

SOUTHEAST ALASKA TRANSPORTATION PLAN

FREQUENTLY ASKED QUESTIONS

State Project No. SFHWY00533 / Federal Project No. 000330

Last Updated September 2026



1. What is the purpose of the Southeast Alaska Transportation Plan (SEATP)?

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 DOT&PF's mission to "Keep Alaska Moving," the SEATP Update will guide future public investments in Southeast Alaska's transportation infrastructure through 2045 by providing a framework to plan, construct, operate, and maintain a multimodal transportation system that meets the region's needs.

2. What is the SEATP update timeline?



3. What is included in the draft SEATP?

The draft SEATP includes:

- Regional transportation goals and priorities.
- Transportation strategies and recommendations.
- Potential projects identified by communities and stakeholders.
- Recommendations to improve connectivity, safety, reliability, and resilience.
- Implementation strategies to help guide future investments.

4. What kind of decisions does the SEATP make?

The SEATP sets the strategic direction for improving the performance and reliability of DOT&PF's transportation system and guides future development, maintenance, and operation of multimodal transportation facilities.

It identifies projects for future funding opportunities and lists projects that align transportation investments with regional economic, community, and freight needs.

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The SEATP helps guide overall transportation strategy and future decisions but does not dedicate funding, select projects, or make final prioritization decisions.

5. What are the draft SEATP Vision and Goals?



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

Safety and Accessibility:

Provide safe access to transportation options for all users.



2

System Reliability:

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



3

Cost-Effective Intermodal System:

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



4

Economic Vitality:

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



5

Resilience and Preservation:

Advance efforts to support more routine preservation, resilient infrastructure, and rapid response to hazard events to maintain the system in a state of good repair.

6. Is this for all community transportation or for DOT&PF infrastructure?

The plan focuses on DOT&PF infrastructure, but it also considers local and Tribal transportation needs and local infrastructure connections to DOT&PF systems. Local and Tribal projects may be listed to support future funding opportunities, but SEATP does not make decisions about them.

7. How are projects funded?

Inclusion in the SEATP does not guarantee funding. Transportation projects compete for funding through a variety of state and federal programs.

- Alaska Statewide Transportation Improvement Program (STIP): A four-year program for preserving and developing Alaska's transportation system. It includes interstate, state, and some local highways, bridges, ferries, and public transportation. This program does not include: airports or non-ferry-related ports and harbors. The STIP covers all system improvements that

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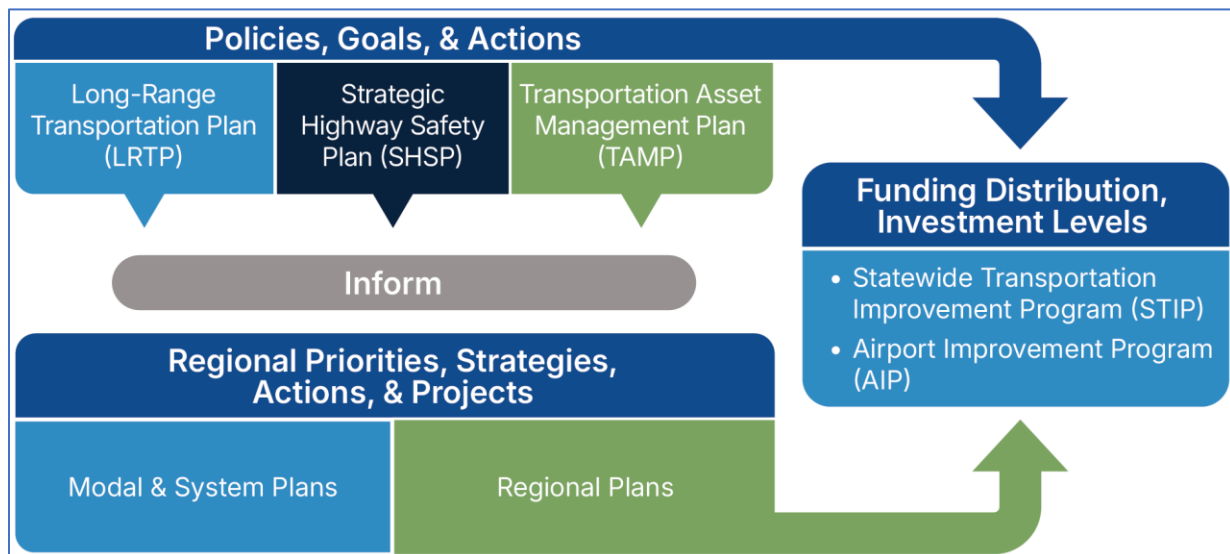
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receive partial or full federal funding and are expected to occur during its four-year duration. Learn more: <https://dot.alaska.gov/stwdplng/cip/stip/>.

