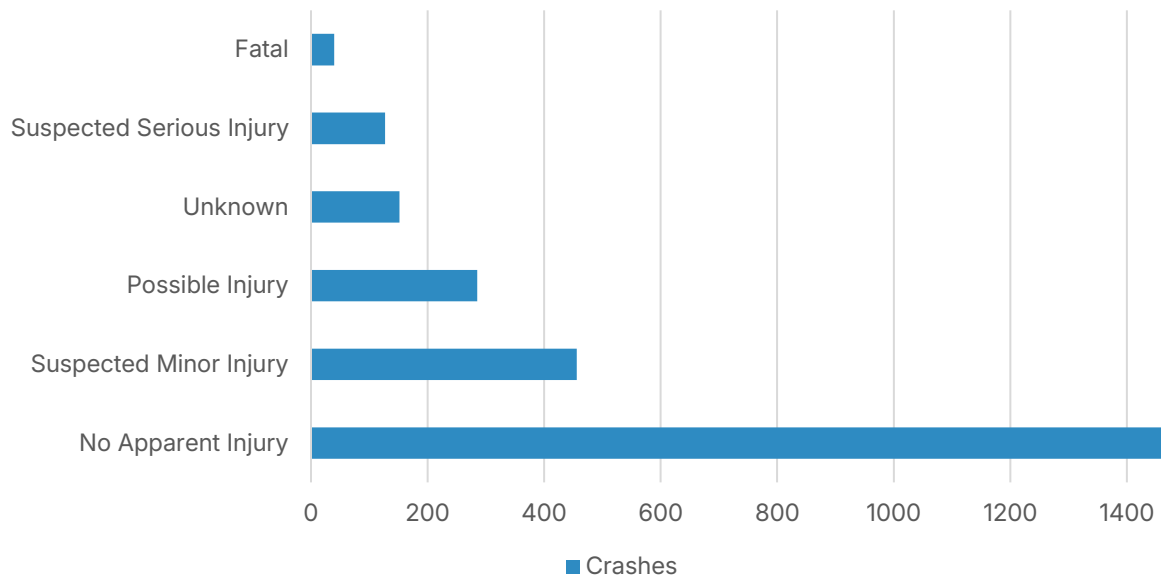


Figure 16: Southeast Crashes by Severity

Most reported crashes in Southeast from 2015 to 2024 were classified as “No Apparent Injury”. The most serious of crash severities, “Suspected Serious Injury” and “Fatal Injury”, accounted for five percent and two percent of reported crashes, respectively. Table 22, includes the number of crashes that occurred in each borough and census area from 2015 through 2024. The table also includes the number of crashes classified as “Suspected Serious Injury” and “Fatal”, as well as crashes involving a live animal. Additionally, it includes crashes that involved speeding and those suspected to involve alcohol or drugs. The percentages displayed in Table 22 reflect the percent of crashes for each category in relation to the total number of crashes at the borough/census area level in comparison to the total crashes for the region.

Table 22: Southeast Crashes by Borough and Census Area

| Borough/<br>Census Area    | Total Number<br>of Crashes |      | Fatal |     | Suspected<br>Serious Injury |     | Live Animal<br>Involved |     | Speeding<br>Involved |     | Alcohol or<br>Drugs<br>Suspected |     |
|----------------------------|----------------------------|------|-------|-----|-----------------------------|-----|-------------------------|-----|----------------------|-----|----------------------------------|-----|
|                            | #                          | %    | #     | %   | #                           | %   | #                       | %   | #                    | %   | #                                | %   |
| Haines Borough             | 40                         | 2%   | 2     | 5%  | 1                           | 3%  | 6                       | 15% | 7                    | 18% | 4                                | 10% |
| Hoonah-Angoon Census Area  | 25                         | 1%   | 3     | 12% | 2                           | 8%  | 1                       | 4%  | 6                    | 24% | 7                                | 28% |
| Juneau, City and Borough   | 991                        | 39%  | 14    | 1%  | 51                          | 5%  | 13                      | 1%  | 108                  | 11% | 87                               | 9%  |
| Ketchikan Gateway Borough  | 679                        | 27%  | 7     | 1%  | 42                          | 6%  | 66                      | 10% | 62                   | 9%  | 90                               | 13% |
| Petersburg Borough         | 86                         | 3%   | 2     | 2%  | 4                           | 5%  | 10                      | 12% | 9                    | 10% | 17                               | 20% |
| POW-Hyder Census Area      | 153                        | 6%   | 8     | 5%  | 9                           | 6%  | 13                      | 8%  | 30                   | 20% | 36                               | 24% |
| Sitka, City and Borough    | 474                        | 19%  | 1     | 0%  | 14                          | 3%  | 10                      | 2%  | 18                   | 4%  | 62                               | 13% |
| Skagway Borough, Borough   | 37                         | 1%   | 0     | 0%  | 1                           | 3%  | 0                       | 0%  | 4                    | 11% | 4                                | 11% |
| Wrangell, City and Borough | 35                         | 1%   | 2     | 6%  | 2                           | 6%  | 1                       | 3%  | 8                    | 23% | 7                                | 20% |
| Yakutat, City and Borough  | 13                         | 1%   | 1     | 8%  | 2                           | 15% | 0                       | 0%  | 4                    | 31% | 4                                | 31% |
| Region Wide                | 2,533                      | 100% | 40    | 2%  | 128                         | 5%  | 120                     | 5%  | 256                  | 10% | 318                              | 13% |

Juneau, Ketchikan Gateway Borough, and Sitka account for the majority of reported crashes in Southeast, reflecting the concentration of the region's population, vehicle-owning households, and higher AADT in these communities. Despite the higher number of crashes, the proportion classified as "Fatal Injury" or "Suspected Serious Injury" is relatively low compared to each borough's total crash count. This suggests that while crashes occur more frequently in these areas, they are generally less severe in nature than those occurring elsewhere in the region.

Notably, the Hoonah-Angoon Census Area experienced 25 crashes from 2015 through 2024. Twelve percent of these crashes are categorized as "Fatal Injury", the highest proportion of fatal crashes throughout the region, while eight percent are categorized as "Suspected Serious Injury". Additionally, the crashes in the Hoonah-Angoon Census Area are disproportionately attributed to speeding (24 percent) and suspected alcohol or drugs (28 percent). This is a common theme observed in more rural areas such as the City and Borough of Yakutat (31 percent), Prince of Wales-Hyder Census Area (24 percent), and Petersburg Borough (20 percent), and the City and Borough of Wrangell (20 percent).

### 2.2.3.2 Pavement

High annual precipitation, frequent freeze-thaw cycles, steep terrain, and coastal exposure accelerate pavement deterioration in Southeast. Deteriorating pavement affects safety, ride quality, freight, reliability, and access to marine and air transportation facilities. DOT&PF reports pavement conditions for NHS and Non-Interstate NHS roadways annually. The percent of Southeast's approximately 124 miles of NHS routes rated as good, fair, and poor are displayed in Figure 17.

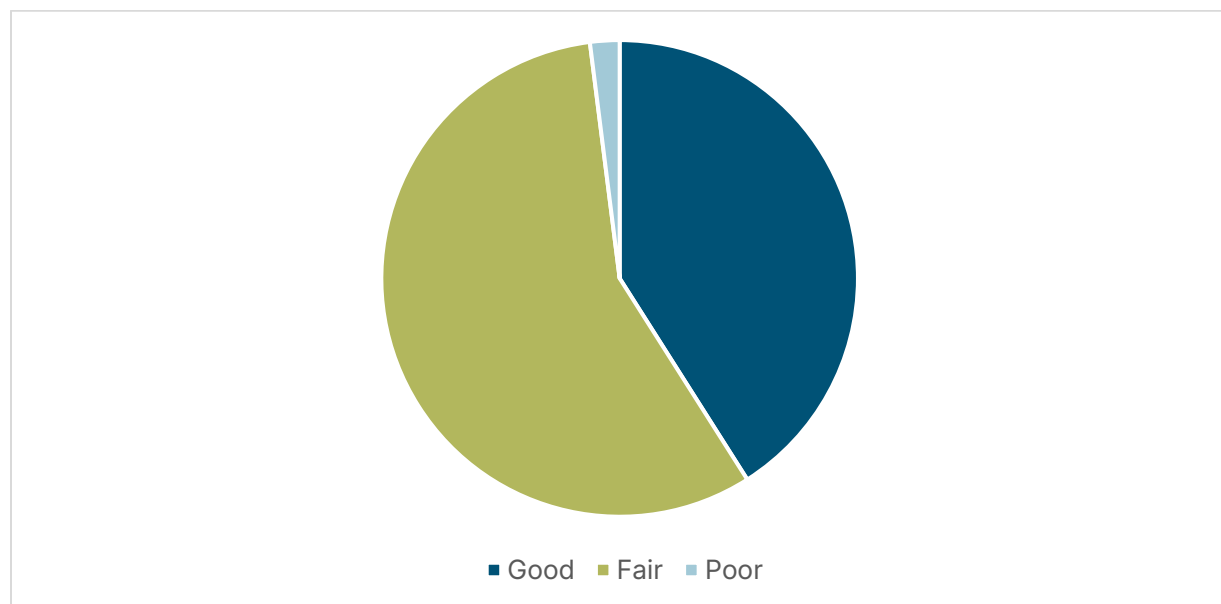


Figure 17: Southeast Pavement Conditions Overview

Most NHS roadway miles in Southeast are rated in good (41 percent) or fair (57 percent) conditions with only two percent rated as poor. These conditions exceed DOT&PF's statewide pavement performance targets for non-Interstate NHS routes. In contrast, non-NHS roads in Southeast, particularly those with a lower functional classification, generally exhibit lower condition ratings and receive fewer resources for improvements compared to higher priority routes.<sup>24</sup>

<sup>24</sup> Interview with DOT&PF Southcoast Region Chief of Maintenance and Operations

### 2.2.3.3 Freight

Twenty freight facilities have been inventoried across Southeast Alaska. Eleven are operated by Alaska Marine Lines (AML), eight by Samson Tug and Barge (Samson), and an additional potential future facility identified for the City and Borough of Wrangell. On average, freight facilities are located 3.2 miles from the nearest airport. The shortest distances occur in Craig, Metlakatla, and Thorne Bay, where facilities are located approximately 0.6 miles from an airport, while the greatest distances occur in Juneau (9.4 miles) and Sitka (8.7 miles).

The average distance between freight facilities and ferry terminals is 5.2 miles. Although facilities in Kake and Yakutat are co-located with ferry terminals and several others are located within one-half mile, the average is heavily influenced by two facilities in Craig, each located nearly 30 miles from the nearest ferry terminal.

### 2.2.3.4 Needs and Gaps

Through the evaluation of Southeast's transportation system, a variety of needs and gaps have been identified.

**Route Designations:** Several communities have no routes designated as part of the AHS or NHS, and evaluation of comparable communities across Alaska could help to determine whether additional Southeast facilities warrant designation. AHS designations may support transportation network improvements to align with regional mobility priorities.

**Maintenance Responsibilities:** DOT&PF manages a high percentage of lower-classified roads in some Southeast communities. To better align resource distribution, continued evaluation of opportunities to transfer low-functional-class roads to local entities with the capacity to assume maintenance is encouraged, in alignment with Actions 1.1 and 7.2 of the 2016 adopted LRTP. This would allow a more appropriate allocation of resources toward NHS routes and other higher-classified roads. For lower classified and non-NHS routes, chip seal treatments are an excellent lower cost option to support maintenance and state of good repair.

**Intermodal Connections:** Southeast's surface roadway network provides important intermodal connections and is interdependent with ferry and air service for regional connectivity. Limited road connectivity necessitates longer and more costly AMHS routes. Targeted road investments have the potential to shorten marine routes, reduce operating demands, and improve service reliability. However, across much of the region, comparable opportunities have not yet been fully identified or analyzed and would require substantial capital investment and new corridor development. While there is currently limited system-wide data to comprehensively quantify these trade-offs, the potential for strategic road connections to reduce long-term operating and maintenance costs and improve overall system efficiency represents a key opportunity.

**Lack of Redundancy:** The surface transportation system in Southeast communities is marked by a lack of redundancy. There is typically one main road within a commercial center and neighborhood that serves all road users. The lack of alternative routes is a risk to Southeast's roadway network and freight movement.

**State of Good Repair:** 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.

A significant state of good repair need in Southeast is the Klondike Highway Rehabilitation. A project is currently underway to rehabilitate the Klondike Highway from the Skagway River Bridge to the Canadian border including rehabilitation of Skagway River Bridge (#308) and some widening to provide shoulders (STIP ID 34430). In total, the project requires nearly \$180 million in funding with only one, \$22 million, segment currently programmed for construction funding in the 2024 through 2027 STIP.

**Road Network Gaps:** While needs are primarily centered around maintenance and state of good repair, there are some road network gaps.

- The AMHS 2045 LRP recommends feasibility studies for three routes (Kake-Petersburg, Across Baranof Island, Tenakee-Hoonah).
- DOT&PF has initiated the Chilkat Connector Feasibility Study which evaluates extending transportation access along the west side of Lynn Canal with the goal of identifying a viable option for improving access between Juneau and northern destinations. The southern terminus of the study area is the Cascade Point Ferry Terminal, with alternatives evaluating access to Haines and locations north, including Canada. Alternatives considered include a combination of ferry crossings (Cascade Point to William Henry Bay or Pyramid Harbor), and a new road connection along the west side of the Lynn Canal to the existing Klehini River Bridge north of Haines. A draft Feasibility Study Report is expected in 2026.
- The Glacier Lemon Spur Extension remains a top priority identified by the Juneau community and DOT&PF. Egan Drive serves as the only connection between the Mendenhall Valley and downtown Juneau, and when accidents occur, the lack of an alternate route directly affects travel time reliability, particularly during peak travel times, leading to area-wide congestion and traffic delays. This extension would provide an alternate route during incidents on Egan Drive by extending Glacier Highway-Lemon Spur Road to the Glacier-Nugget intersection, creating a secondary connection for local and emergency traffic.

### ***2.2.3.5 Community-Identified Needs***

In addition to the needs and gaps identified through the surface transportation analysis several, more localized, transportation needs were identified. These community-identified needs for Southeast's roadways are included in Table 23.

Table 23: Community-Identified Transportation Needs – Roads

| Borough / Census Area         | Project Short Name                                               | Community-Identified Issue / Need                                                                                                                                                                                             |
|-------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Haines Borough                | Haines Chilkat State Park Roads                                  | Chilkat State Park roads are in poor condition. Grade and erosion issues that require a full redesign of these roads.                                                                                                         |
| Hoonah-Angoon Census Area     | Hoonah City Streets Expansion and Improvements                   | New roads to open additional land for housing development in Hoonah.                                                                                                                                                          |
| Hoonah-Angoon Census Area     | Hoonah Garteeni Rehab & Sidewalk                                 | Roadway repairs following utility upgrades and the rehabilitation of Garteeni Highway, including new sidewalks.                                                                                                               |
| 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, while PFAS contamination in the area remains a major concern. |
| Hoonah-Angoon Census Area     | Gustavus Good River Bridge Preservation & Bank Stabilization     | Ongoing embankment erosion along the Good River.                                                                                                                                                                              |
| Juneau, City and Borough      | Egan-Yandukin and Glacier Highway Connection                     | Implement the recommended project in the PEL study - a Partial Access Signalized Intersection.                                                                                                                                |
| Juneau, City and Borough      | Juneau Fish Creek Road                                           | Maintenance and improvements.                                                                                                                                                                                                 |
| Ketchikan Gateway Borough     | Saxman Totem Row Safety Improvements                             | Implement safety improvements along Totem Row.                                                                                                                                                                                |
| Ketchikan Gateway Borough     | Harris Street Bridge                                             | Identified as structurally deficient in 2021.                                                                                                                                                                                 |
| Ketchikan Gateway Borough     | Traffic light at Three Bears; Reduced speed limit through Saxman | Maintenance and speed reduction.                                                                                                                                                                                              |
| Ketchikan Gateway Borough     | Shelter Cove Road                                                | Maintenance and improvements.                                                                                                                                                                                                 |
| Petersburg Borough            | Airport Access Road                                              | Widening and reconstruction of the Airport Access Road to provide second route to town.                                                                                                                                       |
| POW-Hyder Census Area         | Hydaburg Road Reconstruction                                     | Provide realignment and safety improvements including improvement of sight distance and provision of shoulders.                                                                                                               |
| POW-Hyder Census Area         | Kake Access Road                                                 | Provide surface connection for Kake from Petersburg.                                                                                                                                                                          |
| POW-Hyder Census Area         | Kasaan Access Road                                               | Road remains unpaved and in poor condition. The community has passed a resolution identifying the project as top priority.                                                                                                    |
| POW-Hyder Census Area         | Klawock-Hollis Highway                                           | Address safety and landslide concerns and a section of new sidewalk within Klawock.                                                                                                                                           |
| 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.                                                                                                      |
| POW-Hyder Census Area         | Salmon River Road (Hyder)                                        | Address ongoing embankment erosion along the Salmon River during glacial lake outburst floods.                                                                                                                                |
| 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.                                                                                                         |
| Sitka, City and Borough       | Blue Lake Road Improvements                                      | Resurface and grade two miles.                                                                                                                                                                                                |
| Sitka, City and Borough       | Sitka to Baranof Warm Springs Bay                                | Construct a new connection to Baranof Warm Springs Bay.                                                                                                                                                                       |
| Skagway Borough, Municipality | Dyea Road Resurfacing                                            | Resurfacing and signage.                                                                                                                                                                                                      |
| Skagway Borough, Municipality | Main Street Rehabilitation                                       | Address poor infrastructure condition, utility improvements, and sidewalk improvements.                                                                                                                                       |
| Wrangell, City and Borough    | Emergency Access Road/Back Loop Road                             | Resurfacing.                                                                                                                                                                                                                  |
| 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 (USFS Route known locally as Pat’s Creek Road).                                                     |

## 2.3 Bridges and Culverts

### 2.3.1 Overview

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. Each facility included in the NBI is associated with a unique bridge number (BN).

Southeast hosts 46 percent of Alaska's bridges (756 bridges in total) despite only encompassing approximately six percent of the state's land area. The 756 bridges throughout Southeast equate to around two million square feet (sq ft) of deck and are owned and managed by various landowners. The DOT&PF administers the State's bridge inspection program in accordance with the National Bridge Inspection Standards (NBIS). Inspections include determining load ratings, establishing load postings, and implementing closures or other protective actions.

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 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 Bureau of Indian Affairs (BIA) for bridges located on federal lands or inventoried as part of the Indian Reservations Roads (IRR) inventory<sup>25</sup>. The count of bridges by owner/manager is provided in Table 24.

Table 24: Southeast Bridges by Ownership

| USFS | BIA | State | All Others | Total Number of Bridges | Total Area (Sq Ft) |
|------|-----|-------|------------|-------------------------|--------------------|
| 452  | 49  | 175   | 80         | 756                     | 1,965,541          |

There are also numerous culverts that convey water flow and provide fish passage. There is no complete inventory of culverts available, although some databases exist. The Alaska Department of Fish and Game (ADF&G) has a database of culverts that provide for fish passage which includes 747 culverts in Southeast. The DOT&PF is currently developing an inventory and prioritized list for culvert improvements and replacements, using the ADF&G Fish Passage database to identify known barriers and coordinate with other land managers and resource agencies.<sup>26</sup>

<sup>25</sup> There are some bridges associated with IRR which are state owned and managed through government to government agreements

<sup>26</sup> Alaska Department of Fish and Game. (2026). Fish Passage Inventory Database (FPID). <https://www.adfg.alaska.gov/index.cfm?adfg=fishpassage.database>

### 2.3.2 System Resiliency

Bridges are vulnerable to hazards such as earthquakes, tsunamis, severe weather, and flooding. Limited redundancy is a significant concern as closures can result in long detours or loss of access. Traffic and vessel collisions were identified as important risk considerations, particularly for bridges located in navigable waterways or constrained corridors. The presence of flammable materials, such as those produced by homeless encampments, is also a hazard under bridges; fires started in homeless encampments have damaged bridges throughout the state. In addition, tunnels were identified as a component of the regional bridge inventory, with Southeast containing two of the state's four tunnels: Water Street Trestle No. 3 (BN 2313) and Lewis Reef Road Tunnel (BN 4076), both located in Ketchikan. Roadway risk and resilience is discussed in detail in Appendix H: Risk and Resiliency.

Several bridges were discussed that would result in significant disruption should the bridge close, including:

- Juneau-Douglas Bridge (BN 0740, Juneau)
- Tongass Ave and Water Street Viaducts (BN 0997 and BN 0797, Ketchikan)
- Ward Creek Bridge (BN 0747, Ketchikan)
- Sitka Harbor Bridge (BN 0245, Sitka)
- Bridges along the Klondike and Haines Highways

Other specific bridge-related concerns identified include:

- Damage to the Lewis Reef Tunnel, located below the Ketchikan International Airport, would have an impact on the airport runway, disrupting regional connectivity.
- Several bridges in Southeast intersect active marine transportation corridors where large vessels operate in constrained conditions, creating a risk of bridge strikes. The Juneau–Douglas Bridge (Juneau) has experienced vessel strikes in the past and remains exposed to vessel traffic. The John O'Connell Bridge (BN 0245, Sitka) spans a similar high activity corridor used by large commercial vessels. While no documented strikes have been witnessed or reported to date, damage on the underside of the bridge was likely caused by tall vessels.<sup>27</sup>

### 2.3.3 Performance, Needs, and Gaps

Bridges, in general, are rated on a scale of Poor, Fair, or Good based on the condition rating of their deck (driving/walking surface), superstructure (support structure), and substructure (foundation). A bridge's overall rating is determined by its lowest-scoring metric. Figure 18 includes the percent of Southeast bridges and bridge deck area in each condition rating.

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<sup>27</sup> DOT&PF Risk and Resiliency Workshop

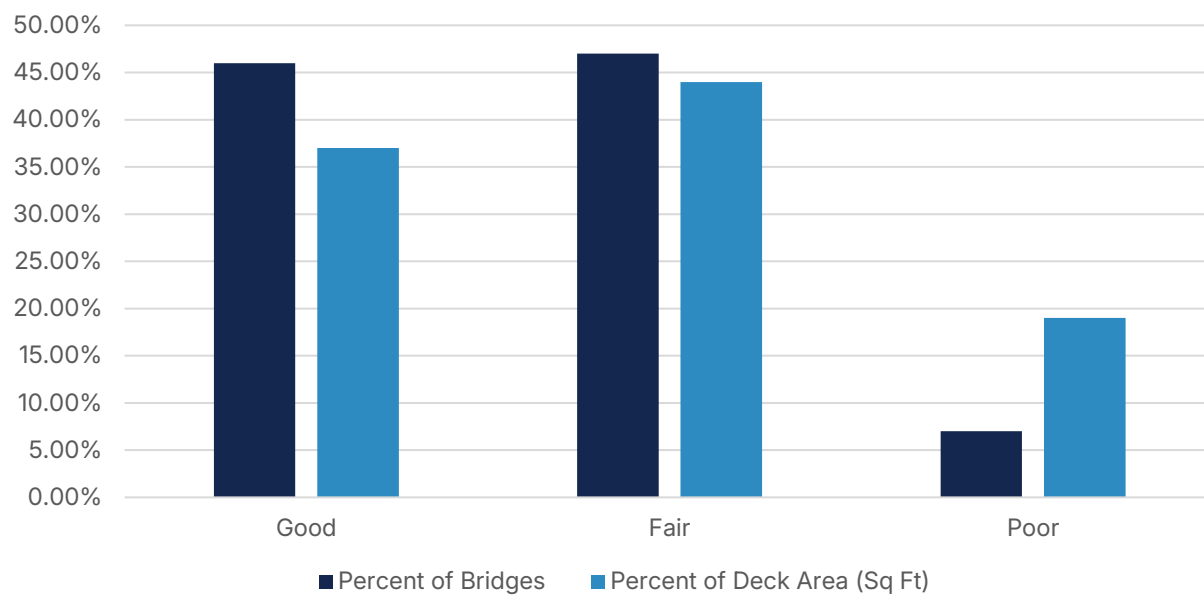


Figure 18: Southeast Bridge Condition Overview

Most bridges in the United States have an expected lifespan of 50 years, while new bridge construction aims to extend that lifespan to 100 years. The average age of the 255 Southeast bridges DOT&PF is responsible for inventorying, inspecting, and reporting is 36.7 years, with approximately 30 percent of the bridges being built between 1934 and 1976.

Based on 2025 NBI reporting for the 255 bridges, 117 (46 percent) are rated Good, 120 (47 percent) are Fair, and 18 (seven percent) are Poor. When looking at the 1,337,694 sq ft of deck area under DOT&PF responsibility, 488,287 sq ft (37 percent) are rated Good, 593,608 (44 percent) are Fair, and 255,799 (19 percent) are Poor. Approximately 83 percent of the deck area with bridges rated Poor comprises only three bridges, the Tongass Avenue Viaduct (BN 0997), the Water Street Viaduct (BN 0797), and Main Street Pelican (BN 1268).

The DOT&PF maintains a prioritized list of bridges in Poor condition, referred to as the "prioritized Poor bridge list". Southeast bridges included on this list are identified in Table 25 including their statewide ranking, bridge number, associated route, community, deck area, and status of any associated projects.

Table 25: Southeast Prioritized Poor Bridges

| Rank | Bridge No. | Bridge Name                    | Route                | Year Built | Community     | Deck Area (Sq Ft) | Project Status   |
|------|------------|--------------------------------|----------------------|------------|---------------|-------------------|------------------|
| 4    | 0805       | Skagway Ferry Terminal^        | Marine Hwy Route     | 1980       | Skagway       | 2,983             | Design           |
| 6    | 0997       | Tongass Avenue Viaduct*        | South Tongass Hwy    | 1956       | Ketchikan     | 91,791            | Design           |
| 8    | 0797       | Water St Viaduct*              | South Tongass Hwy    | 1955       | Ketchikan     | 86,316            | Design           |
| 18   | 0747       | Ward Creek*                    | North Tongass Hwy    | 1975       | Ketchikan     | 6,969             | Design / Replace |
| 20   | 0725       | Hoadley Creek*                 | South Tongass Hwy    | 1957       | Ketchikan     | 2,728             | Design / Replace |
| 21   | 1431       | Calhoun Ave. Ped Overcrossing^ | Calhoun Ave          | 1977       | Juneau        | 542               | No Project       |
| 31   | 4008       | Crab Creek Culvert*            | Craig/Klawock/Hollis | 1985       | Craig-Klawock | 884               | Planning         |
| 33   | 0444       | Salmon River*                  | Gustavus Airport Rd  | 1976       | Gustavus      | 4,047             | No Project       |
| 35   | 0353       | Fish Creek*                    | North Douglas Hwy    | 1950       | Juneau        | 4,071             | No Project       |
| 40   | 1112       | Ankau Slough^                  | IRR: Ocean Cape Rd   | 1961       | Yakutat       | 6,497             | Tribe Project    |
| 47   | 0726       | Ketchikan Creek^               | Park/Harris St       | 1957       | Ketchikan     | 1,735             | No Project       |
| 48   | 2264       | Harriet Hunt Creek*            | Shelter Cove Rd      | 1981       | Ketchikan     | 959               | No Project       |
| 60   | 1276       | Dangerous River*               | Dangerous River Rd   | 1976       | Yakutat       | 6,345             | No Project       |
| 63   | 2262       | Harding Street^                | Harding St           | 1968       | Ketchikan     | 348               | No Project       |
| 64   | 2263       | Peterson Street^               | Peterson St          | 1955       | Ketchikan     | 1,251             | No Project       |
| 69   | 1685       | Jordan Creek^                  | Amalga St            | 1982       | Juneau        | 1,821             | No Project       |
| 70   | 1464       | Gravelly Creek*                | Thorne Bay Rd        | 1989       | Thorne Bay    | 2,899             | Planning         |
| 73   | 1268       | Main Street Pelican^           | Main St              | 1939       | Pelican       | 34,354            | No Project       |
| 77   | 2384       | Muskeg Creek*                  | Kake Access          | 1981       | Kake          | 912               | No Project       |
| 82   | 1841       | Sayles/Gorge Viaduct^          | Sayles/Gorge St      | 1960       | Ketchikan     | 2,416             | Construction     |

^indicates city owned bridges

\*indicates state owned bridges

### 2.3.3.1 Needs and Gaps

The needs and gaps identified for Southeast’s bridges and culverts include completing repairs to the Tongass Avenue and Water Street Viaducts, maintaining Southeast bridges in a state of good repair, implementing crews dedicated to maintaining Southeast bridges and culverts, and continuing to develop a robust culvert inventory.

**Tongass Avenue and Water Street Viaducts:** Timely completion of repairs to the Tongass Avenue Viaduct and Water Street Viaduct will address a significant portion of the region’s aging deck area and supports statewide bridge performance goals. These repairs are interim measures; full replacement is anticipated to be necessary within the 20-year planning period.

**Juneau-Douglas North Crossing:** Many Juneau community members have identified the Juneau-Douglas North Crossing as a top priority project. The project would provide a second crossing between 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. Travelers also experience congestion and delays during peak travel times and disruptions (e.g. accidents, lane closures), while narrow sidewalks create challenges for pedestrians, cyclists, and winter maintenance. The addition of a second crossing would improve system resiliency, enhance health and safety, increase capacity to support future developments, and provide reliable access.

**State of Good Repair:** Statewide bridge trends indicate that preventive maintenance can significantly extend bridge service life, although changes tend to occur more gradually than on pavements. Marine environments, moisture, and freeze-thaw cycles accelerate deterioration, while seismic and hydraulic vulnerability can increase long-term risk, even when condition ratings appear stable. Bridge preservation should be implemented to maintain the existing condition of bridges that are in good or fair condition.

While preventive maintenance is necessary, bridge repairs must also focus on “worst-first” to avoid bridge closures. Southeast bridges on the prioritized poor bridge list without an active project should be prioritized for near-term project development and funding. Additionally, for all projects on the prioritized poor bridge list, where inspection findings indicate critical or time-sensitive structural concerns, interim protective measures should be prioritized (e.g., load posting<sup>28</sup>, temporary repairs).

**Southeast Rotating Bridge Crews:** DOT&PF’s Southcoast Region does not have rotating bridge crews for annual M&O work, such as preventative maintenance, unlike other DOT&PF regions despite having a large share of the state’s bridges. Limited staffing, prioritization of a rotating chip seal crew, and travel constraints further restrict bridge preventive maintenance capacity. Northern and Central Region crews have occasionally supported the Southcoast Region in previous years; reinstating this arrangement or identifying alternative solutions would expand preventive maintenance capabilities and maintain bridges in good repair.

**Culvert Inventory:** Given Southeast relies on culverts for conveying hydrologic flow and providing fish passage, continued efforts by DOT&PF to complete a comprehensive culvert inventory would provide added value. The current ADF&G inventory is a helpful inventory however a more complete inventory of culvert assets, condition assessments, fish passage evaluations, and a consistent methodology for prioritizing improvements will better support culvert investments. Completion of the inventory will support safety, resilience, habitat connectivity, and long-term system performance across Southeast.

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<sup>28</sup> It is important to note that load posting is required to be done within 30 days or less, depending on severity

### 2.3.3.2 Community-Identified Needs

Community-identified transportation needs for bridges are included in Table 26.

Table 26: Community-Identified Transportation Needs – Bridges

| Borough/Census Area       | Bridge Name (BN)                                          | Community-Identified Issue/Need                                                                                       |
|---------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Juneau, City and Borough  | Juneau Douglas North Crossing (TBD)                       | Additional crossing needed between Juneau and Douglas.                                                                |
| Hoonah-Angoon Census Area | Salmon River Bridge (444) (Gustavus)                      | Repair or Replacement (erosion issues).                                                                               |
| Ketchikan Gateway Borough | Ketchikan Creek Bridge (726)                              | Superstructure is in poor condition.                                                                                  |
| Ketchikan Gateway Borough | Tongass Avenue Viaduct (997) & Water Street Viaduct (797) | Improvements/Replacements.                                                                                            |
| POW-Hyder Census Area     | Little Gunnuk Creek Culvert (Kake)                        | Significant maintenance issue, currently failing. Desire to replace it with a bridge that includes pedestrian access. |

## 2.4 Active Transportation and Transit

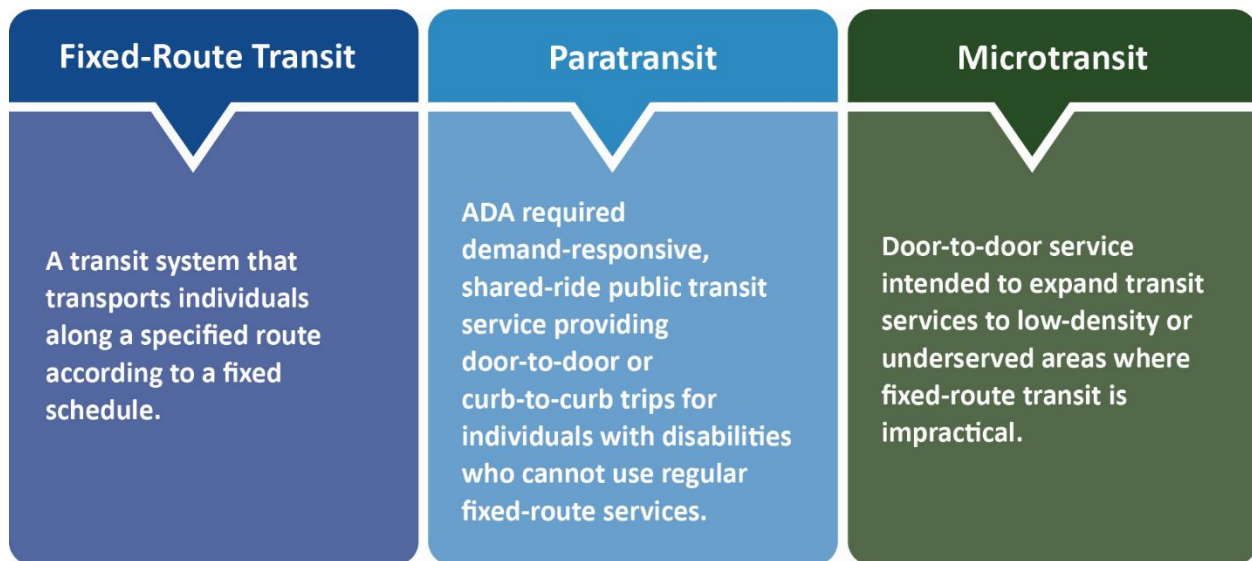
### 2.4.1 Overview

Active transportation is any form of human-powered transportation, including walking and biking. Across Southeast, bicycling and walking patterns vary widely. Smaller and more compact communities tend to see the highest walking and biking 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.

Statewide, more than 861 miles of sidewalks and 250 miles of bicycle lanes were documented along public roads.<sup>29</sup> Of these, nearly 120 miles of sidewalk and 72 miles of bicycle lanes were documented along public roads in Southeast, DOT&PF collection methods and the active transportation system inventory is included in Appendix F: Surface Transportation System Technical Memorandum.

Public transportation (transit) in Southeast is provided by a combination of local, tribal, and non-profit organizations through fixed-route, paratransit, and microtransit services.

<sup>29</sup> Documentation of active transportation facilities is limited to facilities along state-maintained roadways visible from the data collection camera during the 2023 collection year. This inventory is limited and does not account for asset condition.



In addition to microtransit, paratransit, and fixed-route transit services, many communities in Southeast, particularly those with high summer tourism, have privately operated shuttle services providing transportation for tourists to popular attractions. For communities such as Haines, most accessible (ADA compliant) vehicles are used seasonally for tourism, rather than local transportation.

Nine transit service providers were identified in Southeast based on annual Federal Transit Administration (FTA) reporting for providers that receive or plan to receive federal transit funds. In addition to traditional bus and van transit services (provided in Juneau, Sitka, Craig, Hydaburg, Ketchikan and Petersburg), this inventory includes Inter-Island Ferry Authority (IFA) which provides ferry service connecting Prince of Wales Island with Ketchikan and the surrounding region.

## 2.4.2 System Resiliency

Active transportation and transit serve as flexible, resilient lifelines during disasters, providing mobility when roads are congested or infrastructure is damaged. They can enhance disaster response by offering last-mile delivery of supplies, enabling evacuations via non-motorized routes and transit services and aiding first responder reconnaissance. Risks to active transportation infrastructure and transit systems are similar to those affecting roadways, as roadway disruptions typically disrupt access to sidewalks, bike lanes, and transit services.

Severe weather, particularly winter weather, creates significant operational challenges. Heavy snow and ice can make sidewalks, pathways, and transit stops difficult to traverse or access, and sidewalks and pathways may be blocked due to their temporary use for snow storage. Transit stop maintenance can also vary because responsibility is divided among jurisdictions with different resources, priorities, and infrastructure conditions. Disruptions may take longer to resolve for active transportation facilities and transit systems than for the associated roadway. DOT&PF designs facilities, where practicable, to accommodate routine snow removal on sidewalks. However, some facilities require specialized equipment, such as the constrained-width sidewalk on the Juneau-Douglas Bridge.

**Resourcing for winter weather response is particularly difficult due to variability from year to year and limited budgets.**

### 2.4.3 Performance, Needs, and Gaps

Performance for active transportation and transit considers usage and safety.

**Usage:** Table 27 includes the rates of walking and bicycling to work for each borough and census area<sup>30</sup>, as well as percentage of households without a vehicle.<sup>31</sup> Overall, active transportation plays an important role in daily mobility across the region.

Table 27: Southeast Walking and Biking Rates by Borough/Census Area

| Borough/Census Area           | Walking (Percent) | Biking (Percent) | Households Without a Vehicle (Percent) |
|-------------------------------|-------------------|------------------|----------------------------------------|
| Haines Borough                | 12.5              | 1.5              | 4                                      |
| Hoonah-Angoon Census Area     | 41.5              | 2.3              | 28.6                                   |
| Juneau, City and Borough      | 6.3               | 0.5              | 9.5                                    |
| Ketchikan Gateway Borough     | 6.9               | 0                | 10.5                                   |
| Petersburg Borough            | 21                | 2.1              | 11.1                                   |
| POW-Hyder Census Area         | 19.6              | 0.4              | 10.8                                   |
| Sitka, City and Borough       | 14.9              | 2.6              | 11                                     |
| Skagway Borough, Municipality | 46.6              | 5.0              | 10                                     |
| Wrangell, City and Borough    | 14                | 1.0              | 8.7                                    |
| Yakutat, City and Borough     | 31.7              | 3.4              | 13.6                                   |
| Alaska Statewide              | 7.5               | 0.6              | 9.1                                    |
| National                      | 1.1               | 0.1              | 5.4                                    |

The percentage of households without a vehicle ranges from approximately four to 14 percent. One exception is the Hoonah-Angoon Census Area, with 28.6 percent of households without a vehicle. This statistic is consistent with the higher proportion of walking and biking in the census area. Additionally, 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.

<sup>30</sup> U.S. Census Bureau. 2023. Means of transportation to work: 2023 American Community Survey 5-year estimates (Table S0801) [Data set]. Retrieved January 15, 2026, from <https://data.census.gov/table/ACSST5Y2023.S0801?q=commute&g=040XX00US02>

<sup>31</sup> U.S. Census Bureau. 2023. Selected housing characteristics: 2023 American Community Survey 5-year estimates (Table DP04) [Data set]. Retrieved January 15, 2026, from [https://data.census.gov/table/ACSDP5Y2023.DP04?q=vehicle+ownership&g=010XX00US\\$0400000](https://data.census.gov/table/ACSDP5Y2023.DP04?q=vehicle+ownership&g=010XX00US$0400000)

Table 28 includes Southeast transit provider data reported to FTA in 2025 for operating year 2024.

Table 28: Southeast Transit Providers

| Provider                                  | Community Served       | Annual Revenue Hours* | Annual Rides | Average Rides Per Hour | Number Of Vehicles in Fleet |
|-------------------------------------------|------------------------|-----------------------|--------------|------------------------|-----------------------------|
| <b>Capital Transit</b>                    | Juneau                 | 47,555                | 852,070      | 18                     | 28                          |
| <b>Catholic Community Services</b>        | Sitka                  | 2,148                 | 3,222        | 1.5                    | 3                           |
| <b>Craig Tribal Association</b>           | Craig                  | 1,941                 | 1,543        | 1                      | 3                           |
| <b>Hydaburg Cooperative Association</b>   | Hydaburg               | 1,255                 | 677          | 0.6                    | 2                           |
| <b>Inter-Island Ferry Authority (IFA)</b> | Prince of Wales Island | 2,112                 | 48,554       | 23                     | 2                           |
| <b>Ketchikan Indian Community</b>         | Ketchikan              | 700                   | 2,465        | 4                      | 5                           |
| <b>Petersburg Indian Association</b>      | Petersburg             | 1,028                 | 9,476        | 9                      | 1                           |
| <b>Sitka Tribe - The Ride</b>             | Sitka                  | 9,867                 | 61,391       | 6                      | 3                           |
| <b>The Bus</b>                            | Ketchikan              | 22,243                | 480,345      | 22                     | 18                          |

\*Annual Revenue Hours is the total number of hours, over the reporting year, that all agency vehicles travel while in revenue service.

Reporting by transit service providers reflects the robust transit systems established in Juneau and Ketchikan. Additionally, this reporting reflects the impact of IFA on the mobility of users.

**Safety:** Non-motorized users are particularly vulnerable during traffic crashes due to their lack of physical protection and direct exposure to vehicle impacts. Consequently, crashes involving these users are more likely to result in serious injuries or fatalities than crashes involving only motor vehicles. Between 2015 and 2024, there were 40 non-motorized involved crashes in Southeast, 31 serious injury and nine fatal. Figure 19 includes non-motorized related serious injury and fatal crashes per year from 2015 through 2024 while Figure 20 shows the same breakdown across boroughs and census areas.

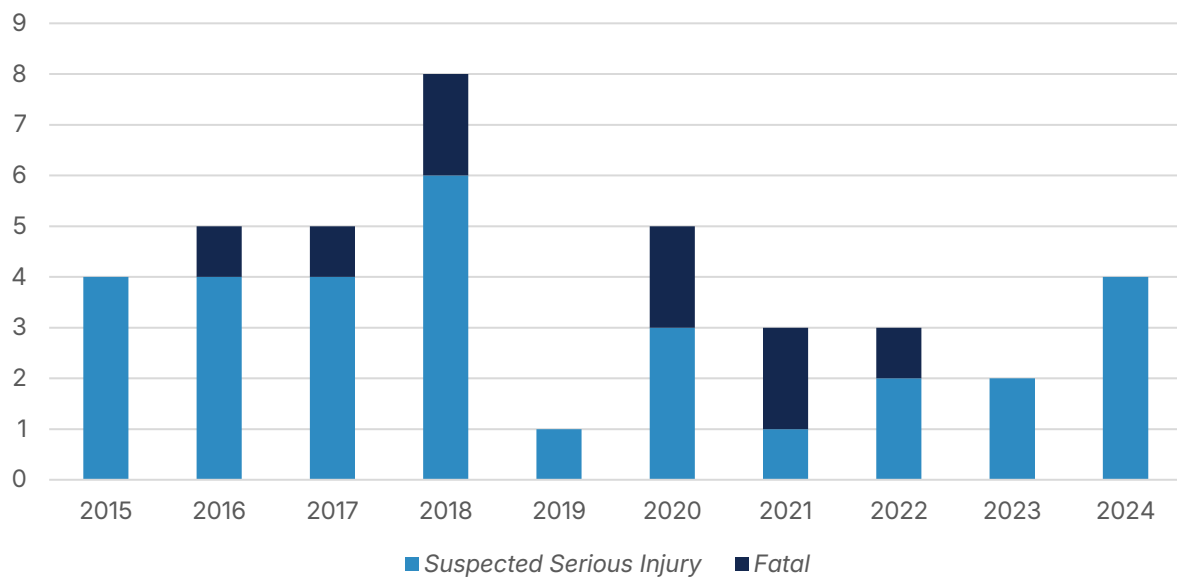


Figure 19: Southeast Non-Motorized Serious Injury and Fatal Crashes by Year

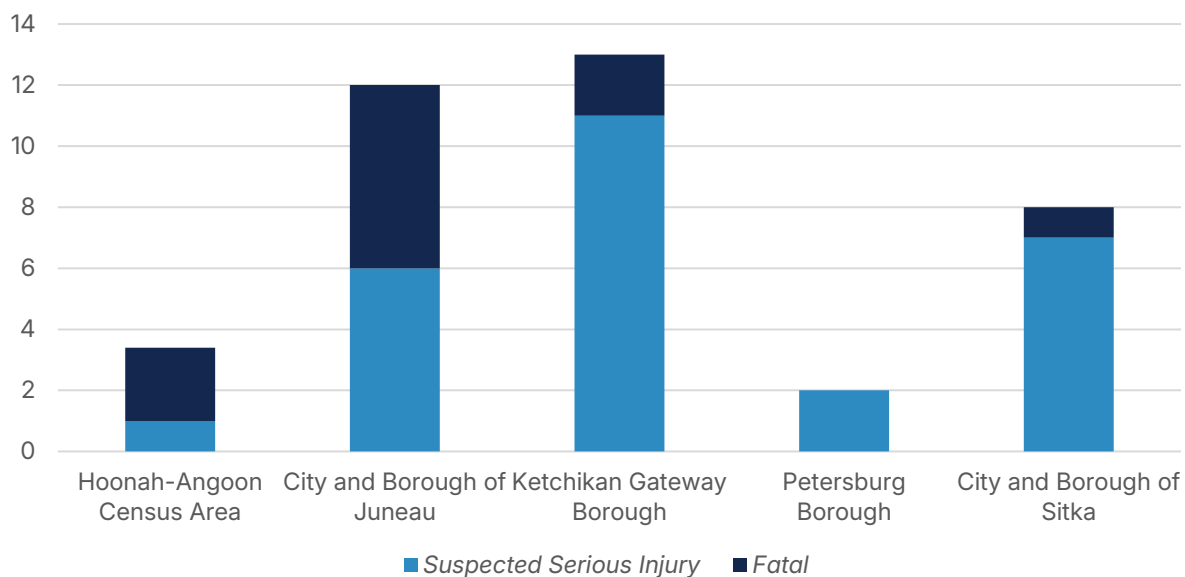


Figure 20: Southeast Non-Motorized Serious Injury and Fatal Crashes by Borough or Census Area

Figure 20 shows there were zero non-motorized fatalities in 2019, 2023, and 2024. The most non-motorized serious injuries and fatalities occurred in 2018 with eight total crashes (six serious injuries and two fatalities). The years since 2018 have experienced fluctuations in the total number of crashes, with the number of serious injuries typically outweighing the number of fatalities, except for the year 2020.

Most fatal non-motorized crashes occurred on minor or principal arterial roads (eight) while only one occurred on a major collector. Of the fatal non-motorized crashes, six occurred in Juneau, two occurred in Ketchikan, and one occurred in Sitka. Similarly, non-motorized serious injury crashes occurred more frequently on principal or minor arterials (18), while ten occurred on major or minor collectors, and only three on local roads. The locations of non-motorized serious injury crashes retained more variability than fatal crashes, with occurrences in the City and Borough of Juneau, City and Borough of Sitka, Hoonah-Angoon Census Area (Gustavus), Petersburg Borough, and Ketchikan Gateway Borough.

There are several initiatives that support planning for safer road systems. While most of the programs target the entire road system, they are particularly important for providing communities with opportunities and strategies to improve safety for those walking and bicycling. Many Southeast communities are leveraging Comprehensive Safety Action Plans, funded through the U.S Department of Transportation (USDOT) Safe Streets for All (SS4A) program, to identify opportunities to improve safety within communities and pursue project funding.

### **2.4.3.1 Needs and Gaps**

Through the evaluation of Southeast's active transportation and transit systems, a variety of needs and gaps have been identified. These needs and gaps pertain to assets and design, maintenance, and funding.

**Assets:** Currently, DOT&PF does not analyze asset conditions for active transportation facilities, limiting the Department's ability to assess system needs, prioritize investments, and track long-term performance for these modes. Identifying and prioritizing network gaps would help to make sure the limited funding is directed to the most important needs.

The Alaska Highway Preconstruction Manual (HPCM) lacks transit design options leaving the design and construction of transit stops along the state's right-of-way to vary from project to project. Additionally, the current non-motorized design criteria, Chapter 12 of the HPCM, is outdated. DOT&PF is working to update the chapter and implement additional guidance through a Complete Streets engineering directive which would provide statewide guidance on how to support all modes of transportation through the entire lifecycle of a project.

**Maintenance:** The Southcoast Region has maintenance priorities for DOT&PF-managed roads, helping users know when roads will be cleared of snow, but lacks a similar statewide system for sidewalks and paths. Currently, sidewalk priorities are identified in Anchorage, Juneau, and Fairbanks; expanding this to additional communities in Southeast would provide useful guidance to users.

For transit, maintenance responsibilities are divided among state, borough, city, and tribal jurisdictions depending on the location of the facility. This variation results in the frequency and timing of maintenance to differ significantly throughout the region, particularly for transit stop winter maintenance.

**Funding:** Transit providers heavily rely on federal funds, typically administered by DOT&PF, and many smaller providers have limited state or local funding to use as match. This affects their ability to leverage federal grant programs. Due to the dependence on federal sources, the services may fluctuate depending on availability of funds authorized by Congress with each transportation bill. Funding is discussed further in Section 3.2.

### 2.4.3.2 Community-Identified Needs

Community-identified transportation needs for active transportation are included in Table 29.

Table 29: Community Identified Transportation Needs - Active Transportation

| Borough/Census Area                  | Project Short Name                                          | Community-Identified Issue/Need                                                                                                                                              |
|--------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Haines Borough</b>                | 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. |
| <b>Juneau, City and Borough</b>      | Juneau Trail Master Plan                                    | Update the Juneau Trail Master Plan                                                                                                                                          |
| <b>Ketchikan Gateway Borough</b>     | Ketchikan Downtown Pedestrian Improvements                  | Ketchikan downtown pedestrian improvements; interest in finding alternate staging areas for tourist buses to relieve pressure on core downtown.                              |
| <b>POW-Hyder Census Area</b>         | Craig-Klawock Multi-Use Path                                | A multi-use path along Craig-Klawock Highway.                                                                                                                                |
| <b>POW-Hyder Census Area</b>         | 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.                                            |
| <b>Sitka, City and Borough</b>       | 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.                                                      |
| <b>Skagway Borough, Municipality</b> | Main Street Rehabilitation                                  | Improvements to Main Street in Skagway to address poor infrastructure condition, utility improvements, and sidewalk improvements.                                            |

## 2.5 Waterways

The marine transportation system in Southeast Alaska is made up of waterways, harbors, ports, and maritime facilities, including ferry terminals. The complete Waterways and Freight Technical Memo is included in Appendix G.

### 2.5.1 Overview

The region's terrain has resulted in significant reliance on the waterway system as a main mode of transporting people and goods across the region. It is important for economic development, subsistence and commercial activities, and regional resilience.

### 2.5.1.1 Marine Corridors

Southeast Alaska's marine corridors consist of a vast network of saltwater fjords, narrow straits, and rivers. Significant saltwater passages include the Chatham Strait, Lynn Canal, Frederick Sound and Stephens Passage, and Clarence Strait. Notable rivers in the region include the Stikine River, Taku River, Alsek River, and Situk River.

Much of Southeast's marine transportation network operates within the northern Inside Passage, a complex and constrained system of narrow channels, strong tidal currents, and environmentally sensitive waters.<sup>32</sup> These waterways support a diverse mix of vessels, including ferries, barges, cruise ships, fishing fleets, and smaller commercial, charter, and personal vessels. Weather, seasonality, and changing operating environments influence mobility within Southeast.

The U.S. Marine Highway system (USMHS) currently includes 35 routes across the U.S. These routes serve as an extension of the surface transportation system. A route designated as a USMHS route does not automatically receive additional federal funding. However, routes with this national designation have access to the U.S. Department of Transportation Maritime Administration (MARAD) U.S. Marine Highway Program (USMHP), a discretionary grant program, that supports marine infrastructure, vessel operations, and intermodal connections.<sup>33</sup>

Within Alaska, there are three USMHS-designated routes, the M-11, M-A1, and M-5AK. The marine highway M-5 (AK) route connects to the M-A1 near Anchorage and the M-5 Route at the Canadian border north of Bellingham, WA. The M-5AK route spans 1,616 nautical miles and includes Alaska's coastal waters of the Pacific Ocean, connecting Puget Sound in the State of Washington to the Port of Unalaska in the Aleutian Islands.<sup>34</sup>



#### **Alaska Marine Highway System (AMHS)**

*The Alaska Marine Highway System (AMHS) is a state-owned ferry service that operates as a marine highway, covering 3,500 miles of coastline statewide and extending as far south as British Columbia and Washington. It provides crucial passenger and vehicle transportation to over 30 coastal communities across the state, 15 in Southeast Alaska alone.*

*AMHS partners with Southeast communities to operate AMHS terminals. While AMHS fully owns and operates some terminal facilities, others are owned by communities and used by AMHS for ferry operations.*

<sup>32</sup> Marine Safety Task Force. (2024, April). Southeast Alaska Voluntary Waterway Guide. Retrieved May 2026, from <https://www.commerce.alaska.gov/web/Portals/5/pub/Archive26/2024SoutheastAlaskaVoluntaryWaterwayGuide.pdf>

<sup>33</sup> U.S. Department of Transportation, Maritime Administration. (2026, March 27). Marine Highway Program. Retrieved June 2026 from <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>

<sup>34</sup> U.S. Department of Transportation, Maritime Administration. (2026, March 27). Marine Highway Program. Retrieved June 2026 from <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>

### 2.5.1.2 Alaska Marine Highway System Terminal Network

AMHS is a state-owned ferry system that has provided essential transportation to Alaska's remote coastal communities since commencing operations in 1963. The AMHS includes mainline routes, which travel the entire length of the system, serving larger communities within Southeast, as well as other destinations, and day boat and shuttle routes, which provide daily access between smaller communities in the region. In Southeast, Chatham Strait serves as the main north-south corridor. AMHS terminals function as important multimodal nodes, linking communities to regional economic centers and freight supply chains (Figure 21).

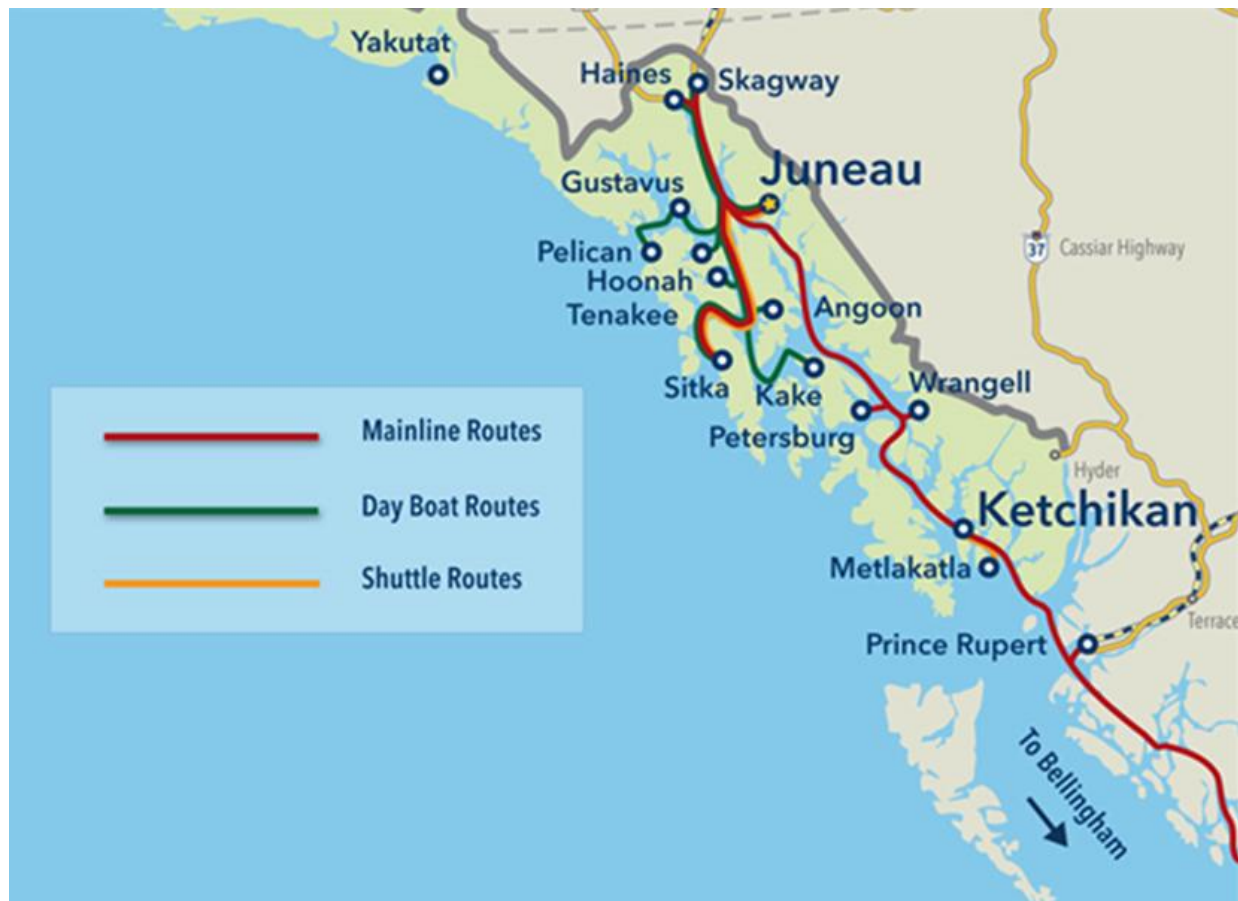


Figure 21: AMHS Service within the Southeast Planning Region<sup>35</sup>

The DOT&PF is responsible for designing, constructing, operating, and maintaining the State's ferry transportation system. In Southeast, the majority of the AMHS terminals are owned by DOT&PF. Only a few of the facilities are owned by other entities such as municipalities and port authorities, often with DOT&PF partnership support (e.g., Clark Bay is co-owned by State of Alaska and the IFA, the City of Pelican owns Pelican Terminal, and the Yakutat terminal is owned by the City of Yakutat). AMHS independently funds part of its costs through collecting revenue from passenger tickets and vehicle transportation fees but still relies on state and federal funding for maintenance and increasing costs.

<sup>35</sup> Alaska DOT&PF. ( n.d.). Our Route. Alaska Marine Highway System (AMHS). Retrieved February 2026, from <https://dot.alaska.gov/amhs/route.shtml>.

Figure 22 shows the AMHS facilities that received service during the Winter 2025/2026 and Summer 2026 seasons, according to the official posted schedules on the AMHS website. AMHS service to Yakutat has not been provided since 2023, with the exception of one call in April 2026. Service is planned to resume in the future, and a terminal construction project is included in the 2024-2027 STIP. The inactive AMHS terminal facilities not shown on the map below include Prince Rupert, South Mitkof, Coffman Cove, Clark Bay, and Port Chester (former Metlakatla terminal).

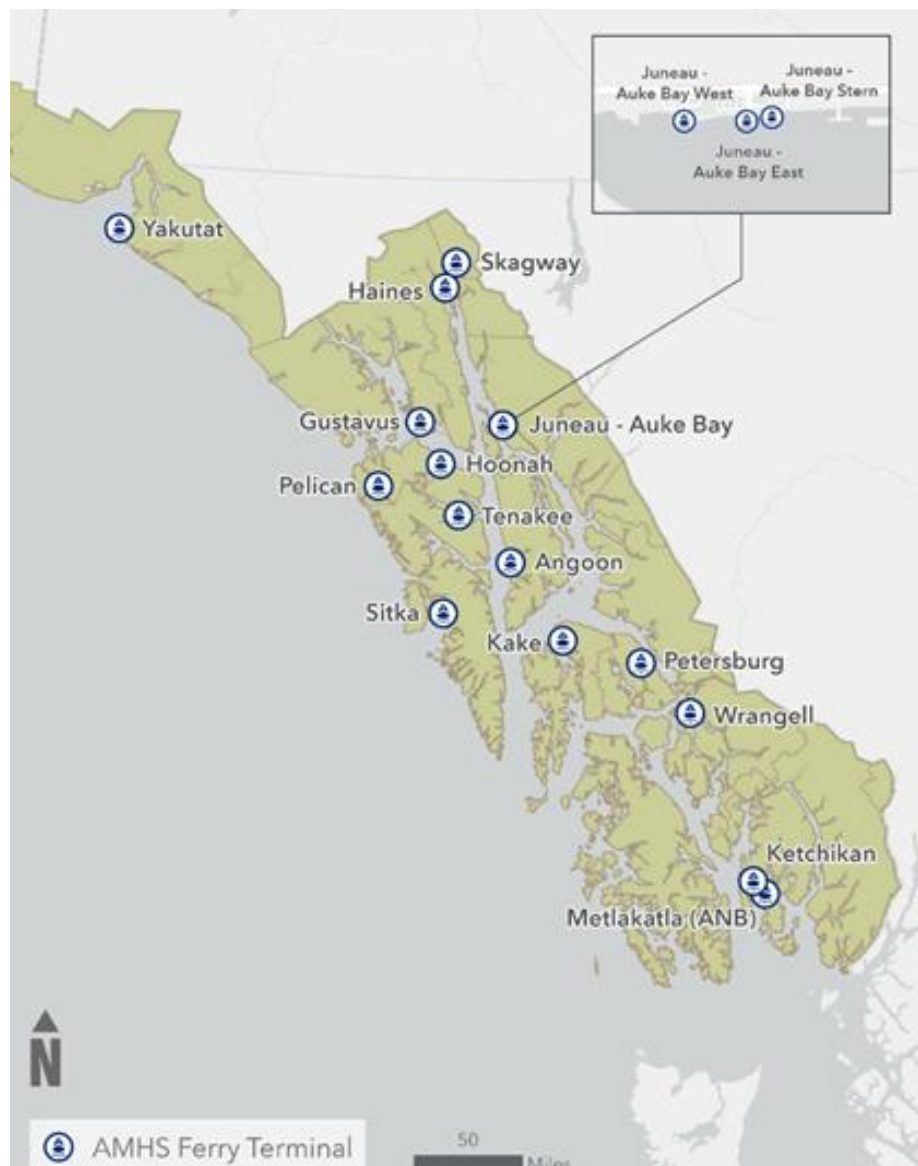


Figure 22: Map of Actively Served AMHS Terminals

The AMHS fleet currently has nine vessels ranging in size and capability to accommodate passengers, freight, and motor vehicles. The largest vessels are used on mainline routes, which typically cover longer distances, with multiple stops, and can transport both people and freight. Smaller vessels are used on day boat and shuttle routes, which typically provide service between two destinations and accommodate both passengers and smaller freight. Most of the port terminals that serve the vessels in the AMHS fleet accommodate roll-on/roll-off (Ro/Ro) loading, which is intended for vessels that carry wheeled cargo such as vehicles.

### 2.5.1.3 Barges and Freight Movement

The waterborne transportation of cargo in Southeast is dominated by barge service, which carries most inbound goods by weight. The use of barge transportation over larger container ships provides several advantages, including limited infrastructure requirements, maneuverability due to their shallower drafts, and more efficient, right-sized capacity. Barge service is the lifeline of Southeast's supply chain, supporting the region's economic stability and community well-being. Since barges do not have engines, they rely on powerful tugboats to move them from point A to point B.

Due to the region's lack of road connections, Southeast communities are heavily reliant on barge services for moving goods. Industry data indicates that more than 90 percent of all goods arriving in Southeast are transported by barge, with the remainder moved by plane or AMHS. In communities such as Wrangell, barged cargo accounts for approximately 99 percent of incoming goods by weight.<sup>36</sup> This reliance means that barge capacity, pricing, and schedule stability are directly tied to the cost of living and construction costs in Southeast.



#### **The Barge:**

A large, flat-bottomed vessel with built-in ramps, with some even carrying their own cranes, designed to carry massive amounts of cargo (dry goods like grain, liquids like oil, or even heavy machinery). Because they lack propulsion, they are mostly "dead weight."



#### **The Tugboat:**

A small but incredibly powerful engine on hulls. Tugs are designed to maneuver much larger vessels by either pushing or pulling them.

Barge landing infrastructure is owned by a mix of public entities and private operators. USACE supports waterborne transportation by inspecting and maintaining authorized civil works projects. USACE completed a statewide assessment of Alaska barge landings in its 2010 *Alaska Barge Landing System Assessment & Design Statewide Report*, which provides a comprehensive review of all barge landings in Alaska.<sup>37</sup>

Southeast's marine supply chain relies primarily on two waterborne freight providers, AML and Samson. Other providers offer supplemental services that increase flexibility, redundancy, and access for specialized cargo and less frequently served destinations.

The region's freight network operates on a hub-and-shuttle model, with cargo transferred between mainline and feeder services at intermediate ports.<sup>38</sup> Although Skagway is one of the highest-volume ports in the United States, it functions primarily as an intermodal gateway for bulk commodity movements between Alaska, Canada, and global markets rather than as a marine distribution hub for surrounding Southeast communities.

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<sup>36</sup> Rain Coast Data. (2021, December). Freight in Wrangell Analysis. Retrieved from [https://www.wrangell.com/sites/default/files/fileattachments/economic\\_development/page/21418/freight\\_in\\_wrangell\\_analysis\\_december\\_2021\\_final.pdf](https://www.wrangell.com/sites/default/files/fileattachments/economic_development/page/21418/freight_in_wrangell_analysis_december_2021_final.pdf).

<sup>37</sup> US Army Corps of Engineers, Alaska District. (2010, November). *Alaska Barge Landing System Assessment & Design Statewide Phase 2 Final Report*. Retrieved from [https://dot.alaska.gov/stwddes/desbridge/assets/grant/southcoast/ak\\_COE\\_AlaskaBargeReport\\_2010\\_FINAL.pdf](https://dot.alaska.gov/stwddes/desbridge/assets/grant/southcoast/ak_COE_AlaskaBargeReport_2010_FINAL.pdf).

<sup>38</sup> Alaska DOT&PF. (2025, March 10). AMHS 2045 Long-Range Plan. AMHS. Retrieved January 2026 from <https://dot.alaska.gov/amhs/operations/AMHS-2045-Long-Range-Plan.pdf>.

There are three regional distribution hubs described in a presentation by AML at the 2024 Southeast Conference and barge schedules:<sup>39</sup>

- **Ketchikan:** Serves as the first and last Southeast Alaska port of call for mainline barges originating from and returning to Seattle. It is also the trans-shipment hub for POW Island communities (Craig, Klawock, Thorne Bay) and Metlakatla.
- **Petersburg:** Serves as an important regional distribution hub to communities including Sitka, Kake, and (seasonally) Hoonah, Tenakee Springs, and Excursion Inlet.
- **Juneau:** Functions as a regional distribution center for northern Southeast communities, nearby industrial areas, and mining operations.

Communities served by shuttle barge connections include Wrangell, Metlakatla, Thorne Bay, Klawock, Craig, Sitka, Kake, Hoonah, Tenakee Springs, and Excursion Inlet. Because cargo must be transferred at regional hubs, these communities typically experience longer transit times compared to locations served directly by mainline barge service.

AMHS plays a small but operationally important freight role by moving container vans that provide added capacity and redundancy for some communities. Ferry terminals also function as intermodal hubs, linking marine freight with local road systems, staging areas, and airports.<sup>40</sup> A major year-round use of this service is the movement of container vans carrying perishable goods, such as fresh vegetables, meat, and dairy, from Bellingham and regional Southeast hubs to AMHS-served communities. Seafood processors also rely on AMHS as a component of their logistics chain.

### 2.5.1.4 Cruise

Cruise ship traffic represents the largest volume of passenger movement through Southeast's marine waterways, with approximately 1.7 million cruise passengers visiting the region in 2024.<sup>41</sup> The cruise industry has emerged as the largest economic sector in Southeast, supporting approximately 2,180 businesses that provide tours, activities, and services to cruise lines and their passengers. Several communities have implemented, or are considering, passenger management measures to balance economic benefits with infrastructure capacity and community quality of life. Juneau, for example, established a daily limit of five large cruise ships with passenger caps of 16,000 on weekdays and 12,000 on Saturdays beginning in 2024.<sup>42</sup>

While cruise service serves tourism rather than inter-community transportation, it operates within the same marine infrastructure network that supports lifeline services for coastal communities, often sharing port infrastructure, pilotage services, harbor facilities, and waterway access with freight and passenger carriers. Cruise vessels call at ports throughout Southeast during the summer operating season (April through October), including Juneau, Ketchikan, Skagway, Sitka, Icy Strait Point (Hoonah), Haines, Wrangell, Petersburg, and Klawock.

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<sup>39</sup> Moore, K. (2025, July 24). SE Conference: Connecting the Region. Retrieved March 2026 from <https://www.seconference.org/wp-content/uploads/Connecting-the-Region-Kelly-Moore-AML.pdf>.

<sup>40</sup> Southeast Conference. (2024). AMHS Business Impact Study. Retrieved March 2026 from <https://seconference.org/wp-content/uploads/FINAL-24045-100-046-0-AMHS-Business-Impact-and-Cover-Letter.pdf>.

<sup>41</sup> Southeast Conference. (2024, September 24). 2024 Southeast Alaska by the Numbers. Retrieved March 2026 from <https://seconference.org/publication/southeast-alaska-by-the-numbers-2024>.

<sup>42</sup> City and Borough of Juneau. (2024, June 3). City and Borough of Juneau and cruise lines sign Memorandum of Agreement on port capacity. Retrieved March 2026 from <https://juneau.org/newsroom-item/city-and-borough-of-juneau-and-cruise-lines-sign-memorandum-of-agreement-on-port-capacity>.

Cruise infrastructure varies by community. Some have dedicated cruise facilities, while others share docks and harbor infrastructure with other marine users. The cruise industry places increased demand on shoreside infrastructure, such as pedestrian walkways and roadways, and shared facilities increase pressure on limited resources, particularly during peak cruise season.

### 2.5.1.5 Marine Infrastructure and Inventory

Southeast's marine transportation facilities vary in size and function across the region to accommodate different vessels and services, ranging from small remote access points and boat ramps to larger, multi-purpose hubs that support commercial operations and regional transportation connections. A list of the common marine facility types found in Southeast is included in Table 30.

Table 30: Marine Facility Types in Southeast

| Marine Facility Type                     | Description                                                                                                                                                                                                                 |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Port</b>                              | A transportation hub where vessels load/unload cargo or passengers. Usually contains multiple terminals, berths, docks, storage areas, and supporting infrastructure.                                                       |
| <b>Harbor</b>                            | A protected water area providing safe anchorage and access for vessels. Harbors may contain one or more ports and marine facilities.                                                                                        |
| <b>Seaplane Base</b>                     | A designated water and shore facility where seaplanes land, take off, load passengers or cargo, and receive support services. May include docks, floats, passenger waiting areas, fueling facilities, and aircraft parking. |
| <b>Ferry Terminal</b>                    | A passenger and/or vehicle transfer facility used by ferry services.                                                                                                                                                        |
| <b>Cruise Terminal</b>                   | Terminal designed for embarking and disembarking cruise passengers and supporting cruise ship operations.                                                                                                                   |
| <b>Commercial Marine Terminal</b>        | Supports cargo, freight, fishing, industrial, and other non-passenger marine transportation activities.                                                                                                                     |
| <b>Roll-On Roll-Off (Ro-Ro) Terminal</b> | Terminal designed for wheeled cargo such as automobiles, trucks, and trailers.                                                                                                                                              |
| <b>Berth</b>                             | A designated location where a vessel ties up for loading, unloading, boarding, or layover.                                                                                                                                  |
| <b>Dock</b>                              | General term for a vessel mooring area or basin where vessels are serviced, loaded, unloaded, or repaired.                                                                                                                  |
| <b>Float (Floating Dock)</b>             | A floating structure that rises and falls with the water level and provides vessel access or moorage.                                                                                                                       |
| <b>Loading Facility</b>                  | Infrastructure used to transfer cargo between vessels and landside transportation systems.                                                                                                                                  |
| <b>Grid (Gridiron)</b>                   | A sloped platform or framework that supports vessels when the tide recedes for maintenance and inspection.                                                                                                                  |

Only three communities in the region do not have direct marine access —Covenant Life, Mosquito Lake, and Klukwan. Smaller communities with direct access often rely on a more limited number of facilities for marine access, while larger coastal communities function as regional marine hubs with dedicated terminal and dock infrastructure that support the movement of people and goods.

The Alaska DOT&PF is currently working on a Statewide Waterways Plan, which will provide in-depth information and a comprehensive inventory of marine and riverine facilities across the state.

An inventory of marine facilities organized by community and service type is provided in Table 31. This list is not comprehensive of all marine facilities in Southeast but offers a general overview of the primary facilities used and involved in the marine transportation system including small boat, AMHS, cruise, and barge facilities. An inventory of all the recorded marine facilities by community is in the Waterways Memo included in Appendix G and additional information regarding facility ownership and locations is available in the Existing Conditions Memo included in Appendix A.

Table 31: Southeast Marine Facilities by Service Type and Community

| Borough / Census Area         | Small Boat Facilities |   |    | AMHS |    |   | Cruise |   |   | Freight/Barge |   |   |
|-------------------------------|-----------------------|---|----|------|----|---|--------|---|---|---------------|---|---|
|                               |                       |   |    |      |    |   |        |   |   |               |   |   |
| Haines Borough                | 2                     | 2 | 2  | 1    | 1  | - | 1      | - | - | 1             | - | - |
| Hoonah-Angoon Census Area     | 2                     | 1 | 5  | 4    | 4  | 1 | 2      | 1 | - | 1             | - | - |
| Juneau, City and Borough      | -                     | 3 | 6  | -    | 1  | - | 5      | - | 1 | -             | 2 | - |
| Ketchikan Gateway Borough     | -                     | - | 6  | 2    | 1  | - | 1      | - | 4 | -             | - | 2 |
| Petersburg Borough            | -                     | 2 | 3  | 3    | 2  | - | -      | - | - | -             | 1 | - |
| POW-Hyder                     | 6                     | - | 14 | 9    | 5* | - | -      | - | - | 1             | 1 | - |
| Sitka, City and Borough       | 1                     | 4 | 7  | 6    | 1  | - | -      | 1 | - | -             | - | 2 |
| Skagway Borough, Municipality | -                     | - | 1  | -    | 1  | - | 3      | - | - | -             | - | 1 |
| Wrangell, City and Borough    | -                     | - | 4  | 4    | 1  | - | 1      | - | - | 1             | - | - |
| Yakutat, City and Borough     | -                     | - | 1  | -    | -  | 1 | -      | - | - | 1             | - | - |

\*Two of these ferry terminals are owned and operated by IFA.

## 2.5.2 System Resiliency

Southeast ferry terminals are built to withstand constant marine conditions like wave action, resulting in lower hazard sensitivity compared to other modes of transport in the region. However, the system does face risks associated with system-level vulnerabilities and state of good repair. The AMHS 2045 LRP also provides terminal specific condition information and describes erosion and sea-level rise as primary hazard risk factors.<sup>43</sup>

Southeast marine services and infrastructure were identified as critical to modal redundancy and emergency response when other modes are disrupted, but limited redundancy for vessels within the AMHS itself poses a risk to the entire transportation system. When vessels are out of service or providing services elsewhere, they cannot be easily replaced or relocated, resulting in disruptions or reducing ability to provide emergency response services.

Infrastructure conditions for state-owned harbors were identified as a near-term risk, with several cited as being in poor or deteriorating condition and without access to federal funds for improvements as discussed in earlier sections. These facilities were cited as a significant concern for DOT&PF due to their condition, local importance, and difficulty funding.

Other concerns raised include high-cost logistics for provision of service, terminal infrastructure that cannot accommodate all ferries, costly repairs for ferry vessels, and maintenance of adequate staffing levels for AMHS.

## 2.5.3 Performance, Needs, and Gaps

This section summarizes the current performance of DOT&PF marine harbors and facilities across Southeast, as well as the needs, gaps, and opportunities identified in the marine transportation system. Identified community needs and priorities are also included for consideration and prioritization.

### 2.5.3.1 Regional Importance and Reliability

Skagway, Haines, and Hyder are the only communities with road access to the Lower-48 due to the region's limited road infrastructure; all other Southeast communities are located on islands or separated by fjords and are accessible only by water and/or air. This isolation puts high pressure on the maritime system to be reliable and consistent for the people and goods moving within the region. Some regionwide challenges include:

**Weather and Seasonality:** Weather and seasonal operating conditions significantly influence maritime system reliability. Ferry operations often face disruptions to services caused by severe weather, and changing marine conditions can lead to schedule impacts, delays and/or cancellations, and increased maintenance needs to keep fleets in a state of good repair.

**Landside Limitations:** Many communities rely on a single dock or loading facility to support operations, leaving little flexibility when infrastructure is unavailable due to maintenance, failure, or weather-related damage. In these cases, communities may experience service disruptions, delays in cargo delivery, or increased costs associated with alternatives. Limitations in staging areas, parking availability, truck access, and on-site circulation affect the movement of passengers, vehicles, and goods, which reduces operational efficiency.

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<sup>43</sup> Alaska DOT&PF Long Range Plan 2045 Long-Range Plan - Alaska Marine Highway System

**Electrical Vehicle Transport Restrictions:** Recent changes in freight operations have posed restrictions on the transport of electric and plug-in hybrid vehicles by both AMHS and barge operators due to safety concerns, with Alaska Marine Lines banning the transport of them altogether and AMHS reducing the limit they can transport each trip. These changes further highlight the operational impact of limited redundancy in the region's freight system, as transportation becomes constrained and wait times may increase.

### ***2.5.3.2 Harbor Facilities***

Like other transportation infrastructure in the region, 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 or rehabilitation. 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.

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. For some facilities, if improvements are funded then local governments may accept ownership of the facilities along with future maintenance and operations.

While there is interest in transferring state-owned facilities to local communities, many communities face challenges related to limited local budgets, match funding requirements, and the long-term costs associated with maintenance and operations, limiting their ability to assume ownership responsibilities. Some communities may lack the administrative capacity or local tax base necessary to support long-term facility ownership and management. Some facilities may be too small, remote, or lightly used to generate sufficient user fee revenue to support ongoing maintenance and operations.

Seaplane base facilities are discussed in Section 2.1 Airports, as they provide air service for communities. Seaplane facilities are repeated in this section for a comprehensive summary as they are also considered a harbor facility. While funding opportunities are discussed in Section 3.2, Table 32 identifies the facilities cited as significant concerns for DOT&PF due to their condition, local importance, and difficulty funding.

Table 32: State-owned Seaplane Base and Harbor Facilities Inventory and Needs

| Borough/Census Area       | Facility                                         | Work Needed                                                                                      | 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 |

### 2.5.3.3 AMHS Considerations

The AMHS 2045 LRP serves as the primary planning document for the AMHS. The needs and recommendations included in this SEATP Update are intended to complement, rather than replace, the AMHS 2045 LRP. This section focuses on AMHS-related needs and gaps identified through the SEATP Update process that may influence regional transportation planning, community access, and future infrastructure investments. Additional details on system facilities, operations, and performance can be found in the AMHS 2045 LRP and Appendix G: Waterways, Ferries, and Freight.

**Project Delivery for Terminal Upgrades:** The cost and time needed to conduct environmental, cultural, and historical studies is a barrier for delivering timely upgrades to ferry terminals. System-wide studies could shorten project delivery timelines.

**Co-Location of Barge and AMHS Ferry Operations:** Using a single facility to serve both AMHS ferries and freight barges has been raised as a potential way to reduce costs, improve efficiency, and accommodate freight delivery, particularly for small communities that do not currently have barge landings. While there are operational and design differences that may limit the feasibility of co-locating barge freight operations with AMHS ferry terminals, such as different loading requirements, vessel heights, and slip size, in limited cases, AMHS facilities may represent the most practical location for freight off-loading. There may also be opportunities to co-locate AMHS and tourism services to provide mutual benefit to AMHS (through lease revenue generation) and community economic development.

**AMHS Operational Costs:** There is expressed interest in exploring opportunities to locate ferry terminals at the periphery of a community, or beyond the developed area and relying on longer road segments for connectivity. Connections closer to the Chatham Strait would align with the AMHS primary north-south corridor. This approach may offer the opportunity to shorten ferry routes which may improve operational efficiency for ferry services and AMHS staffing and increase service for communities. The AMHS 2045 LRP specifically recommends feasibility studies for the following road connections: Kake-Petersburg, Across Baranof Island, Tenakee-Hoonah.

**Cascade Point Ferry Terminal:** the Cascade Point Ferry Terminal is being advanced by DOT&PF to improve transportation reliability on one of the region's most important ferry corridors; reduce long-term operating costs and support a more efficient AMHS; increase public access to Juneau and communities across Southeast, and deliver a key priority outlined by Governor Mike Dunleavy to strengthen regional connectivity. 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 first stage of the project is a design-build project in the uplands area and includes the ferry terminal access road and uplands staging area, and the second stage includes the ferry terminal, associated marine facilities and onshore components.

### 2.5.3.4 Community-Identified Needs

Community-identified transportation needs for harbors and ferries are included in Table 33.

Table 33: Community-Identified Transportation Needs – Harbors and Ferries

| Borough / Census Area         | Project Short Name                                 | Category                   | Community-Identified Issue / Need                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------|----------------------------------------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Haines Borough                | Letnikof Harbor                                    | Capital Projects           | Currently lacks functional floats and a launch ramp. Planned to be replaced.                                                                                                                                                                                                                                                                                                            |
| Hoonah-Angoon Census Area     | Docks & Breakwater Improvements (Gustavus)         | Capital Projects           | Dock and breakwater improvements in Gustavus.                                                                                                                                                                                                                                                                                                                                           |
| Hoonah-Angoon Census Area     | Angoon Barge Landing Study                         | Capital Projects           | Replace existing, damaged landing barge.                                                                                                                                                                                                                                                                                                                                                |
| Ketchikan Gateway Borough     | Ferry between Saxman and Annette Bay               | Service                    | Advance shorter-route ferry connection serving Saxman and Annette Island.                                                                                                                                                                                                                                                                                                               |
| 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.                                                                                                                                                                                                                                                                        |
| 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.                                                                                                                       |
| 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.                                                                                                                                                                                                                                                                           |
| POW-Hyder Census Area         | Kake Fuel Dock                                     | Capital Projects           | New fuel dock facility.                                                                                                                                                                                                                                                                                                                                                                 |
| 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. On August 16, 2026, the DOT&PF temporarily suspended vehicle and passenger ferry operations after critical damage was identified. <sup>44</sup> |
| 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.                                                                                                                                                                                                                                                                         |

<sup>44</sup> Alaska Department of Transportation and Public Facilities. (2026, August 16). Skagway AMHS terminal closed for safety assessment: Ferry operations suspended until further notice [Press release]. State of Alaska.

| Borough / Census Area            | Project Short Name                     | Category                 | Community-Identified Issue / Need                                                                                                                                                                                                                                                                      |
|----------------------------------|----------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Yakutat, City and Borough</b> | 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.                                                                                                                                                                         |
| <b>Yakutat, City and Borough</b> | 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. |

## 2.6 Trails, Easements, Rights-Of-Way

This section provides a brief overview on how land use access authorities, easements, rights-of-way (ROWs) and reserved corridors may support long-term multimodal connectivity in Southeast. More detail can be found in Appendix D: Trails, Easements, and Rights-Of-Way.

### 2.6.1 Overview

Statutory and regulatory provisions affecting land use, access, and transportation development include:

- Revised Statute 2477 (RS2477)
- Alaska National Interest Lands Conservation Act (ANILCA),
- Alaska Native Claims Settlement Act (ANCSA) 17(b) easements
- Section 4407 easements.

Table 34 describes and summarizes these statutory and regulatory provisions.

### 2.6.2 Reserved Transportation Corridors

Transportation and utility corridors were first identified in the 2004 SEATP. These corridors are intended to be reserved and protected for future transportation and utility needs. They include Section 4407 easements as well as additional transportation corridors and facilities identified to support regional transportation connections. A full summary of corridors, including maps, can be found in Appendix D: Trails, Easements, and Rights-Of-Way.

The majority of these corridors are not expected to be developed within the SEATP Update 20-year planning period. Based on a review of existing plans, studies, and projects, the reserved corridors included in Table 35 are anticipated for potential study or development within the planning period.

Table 34: Summary of Statutory and Regulatory Provisions Affecting Land Use and Access

| Provision / Authority        | Managing Agency                                                                                                     | Description                                                                                                                                                                                                                                                                                                    | Applicability to Southeast                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Considerations / Constraints                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RS2477                       | Alaska Department of Natural Resources (DNR)                                                                        | Derives from Section 8 of the Mining Law of 1866 and provides a legal means for establishing highways over public lands. Subsequent case law has expanded the allowable uses to include a broad range of overland transportation infrastructure, such as modern highways, roads, trails, tunnels, and bridges. | Represent legacy access routes that may support future transportation, recreation, or subsistence access. In Southeast, there are 390 RS2477 ROWs identified by DNR. Many of the known trails have been converted into public hiking and recreation trails, such as the Chilkoot Trail in the Klondike, Goldrush National Historic Park, or the Lemon Creek Trail in the Tongass National Forest in Juneau. Many other RS2477 ROWs remain undeveloped and are in more remote areas on the islands of Southeast. | Designation as RS2477 does not provide unconditional use of the ROW. Landowners may retain significant influence over how a ROW may be used, and the State of Alaska, typically through the DNR often co-manages RS2477 easements with the underlying landowner.                                                                                                                                                                                                                                     |
| ANILCA                       | Federal Land Management Agencies                                                                                    | Provides a single, consolidated statutory framework for approving or denying transportation and utility proposals on certain public lands and requires coordinated participation by all relevant federal agencies.                                                                                             | Applies to the conservation system units in the plan area, including areas of the Tongass National Forest, Glacier Bay National Park and Preserve, and other federal lands and monuments.                                                                                                                                                                                                                                                                                                                       | Applies when a proposed transportation corridor crosses federal conservation lands.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| ANCSA 17(b) Access Easements | Bureau of Land Management (BLM) in coordination with Alaska Native Corporations and public land management agencies | Establishes public access easements across Native Corporation land to provide access to local, state, and federal public lands and waterways.                                                                                                                                                                  | Development of 17(b) easements may support future consideration of public access roads, trails, and supporting sites. In SE, there are 200 easements totaling 156.87 miles. Most 17(b) easements in Southeast cross Sealaska Corporation lands to provide access to NPS and USFS lands                                                                                                                                                                                                                          | Use typically requires additional steps including survey and ROW work to confirm locations, planning for future use, and preliminary engineering. FHWA, in collaboration with BLM, developed a transportation user guide to support consistent and informed management of existing easements.                                                                                                                                                                                                        |
| Section 4407 Easements       | USFS<br>State of Alaska                                                                                             | Reciprocal ROWs and easements authorized under Section 4407 of Public Law 109-59, which states:<br>“Notwithstanding any other provision of law, the reciprocal rights-of-way and easements identified on the map number 92337 and dated June 15, 2005, are hereby enacted into law.”                           | The designated easements preserve the ability to develop transportation and utility corridors regardless of protections established under the Tongass National Forest Roadless Rule. The USFS also received reciprocal easements over state-owned tidelands to support federal-owned facilities including docks, floats, boat ramps, breakwaters, and log transfer facilities.                                                                                                                                  | In June 2019, the U.S. District Court held that Section 4407 established property rights granting the State permanent access across USFS lands to construct, operate, and maintain transportation and utility infrastructure to improve connectivity among Southeast communities. The court further clarified that Section 4407 easements are floating easements, meaning authorized activities may occur within any 300-foot-wide area located anywhere within each applicable square-mile section. |

Table 35: Reserved Corridors Anticipated for Study or Development During the 20-Year Plan Period

| Project / Study                                  | Status                                                                                                                                                                                                                                                        | Corridor                                 | Facility Type & Description                                                                              |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Chilkat Connector Feasibility Study              | Study Underway                                                                                                                                                                                                                                                | Lynn Canal                               | Highway: West Lynn Canal Road - Haines to William Henry Bay                                              |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Terminal: William Henry Bay                                                                              |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Shuttle Ferry Link: William Henry Bay to Berners Bay                                                     |
| Cascade Point Ferry Terminal                     | Project Design Underway                                                                                                                                                                                                                                       | Lynn Canal                               | Terminal: Cascade Point                                                                                  |
| Tenakee - Hoonah Connection Feasibility Study    | AMHS 2045 LRP Recommendation                                                                                                                                                                                                                                  | Chichagof Island                         | Highway: Hoonah Cutoff Road                                                                              |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Highway: Hoonah-Tenakee Inlet Road - Hoonah Cutoff to Pelican Road Jct.                                  |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Highway: Hoonah-Tenakee Inlet Road - Pelican Road to Tenakee Inlet                                       |
| Baranof Island Road Connection Feasibility Study | AMHS 2045 LRP Recommendation                                                                                                                                                                                                                                  | Baranof Island                           | Ferry Terminal: Rodman Bay                                                                               |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Highway: Rodman Bay Road                                                                                 |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Highway: Warm Springs Bay Road - Sawmill Creek Road to Warm Springs Bay                                  |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Ferry Terminal: Warm Springs Bay                                                                         |
|                                                  |                                                                                                                                                                                                                                                               | Kupreanof Island/ Baranof Island         | Ferry Link: Rodman Bay to Kake                                                                           |
| Kake - Petersburg Connection Feasibility Study   | AMHS 2045 LRP Recommendation<br><br>2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant awarded to Organized Village of Kake to complete planning and design activities for roadway improvement between Kake and Petersburg. | Kupreanof Island                         | Highway: Kake-Petersburg Road (Northern Corridor) - Seal Point Road Jct. to Southern Corridor Route Jct. |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Highway: Kake-Petersburg Road (Northern Corridor) - Southern Corridor Route Jct. to Petersburg           |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Ferry Terminal: Kupreanof                                                                                |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Shuttle Ferry Link: Kupreanof to Petersburg (Wrangell Narrows)                                           |
|                                                  |                                                                                                                                                                                                                                                               |                                          | Ferry Terminal: Petersburg                                                                               |
| Neck Lake Road Reconstruction                    | Stage 1 advanced to construction and future stages funded for design only.                                                                                                                                                                                    | Prince of Wales Island                   | Highway: Whale Pass to NPOWI Road                                                                        |
| Kasaan Road Reconstruction                       | Organized Village of Kasaan is actively seeking funds for this project through a variety of grant programs. Some segments have received funding.                                                                                                              | Prince of Wales Island                   | Highway: Kasaan Highway - Thorne Bay Rd to Kasaan                                                        |
| South Tongass Ferry Terminal                     | Project design underway. The STIP currently includes funding for design only.                                                                                                                                                                                 | Revillagigedo Island (Metlakatla Access) | Ferry Terminal: South Tongass                                                                            |

Source: Trails, Easements, and Rights-of-Way Memorandum. Included in Appendix D, which provides additional detail and mapping.

## 2.7 Maintenance & Operations

The DOT&PF's M&O Division maintains the State-owned transportation system, including highways, bridges, airports, seaplane floats, and harbors.

### 2.7.1 Overview

The Southcoast Region M&O office based in Juneau is responsible for two districts, with the Southeast M&O District containing all Southeast communities. M&O efforts include snowplowing, snow hauling, vegetation management, guardrail repair, sign maintenance, street/traffic light repair, and maintenance of drainage structures. M&O is also responsible for response to emergency and weather-related events that affect roads such as landslides and flooding.

#### **There are maintenance stations in 11 southeast communities:**

Gustavus, Haines, Hoonah, Juneau, Ketchikan, Klawock, Petersburg, Sitka, Skagway, Wrangell, and Yakutat.

### 2.7.2 Operational Readiness and Response Capability

Operational readiness and the ability to scale operations when and where events occur are important to maintaining a resilient and responsive system. More frequently occurring hazards, such as heavy rainfall and landslides, can divert staff and funding resources from routine operations to response.

When an emergency occurs, existing M&O staff must continue to meet routine system needs, often necessitating the use of contractors for emergency response and repairs. However, contractor availability is limited in many parts of Southeast. In communities affected by an event, there may only be a single contractor, often already engaged or lacking additional capacity.

Emergency routes may also need to be established following a disruptive event. In corridors with limited or no redundancy, temporary routes may need to be constructed to restore access. In other situations, alternative modes of transportation can provide an interim connection until the primary route is reopened. Advance planning to establish emergency routes could help to accelerate response times.

The DOT&PF uses technology to help with response and augment limited staffing, and it is important to continue to explore opportunities to leverage its value. Drones were used to capture LiDAR mapping data and aerial imagery following the glacial lake outburst flood events in Juneau. Additionally, DOT&PF is expanding the use of remotely deployed Unmanned Aircraft Systems (UAS), docking systems distributed across the state to support remote operations and near-real-time field reporting and asset visibility.

These dock-based systems allow unmanned aircraft to be launched, recovered, charged, updated, and monitored without requiring personnel to be physically present at each location. A dock based UAS system was used for the response to the 2023 landslide in Wrangell.

#### **Wolfe Point Landslide Response (2025):**

Following the closure of North Tongass Highway at Wolfe Point near Ketchikan, passenger ferry service and shuttle buses were deployed to maintain access between affected communities, demonstrating how alternative transportation modes can temporarily restore connectivity when a roadway is disrupted.

DOT&PF is also increasingly collecting routine data and providing dashboard tools to provide information to users and to support the prediction of hazard events. Dashboards available include 511 Know B4 U Go, Avalanche Forecasts & Road Impacts, Winter Operations, and Road Weather Information. Additional details are summarized in Table 36.

Table 36: Publicly Available Roadway Information Dashboards

| DASHBOARD                                               | DESCRIPTION                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>511 Know B4 U Go</b> <sup>45</sup>                   | Provides real-time information on road conditions, traffic incidents, construction and maintenance activities, current and planned closures, weather impacts, wildfires, special events, and other travel-related updates.                                                                                           |
| <b>Avalanche Dashboard</b> <sup>46</sup>                | Presents recent avalanche impacts, occurrences, and avalanche related road closures. The dashboard allows for zones to be selected, which for Southeast include Haines, Klondike Highway, Mt. Juneau (Glacier Highway-Egan) and Thane Road. Internal DOT&PF tools offer additional capability including forecasting. |
| <b>Winter Operations</b> <sup>47</sup>                  | Displays the current location of DOT&PF snowplows, snowplow route history, and road priority level.                                                                                                                                                                                                                  |
| <b>Roadway Weather Information System</b> <sup>48</sup> | Provides information for travel decisions and for M&O winter maintenance decisions. Several communities in Southeast do not have RWIS stations, limiting road weather information available to users to make travel decisions and for M&O winter maintenance decisions.                                              |

<sup>45</sup> Alaska DOT&PF. 511 Know B4 U Go Dashboard. <https://511.alaska.gov/>

<sup>46</sup> Alaska DOT&PF. Avalanche Dashboard. <https://akdot.maps.arcgis.com/apps/dashboards/025527dd55d440109851e2557d1ff6c5>

<sup>47</sup> Alaska DOT&PF Winter Operations Dashboard. <https://experience.arcgis.com/experience/cf0f4221d3d940a4a331bf37fffe8284?dlg=Window>

<sup>48</sup> Alaska DOT&PF Road Weather Information System Dashboard. <https://roadweather.alaska.gov/gis>

### 2.7.3 Needs and Gaps

DOT&PF M&O faces ongoing staffing challenges that affect service delivery, system reliability, and emergency response capacity across Southeast. Recruiting and retaining qualified staff has posed recent challenges, due in part to competition with other sectors offering more competitive compensation and benefits, as well as seasonal workload demands. These constraints can limit operational hours, delay maintenance activities, and reduce system resilience during extreme weather and hazard events.

These staffing challenges have created difficulties with providing preservation activities on Southeast transportation infrastructure. The Southcoast Region M&O previously accomplished annual chip seals with a chip seal crew that rotated throughout the region; however, in recent years, they have had to rely on external contracts to perform the work. The cost of contractor-performed work is significantly higher than for DOT&PF staff. The Southcoast Region also lacks staffing to provide a rotating bridge crew capable of performing routine annual bridge preservation activities, similar to those provided in the Northern and Central Regions.<sup>49</sup>

Resource distribution is an ongoing challenge as there is often pressure to provide surface improvements to local, low traffic volume routes, diverting resources from higher-volume arterial and major collector routes. Additionally, new roads and expansions are sometimes advanced without commensurate increases to operational budgets.

Potential strategies to address these challenges include transferring select local roads to local jurisdictions and expanding partnerships through the Tribal Transportation Program (TTP). The TTP provides a flexible federal funding source aimed at improving transportation access and supporting economic development in Tribal communities. Importantly, TTP funds can be used for a wide range of maintenance and operations activities, including pavement preservation treatments such as chip sealing, bridge repairs, vegetation management, and routine roadway maintenance.<sup>50</sup> In addition, Tribes are able to use this funding to directly perform maintenance activities, allowing them to build local workforce capacity while maintaining transportation assets.

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<sup>49</sup> Interview with DOT&PF Southcoast Region Chief of Maintenance and Operations, December 2025

<sup>50</sup> Legal Information Institute. (n.d.). Appendix to subpart G of part 170—List of eligible maintenance activities under the Tribal Transportation Program. Cornell Law School. [https://www.law.cornell.edu/cfr/text/25/appendix-to\\_subpart\\_G\\_of\\_part\\_170](https://www.law.cornell.edu/cfr/text/25/appendix-to_subpart_G_of_part_170)

# 3.0 FUNDING THE PLAN

## 3.1 Overview

Transportation infrastructure funding in Alaska is primarily sourced from federally funded programs, supplemented by limited state revenues and project-specific funding sources. The two primary federal transportation funding and authorization laws are the Infrastructure Investment and Jobs Act (IIJA) and the FAA Reauthorization Act of 2024 (FAA Reauthorization).

Federal transportation funding and policy are administered through several key USDOT agencies, each responsible for a specific mode. These agencies and the mode(s) they are responsible for are included in Table 37. 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 37: USDOT Agencies and Responsibilities

| Agency                                       | Responsibility                                                                                                                                                                                        |
|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Federal Highway Administration (FHWA)</b> | Highway, bridge, and roadway programs, including formula and discretionary funding for surface transportation infrastructure.                                                                         |
| <b>Federal Aviation Administration (FAA)</b> | Aviation programs including the AIP, which supports airport and seaplane facility development and safety enhancements.                                                                                |
| <b>Federal Transit Administration (FTA)</b>  | Public transit programs which support capital investments, operations, and planning for both urban and rural transit.                                                                                 |
| <b>Maritime Administration (MARAD)</b>       | 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. |

## 3.2 Funding Opportunities

DOT&PF plays a central role in administering federal transportation funds, serving as the primary recipient of federal formula transportation programs. Through its programming, oversight, and federal compliance responsibilities, DOT&PF supports project development and delivery throughout Southeast and the state as a whole. The STIP and the ACIP are the primary documents used to program these investments. In addition, IIJA expanded funding available through TTPs and discretionary grant opportunities, increasing potential funding sources for transportation projects across the region. Other relevant funding programs, including funding for harbors, are also discussed in this section.

### 3.2.1 Statewide Transportation Improvement Program

Funding for roads, transit, and ferries is primarily sourced through federal-aid FHWA and FTA funding. Project prioritization and selection varies depending on the specific type of funding used. While many projects are planned for and prioritized internally for DOT&PF infrastructure, the DOT&PF does also administer competitive programs allowing communities to nominate projects.

Through programs such as the **Community Transportation (CTP) and Transportation Alternatives Program (TAP)**, communities can propose transportation projects for potential federal funding.

The 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. Common federal funding programs are summarized in Table 38.

Table 38: Common Federal Funding Programs and Eligibility

| Federal Funding Program                                                                                       | Eligible Uses                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>National Highway Performance Program (NHPP)</b>                                                            | Can only be used on the National Highway System - Construction, preservation, and operational improvements of NHS facilities; resilience and cybersecurity upgrades.                                                                                                                                                                       |
| <b>Surface Transportation Block Grant (STBG)</b>                                                              | Broad eligibility including construction, rehabilitation, transit capital projects, bicycle/pedestrian infrastructure, and planning. Community nominations are accepted under the Community Transportation Program.                                                                                                                        |
| <b>Transportation Alternatives Set-Aside</b>                                                                  | Sidewalks, bike paths, recreational trails, Safe Routes to School projects, and environmental mitigation. Projects must be selected through a competitive process and include allowance for community nominations, i.e., Transportation Alternatives Program.                                                                              |
| <b>Highway Safety Improvement Program (HSIP)</b>                                                              | Safety projects such as roundabouts, guardrails, pedestrian crossings, lighting, rumble strips, and systemic safety improvements.                                                                                                                                                                                                          |
| <b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)</b> | Planning, resilience improvements, evacuation routes, and coastal infrastructure stabilization.                                                                                                                                                                                                                                            |
| <b>Recreational Trails Program (RTP)</b>                                                                      | 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. Community nominations accepted under the Multi-Use Trails Program-Alaska RTP. |
| <b>Ferry Boat Program (FBP)</b>                                                                               | Construction of ferry boats, terminals, and approach facilities; maintenance and improvement of existing ferry infrastructure.                                                                                                                                                                                                             |
| <b>FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program</b>               | Transit capital purchases, operating assistance, contracted transportation services.                                                                                                                                                                                                                                                       |
| <b>FTA Section 5311, Formula Grants for Rural Areas</b>                                                       | Transit operating assistance, capital, project administration, intercity bus service.                                                                                                                                                                                                                                                      |
| <b>FTA Section 5339 Grants for Buses and Bus Facilities Formula Program</b>                                   | Replacement, rehabilitation, and purchase of buses, vans, and related equipment and the construction of bus-related facilities.                                                                                                                                                                                                            |

### 3.2.2 Airport Capital Improvement Program

Funding for airports is primarily sourced through the FAA's AIP and projects are prioritized by DOT&PF. Projects that are selected for funding are programmed in the Airport Capital Improvement Program (ACIP).

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. 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.

The FAA Reauthorization authorizes dedicated funding under the Don Young Alaska Aviation Safety Initiative (DYAASI) to address Alaska's persistently high aviation accident rates. This line item supports investment in advancing safety-critical infrastructure improvements in collaboration with the FAA, which includes the installation of additional AWOS systems throughout the state, as well as establishing the authorized use of alternative weather reporting systems, such as VWOS.

### 3.2.3 Local Harbors and Marine Facilities

Funding opportunities for local harbor and marine facility infrastructure projects are more limited than those available for aviation and surface transportation. In some cases, federal aviation and surface transportation funding programs may support marine-related facilities, such as seaplane floats included in the NPIAS or active transportation improvements at port and waterfront facilities eligible under TAP. In addition to these FHWA and FAA funding opportunities, USMHP, administered by MARAD, provides discretionary funding for designated marine highway projects and associated vessel, port, and uplands infrastructure that strengthen supply chains and provide alternatives to landside transportation. MARAD also administers the Port Infrastructure Development Program (PIDP), a competitive grant program that supports port and freight-related infrastructure projects that improve the safety, efficiency, and reliability of goods movement through ports and their intermodal connections.

**The State of Alaska provides important support for harbor and marine infrastructure through both grant programs and direct appropriations.**

The Municipal Harbor Facility Grant Program is Alaska's only consistent state-funded program dedicated to transportation infrastructure. For DOT&PF-owned harbors and marine facilities, State general funds are often the primary source of funding for deferred maintenance, rehabilitation, and critical repairs.

### 3.2.4 Tribal Transportation Programs

The TTP is jointly administered by the FHWA and the Bureau of Indian Affairs (BIA) and provides funding for transportation planning, construction, maintenance, and safety projects serving Tribal communities. The IIJA increased funding for TTPs and expanded Tribal eligibility for a variety of federal transportation funding opportunities. Tribes may partner with the State and local governments to advance transportation priorities, and federal law allows states to transfer eligible transportation funds to the TTP to support projects through cooperative agreements.

DOT&PF works with Tribes to identify priority transportation needs, coordinate funding strategies, and support project development. Consistent with federal guidance, transportation investments may also incorporate workforce development, economic development, safety, and efforts to reduce barriers to opportunity. Information on Tribal transportation funding opportunities is available through the FHWA Office of Tribal Transportation, the BIA Division of Transportation, and other USDOT grant programs.

Tribal transportation funding programs are included in Table 39.

*Table 39: Tribal Transportation Programs and Eligibility*

| Tribal Funding Program                               | Eligible Uses                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Tribal Transportation Program Safety Funds</b>    | Addresses the higher rates of fatal injuries associated with transportation for the Native American and Alaska Native populations of our country and supports the development and modernization of data-driven transportation safety plan objectives.                                                                                                                                          |
| <b>Tribal Transit Funding</b>                        | Supports tribal transit services by providing funding for operations, capital, match for federal funds.                                                                                                                                                                                                                                                                                        |
| <b>Tribal Transportation Facility Bridge Program</b> | Funds improvements to the condition, safety, efficiency, and reliability of bridges on the National Bridge Inventory.                                                                                                                                                                                                                                                                          |
| <b>Tribal High Priority Projects</b>                 | 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 program. |

### 3.2.5 Discretionary Grants

The IIJA increased the availability of discretionary grant opportunities and both the DOT&PF and many local communities in Southeast have been successful in securing awards. The largest concentration of awards to DOT&PF is for AMHS improvements through the Ferry Services for Rural Communities program. This program is anticipated to continue to play an important role for AMHS operations and capital support. For local communities, the Safe Streets for All grant program has been highly used with safety planning grants provided to several communities.

**Three organizations that are well positioned to support Southeast communities in identifying priority projects and funding opportunities are the Southeast Regional Planning Organization, the Alaska Municipal League, and the Denali Commission.**

The increased availability of discretionary grant opportunities highlights the importance of partnerships to identify and pursue specific project funding. The DOT&PF has formed positive relationships with local communities, tribes, and organizations to further these efforts.

Several grant programs that are more commonly pursued for projects in Southeast are summarized in Table 40.

Table 40: Common Discretionary Grant Programs

| Federal Discretionary Program                                                                 | Eligible Uses                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Better Utilizing Investments to Leverage Development (BUILD) (previously RAISE, TIGER)</b> | 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. |
| <b>National Culvert Removal, Replacement, and Restoration Grant</b>                           | Provides supplemental funding for grants to State, local government, or Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs.                                                                                                                                               |
| <b>Safe Streets for All (SS4A)</b>                                                            | Funds a range of initiatives to prevent death and serious injury on multimodal roads and streets involving all roadway users.                                                                                                                                                                                          |
| <b>Ferry Service for Rural Communities</b>                                                    | Provides funding for capital, operating, and planning expenses for basic ferry service.                                                                                                                                                                                                                                |
| <b>Passenger Ferry Grant Program</b>                                                          | Provides competitive funding for projects that support passenger ferry systems in urbanized areas.                                                                                                                                                                                                                     |
| <b>Low or No-Emission Grant Program – 5339(c)</b>                                             | 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.                                                                                                       |
| <b>Buses and Bus Facilities Competitive Program</b>                                           | 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.                                                                          |
| <b>Port Infrastructure Development Program (PIDP)</b>                                         | Funds projects that improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.                                                                                                                                                                         |

### 3.2.6 Other Funding Programs

Other funding programs can help fill gaps and advance transportation investments in Southeast. Table 41 lists other funding programs available for transportation infrastructure projects. Additional funding opportunities may be available 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.

**Alternative funding sources can help advance high-cost projects or projects that may not be competitive under traditional funding programs.**

Table 41: Other Funding Programs

| Funding Program                                   | Eligible Uses                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Federal Lands Access Program (FLAP)</b>        | Provides funds to improve transportation facilities which provide access to, are adjacent to, or located within federal lands. Supplements State and local resources for public roads, transit systems, and other transportation facilities, with emphasis on high-use recreation sites and economic generators.                                                                            |
| <b>Denali Commission</b>                          | Provides funding for Rural Alaska transportation projects in need of local match or gap funding assistance, particularly for critical utilities, infrastructure, and economic support through Alaska.                                                                                                                                                                                       |
| <b>Local Government Funding</b>                   | Supports transportation operations (typically transit), primarily in urban areas, and can be used for operations, maintenance, or local match.                                                                                                                                                                                                                                              |
| <b>Congressionally Designated Spending (CDS)</b>  | Directs Federal assistance for local and state-specific transportation needs and can be used for capital infrastructure projects, public transit, active transportation and safety improvements, freight and economic infrastructure, resilience, rehabilitation, modernization, and planning and design.                                                                                   |
| <b>Federal Emergency Management Agency (FEMA)</b> | Provides financial assistance before and after disasters to support resilient infrastructure, disaster response and recovery, and restore critical infrastructure, including emergency work, emergency protective measures, and long-term infrastructure restoration projects.                                                                                                              |
| <b>Public-Private Partnerships (P3)</b>           | Leverages private-sector financing and project delivery capabilities to advance transportation infrastructure projects. P3s can support the design, construction, operation, and maintenance of facilities such as roads, bridges, ports, airports, terminals, and transit assets, helping to accelerate project delivery and distribute project risks between public and private partners. |
| <b>State Bonds</b>                                | Provides voter-approved and legislatively authorized state financing for major transportation and infrastructure investments, enabling large capital projects to move forward when regular funding is insufficient.                                                                                                                                                                         |

## 4.0 RECOMMENDATIONS

Recommendations identified through the SEATP Update planning process include Strategies, Plans and Studies, and Infrastructure Projects.

### 4.1 Strategies

The planning process identified successful DOT&PF practices to continue and new strategies to pursue. The proposed new strategies focus on leveraging partnerships and implementing operational solutions to support DOT&PF's mission to Keep Alaska Moving.

#### 4.1.1 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. Figure 23 includes current efforts that are recommended to continue. This list is not exhaustive but reflects practices that have been identified through the SEATP Update and proven effective throughout Southeast.

| Successful Routine Efforts                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <b>Workforce:</b> <ul style="list-style-type: none"> <li>Using a combination of policies and incentives to attract and retain a stable AMHS workforce. (AMHS)</li> </ul>                                                                                                                                                                                                                                                                                                               |  | <b>Preventive Maintenance:</b> <ul style="list-style-type: none"> <li>Implementing the annual chip-seal/seal-coat program for road preservation.</li> <li>Maintain operability of existing facilities through continued routine maintenance, inspections, and preservation activities, including: <ul style="list-style-type: none"> <li>- <b>Airports:</b> Maintaining functional airport lighting systems, weather reporting systems, pavement, navigational aids, fencing, and vegetation control.</li> <li>- <b>Shoreside Marine Facilities:</b> Maintaining functional docking aids, fender systems, and lighting.</li> <li>- <b>Roads and Active Transportation Facilities:</b> Maintaining functional guardrails, lighting, traffic signals, signage, pavement, and other roadway related appurtenances.</li> <li>- <b>Bridges and Culverts:</b> Maintaining functional electrical and fire protection infrastructure (tunnels), decking, rails, and providing scour protection and seismic retrofits to at-risk bridges.</li> </ul> </li> </ul> |
|  | <b>Emergency Response:</b> <ul style="list-style-type: none"> <li>Providing routine maintenance and emergency response to address closures and localized damage for all transportation facilities.</li> <li>Using dock-based Unmanned Aircraft Systems (UAS), Standardized inspection workflows, and redundant communications for assessing post-event conditions.</li> <li>Maintaining emergency response readiness and crew training for sever-weather operations. (AMHS)</li> </ul> |                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|  | <b>Air Service:</b> <ul style="list-style-type: none"> <li>Continuing to advocate for Essential Air Service</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                   | <b>Funding:</b> <ul style="list-style-type: none"> <li>Coordinating with federal agencies to support program alignment and increase awareness of funding opportunities.</li> <li>Receiving a combination of state and federal funding to support capital investments and operating support. (AMHS)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

Figure 23: Successful Strategies to Continue

### 4.1.2 Leverage Partnerships

Continuing to develop and strengthen partnerships positions DOT&PF to more effectively advance priority projects, respond to emergencies, and support community planning efforts in Southeast. Recent federal investments through IIJA, discussed in Section 3.0, underscore the growing importance of collaboration, as there are more project specific funding opportunities than ever before, with a broader range of eligible recipients, including local and tribal governments. This 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 Southeast Conference (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 SE RPO. SEC is well suited for this continuing role and is anticipated to play a role in implementing many of the partnership recommendations identified.

Table 42 highlights the recommended partnerships DOT&PF should continue to strengthen or pursue.

### 4.1.3 Implement Operational Solutions

Operational challenges in Southeast 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.<sup>51</sup> 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 43.

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<sup>51</sup> DOT&PF Strategies and Project Priorities Workshop

Table 42: Recommended Partnerships & SEATP Update Goals Alignment

| Focus                | Mode                              | Recommended Partnerships                                                                                                                                                                                                                                                                                                                                                                         | Associated SEATP Goal(s)  |                       |                                     |                      |                              |
|----------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-------------------------------------|----------------------|------------------------------|
|                      |                                   |                                                                                                                                                                                                                                                                                                                                                                                                  | 1. Safety & Accessibility | 2. System Reliability | 3. Cost-Effective Intermodal System | 4. Economic Vitality | 5. Resilience & Preservation |
| Community Planning   | Other                             | Leverage the new SE RPO to further transportation planning efforts in Southeast.<br><i>Objectives: 4 (b)</i>                                                                                                                                                                                                                                                                                     | —                         | —                     | —                                   | ✓                    | —                            |
| Community Planning   | Other                             | Coordinate with community leaders to address homeless encampments and flammable materials under bridges.<br><i>Objectives: 1 (c); 4 (b); 5 (c)</i>                                                                                                                                                                                                                                               | ✓                         | —                     | —                                   | ✓                    | ✓                            |
| Community Planning   | Roads                             | Leverage SS4A and other safety planning efforts to identify and advance targeted safety projects.<br><i>Objectives: 1 (a, b, c); 4 (b)</i>                                                                                                                                                                                                                                                       | ✓                         | —                     | —                                   | ✓                    | —                            |
| Emergency Response   | Active Transportation and Transit | Coordinate with transit system operators to clarify and document roles for winter maintenance.<br><i>Objectives: 1 (a, c, d); 2 (a, b); 4 (a, b); 5 (c)</i>                                                                                                                                                                                                                                      | ✓                         | ✓                     | —                                   | ✓                    | ✓                            |
| 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).<br><i>Objectives: 2 (a, d); 4 (b); 5 (c)</i> | —                         | ✓                     | —                                   | ✓                    | ✓                            |
| 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.<br><i>Objectives: 1 (a); 2 (b); 3 (c); 4 (b); 5 (c)</i>                                                                                                                               | ✓                         | ✓                     | ✓                                   | ✓                    | ✓                            |
| Federal Requirements | Aviation                          | Continue to work with FAA to align sponsorship and ownership of seaplane facilities.<br><i>Objectives: 3 (c); 4 (b)</i>                                                                                                                                                                                                                                                                          | —                         | —                     | ✓                                   | ✓                    | —                            |
| Funding              | All                               | Partner with tribal governments for mutually beneficial opportunities to leverage TTP funds for safety planning, M&O activities, and infrastructure improvements.<br><i>Objectives: 3 (c); 4 (b)</i>                                                                                                                                                                                             | —                         | —                     | ✓                                   | ✓                    | —                            |
| 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.<br><i>Objectives: 4 (b)</i>                                                                                                                                                          | —                         | —                     | —                                   | ✓                    | —                            |
| 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.<br><i>Objectives: 4 (b)</i>                                                                                                                       | —                         | —                     | —                                   | ✓                    | —                            |

Table 43: Recommended Operational Solutions & SEATP Update Goals Alignment

| Mode                              | Focus                                                             | Recommendation                                                                                                                                                                                                        | Resource Needs for Implementation                                                                 | Associated SEATP Goal(s)  |                       |                                     |                      |                              |
|-----------------------------------|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-------------------------------------|----------------------|------------------------------|
|                                   |                                                                   |                                                                                                                                                                                                                       |                                                                                                   | 1. Safety & Accessibility | 2. System Reliability | 3. Cost-Effective Intermodal System | 4. Economic Vitality | 5. Resilience & Preservation |
| 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<br><i>Objectives: 2 (a); 3 (b, c); 4 (b); 5 (a)</i>                                              | 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.<br><i>Objectives: 2 (a); 3 (c)</i> | 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.<br><i>Objectives: 2 (a, c); 4 (b); 5 (c, e)</i>                              | 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.<br><i>Objectives: 1 (a, c, d); 2 (a, b); 4 (a); 5 (c)</i>                       | Additional staff, competitive wages to support recruitment/retention.                             | ✓                         | ✓                     | —                                   | ✓                    | ✓                            |
| Active Transportation and Transit | Lack of snow removal information for users                        | Develop, adopt, and publish sidewalk winter maintenance prioritization for additional communities.<br><i>Objectives: 2 (a, c); 4 (a)</i>                                                                              | Staff resources to develop. Additional staff, competitive wages to support recruitment/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.<br><i>Objectives: 2 (a, c); 4 (a)</i>                                              | Additional staff and equipment, competitive wages to support recruitment/retention.               | —                         | ✓                     | —                                   | ✓                    | —                            |
| 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.<br><i>Objectives: 1 (d); 2 (a); 3 (b, c); 5 (a)</i>                                       | Additional staff, competitive wages to support recruitment/retention.                             | ✓                         | ✓                     | ✓                                   | —                    | ✓                            |

## 4.2 Plans and Studies

Maintaining up to date plans better positions DOT&PF to compete for funding by ensuring investment priorities remain clearly defined. The SEATP Update identified several planning needs across transportation modes in Southeast.

Table 44 summarizes recommended updates to existing plans and studies, as well as new planning efforts identified through the SEATP Update process.

Table 44: Recommended Plans & Studies

| Mode                  | Plan/Study                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                       |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Airports</b>       | Update the region's Airport Master Plans (AMPs).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                       |
| <b>Airports</b>       | 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 § 139.325 and ensuring that operational roles, communication procedures, and mutual aid coordination remain accurate and up to date.                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                       |
| <b>Airports</b>       | Evaluate regional seaplane facilities. Evaluation should: <ul style="list-style-type: none"> <li>• Develop a Seaplane facility classification with mode-specific performance measures for the AASP</li> <li>• Verify and standardize facility location data (e.g., water lanes vs. tie-up floats)</li> <li>• Improve inventory and descriptions of floats, amenities, and condition</li> <li>• Document alternative interim or rapidly deployable tie-up and shore-access solutions near vulnerable infrastructure</li> <li>• Clarify the marine-aviation interface, including roles and jurisdiction</li> <li>• Identify funding sources for near-term and long-term improvements</li> </ul> |                                                                                                                                                                       |
| <b>AMHS</b>           | 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.                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                       |
| <b>Roads and AMHS</b> | Advance a comprehensive study to evaluate long-term trade-offs 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.                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                       |
| <b>Roads and AMHS</b> | Advance feasibility studies for the following road connections: Kake-Petersburg, Across Baranof Island, Tenakee-Hoonah.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                       |
| <b>Roads</b>          | Develop mitigation plans to address specific at-risk infrastructure and high-risk events including:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                       |
|                       | <ul style="list-style-type: none"> <li>• Ketchikan Viaducts</li> <li>• Lewis Reef Tunnel</li> <li>• Juneau-Douglas Bridge</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Sitka Harbor Bridge</li> <li>• Salmon Creek Dam (event)</li> <li>• Mendenhall Glacial Lake Outburst Flood (event)</li> </ul> |

| Mode                         | Plan/Study                                                                                                                                                                                                                                        |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bridges</b>               | Complete Southeast culvert inventory (location and condition) and publish data.                                                                                                                                                                   |
| <b>Active Transportation</b> | Identify and prioritize active transportation network gaps for targeted investment.                                                                                                                                                               |
| <b>Airports and AMHS</b>     | 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. |

## 4.3 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. Recommendations presented are focused on DOT&PF infrastructure.

### 4.3.1 Areawide Capital Project Priorities

Several regionwide capital project priorities are identified that focus on state of good repair, resiliency, safety, and community priorities. These capital projects are included in Table 45.

### 4.3.2 Capital Project Priorities

Specific capital projects identified in this SEATP Update are those that provide regional transportation benefits or address a priority community need associated with a DOT&PF asset and are not yet fully funded. These capital projects are included in Table 46. Several of these projects require substantial capital investment and will likely necessitate partnerships to pursue discretionary grant funding. New assets include Angoon Airport, Glacier Lemon Spur Extension, Juneau-Douglas North Crossing, and the Cascade Point Ferry Terminal. Major state of good repair projects include the Klondike Highway and the Water Street and Tongass Ave Viaducts. The Hyder Levee is a non-transportation public facility project identified because its failure could have a significant impact on the community.

Table 45: Areawide Capital Project Priorities

| Mode                  | Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Key Funding Opportunities      | Associated SEATP Goal(s)  |                       |                                     |                      |                              |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------|-----------------------|-------------------------------------|----------------------|------------------------------|
|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                | 1. Safety & Accessibility | 2. System Reliability | 3. Cost-Effective Intermodal System | 4. Economic Vitality | 5. Resilience & Preservation |
| 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.<br><i>Objectives: 4 (b)</i> | CTP, TAP, Discretionary Grants | —                         | —                     | —                                   | ↙                    | —                            |
| Active Transportation | Advance safety and accessibility projects for active transportation facilities.<br><i>Objectives: 1 (a, c, d)</i>                                                                                                                                                                                                                                                                                                                                                                                   | TAP, HSIP                      | ↕                         | —                     | —                                   | —                    | —                            |
| AMHS                  | Advance project recommendations identified in the AMHS 2045 LRP.<br><i>Objectives: 2 (a, d); 4 (b, d); 5 (a, b)</i>                                                                                                                                                                                                                                                                                                                                                                                 | STBG, FBD                      | —                         | ↕                     | —                                   | ↙                    | ↕                            |
| Aviation              | Advance airport state of good repair projects. Recommendations are focused on pavement, lighting, and landside infrastructure.<br><i>Objectives: 1 (a, b); 2 (a); 3 (b); 5 (a)</i>                                                                                                                                                                                                                                                                                                                  | AIP                            | ↕                         | ↕                     | ↙                                   | —                    | ↕                            |
| Aviation              | Advance airport resiliency projects. Recommendations are focused on weather stations, weather cameras, and wind cones.<br><i>Objectives: 1 (a, b); 2 (a, c, d); 5 (b, e)</i>                                                                                                                                                                                                                                                                                                                        | AIP, DYAAASI                   | ↕                         | ↕                     | —                                   | —                    | ↕                            |
| Aviation              | Advance airport environmental projects. Recommendations are focused on PFAS contamination, environmental impacts, and wildlife interaction.<br><i>Objectives: 1 (a); 2 (a, b, d); 5 (b, d)</i>                                                                                                                                                                                                                                                                                                      | AIP                            | ↕                         | ↕                     | —                                   | —                    | ↕                            |
| 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.<br><i>Objectives: 1 (b); 2 (a, b, d); 3 (b, c); 4 (b, d); 5 (a, b)</i>                                                                                                                                                                                                                        | AIP, State funding             | ↕                         | ↕                     | ↙                                   | ↙                    | ↕                            |
| Bridges               | Advance bridge state of good repair projects. Recommendations are focused on addressing poor-condition bridges.<br><i>Objectives: 1 (b); 3 (b); 5 (a, b)</i>                                                                                                                                                                                                                                                                                                                                        | NHPP, STBG                     | ↕                         | —                     | ↙                                   | —                    | ↕                            |
| Bridges               | Advance bridge resiliency projects. Recommendations are focused on addressing specific identified bridge risks.<br><i>Objectives: 1 (b); 2 (a, b); 5 (a, b)</i>                                                                                                                                                                                                                                                                                                                                     | NHPP, STBG, PROTECT            | ↕                         | ↕                     | —                                   | —                    | ↕                            |
| Roads                 | Advance roadway state of good repair projects. Recommendations are focused on rehabilitation and preservation.<br><i>Objectives: 1 (a, c); 3 (b); 5 (a, b)</i>                                                                                                                                                                                                                                                                                                                                      | NHPP, STBG                     | ↕                         | —                     | ↙                                   | —                    | ↕                            |
| Roads                 | Advance roadway resiliency projects. Recommendations are focused on rockfall and erosion mitigation, remote avalanche control and detection systems, and landslide susceptibility mapping.<br><i>Objectives: 1 (a, b); 2 (b, c); 3 (b); 5 (a, e)</i>                                                                                                                                                                                                                                                | NHPP, STBG, PROTECT            | ↕                         | ↕                     | ↙                                   | —                    | ↕                            |

Table 46: Capital Project Priorities

| Mode              | Borough / Census Area         | Project                                                                                                                                                                                                            | Estimated Cost <sup>52</sup>                 | Key Funding Opportunities                                  | Associated SEATP Goal(s)  |                       |                                     |                      |                              |
|-------------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------------------------------|---------------------------|-----------------------|-------------------------------------|----------------------|------------------------------|
|                   |                               |                                                                                                                                                                                                                    |                                              |                                                            | 1. Safety & Accessibility | 2. System Reliability | 3. Cost-Effective Intermodal System | 4. Economic Vitality | 5. Resilience & Preservation |
| Airports          | Hoonah-Angoon Census Area     | Angoon Airport<br><i>Objectives: 1 (b, d); 2 (a, b, d); 4 (c, d); 5 (b)</i>                                                                                                                                        | \$180 million <sup>53</sup>                  | AIP, Discretionary grants                                  | ✓                         | ✓                     | —                                   | ✓                    | ✓                            |
| Roads             | Juneau, City and Borough      | Glacier Lemon Spur Extension<br><i>Objectives: 1 (a, b, c); 2 (a); 4 (a); 5 (b)</i>                                                                                                                                | \$30 million                                 | NHPP, STBG                                                 | ✓                         | ✓                     | —                                   | ✓                    | —                            |
| Roads             | Skagway Borough, Municipality | Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border<br><i>Objectives: 1 (a, c); 2 (a); 3 (b) 4 (c, d); 5 (a, b)</i>                                                                           | \$180 million                                | NHPP                                                       | ✓                         | ✓                     | ✓                                   | ✓                    | ✓                            |
| Bridges           | Juneau, City and Borough      | Juneau–Douglas North Crossing<br><i>Objectives: 1 (b, c); 2 (a, b); 4 (a, d); 5 (b)</i>                                                                                                                            | \$360 million to \$1.1 billion <sup>54</sup> | Discretionary Grants                                       | ✓                         | ✓                     | —                                   | ✓                    | ✓                            |
| 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.<br><i>Objectives: 1 (c); 2 (a); 3 (b); 4 (d); 5 (a, b)</i> | \$65 million <sup>55</sup>                   | NHPP, Discretionary Grants                                 | ✓                         | ✓                     | ✓                                   | ✓                    | ✓                            |
| Bridges           | Ketchikan Gateway Borough     | Water Street Viaduct (BN 797) Replacement<br><i>Objectives: 1 (c); 2 (a); 3 (b); 4 (d); 5 (a, b)</i>                                                                                                               | \$260 million <sup>56</sup>                  | NHPP, Discretionary Grants                                 | ✓                         | ✓                     | ✓                                   | ✓                    | ✓                            |
| Bridges           | Ketchikan Gateway Borough     | Tongass Avenue Viaduct (BN 997) Replacement<br><i>Objectives: 1 (c); 2 (a); 3 (b); 4 (d); 5 (a, b)</i>                                                                                                             | ~\$645 million                               | NHPP, Discretionary Grants                                 | ✓                         | ✓                     | ✓                                   | ✓                    | ✓                            |
| AMHS              | Juneau, City and Borough      | Cascade Point Ferry Terminal<br><i>Objectives: 2 (a, d); 3 (a, b, c); 4 (c, d)</i>                                                                                                                                 | \$50 – 100 million                           | STBG, Discretionary Grants                                 | —                         | ✓                     | ✓                                   | ✓                    | —                            |
| Public Facilities | POW-Hyder Census Area         | Hyder Levee<br><i>Objectives: 1 (a); 2 (b); 5 (a, b, d)</i>                                                                                                                                                        | \$15 million                                 | State funds, Ineligible for federal transportation funding | ✓                         | ✓                     |                                     |                      | ✓                            |

<sup>52</sup> Internal DOT&PF 10 Year Plan unless otherwise noted

<sup>53</sup> Updated internal DOT&PF estimate

<sup>54</sup> Juneau Douglas North Crossing Planning and Environmental Linkages Study, pending preferred alternative

<sup>55</sup> Updated internal DOT&PF estimate, anticipated annual construction obligations from FY2027 to 2030

<sup>56</sup> Updated internal DOT&PF estimate