- Airport Improvement Program (AIP): Similar to the STIP, but for airports. Learn more: <https://dot.alaska.gov/stwdav/AviationSystemPlan/>.
- State funds may also be used to fund capital projects for maintenance, operations, and improvements to the transportation system. This funding is allocated every fiscal year through Alaska's State Legislature. These projects are typically not programmed into the STIP or AIP, unless the project is regionally significant.

8. How do DOT&PF plans, including the SEATP, fit together?



The SEATP is part of a family of DOT&PF plans that establishes policies, strategies, and priorities for transportation in Southeast Alaska.

Plans like the Long-Range Transportation Plan, Strategic Highway Safety Plan, and Transportation Asset Management Plan establish overarching policies and goals that guide how DOT&PF works to keep Alaska moving, addressing both infrastructure development and maintenance. These plans include actions to achieve those goals.

To support these goals, DOT&PF develops modal, system, and regional area plans that analyze trends and needs for specific transportation types or geographic areas:

- Modal plans focus on freight and marine transportation networks.
- Regional plans, like SEATP, translate statewide policies into region-specific transportation strategies that support economic growth, reliable freight movement, workforce access, community connectivity, and long-term system resilience.

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Learn more:

- DOT&PF Transportation Plans: <https://dot.alaska.gov/stwdplng/transportation-plans.shtml>.
- AMHS Long Range Plan: <https://dot.alaska.gov/amhs/operations/>.

9. How does the SEATP interface with the AMHS Long Range Plan?

The draft SEATP builds on the AMHS 2045 LRP, which outlines DOT&PF's priorities for AMHS vessels, terminals, and service levels. The draft SEATP aligns with and integrates those priorities into the broader regional transportation framework.

10. How will the SEATP affect ferry investments, scheduling, and budgeting?

Previous SEATPs made recommendations for ferry service. With the recent AMHS 2045 LRP, the draft SEATP incorporates those strategies and documents additional AMHS-related comments and potential recommendations.

The SEATP does not establish ferry schedules, budgets, or service levels.

11. How does the SEATP impact specific transportation projects?

The draft SEATP lists specific projects and identifies how projects align with transportation strategies. The plan informs decisions rather than making them.

During the SEATP update process, any comments about specific projects will be shared with the project team for those projects. Learn more: DOT&PF Southcoast Region's current projects in design and construction: <https://dot.alaska.gov/sereg/projects/>.

12. Why aren't there any specific projects listed in my community?

The specific priority projects identified in the plan represent a range of transportation needs across Southeast Alaska. These projects have been identified through previous planning efforts and have been well documented as regional transportation priorities for which DOT&PF has actively pursued funding opportunities. They are highlighted because they represent significant regional transportation needs and will likely require substantial investment and focused efforts to secure funding.

However, inclusion of these projects does not mean they are a higher priority than the plan's regionwide transportation priorities. Continued investment in state-of-good-repair, safety, and resiliency improvements throughout Southeast Alaska remains equally important and is expected to continue through routine annual funding programs.

13. How will the SEATP address non-motorized access?

The draft SEATP covers all modes of transportation, including strategies and potential projects for non-motorized (active) transportation, such as walking, biking, and Americans with Disabilities Act (ADA) compliance.

14. What's the status of other Southeast Region projects?

See Southcoast Region Projects webpage for key projects like Chilkat Connector, Cascade Point Ferry Terminal, and others: <https://dot.alaska.gov/sereg/projects/>.

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15. How does this plan address resiliency?

Resiliency was an important theme heard throughout the development of the draft SEATP. It involves identifying projects that make bridges, roads, airports, and other transportation infrastructure more resilient to extreme weather conditions and other environmental challenges. Specific analysis that examined resiliency concerns and strategies is covered in a technical report included as Appendix H. Several SEATP recommendations incorporate strategies and projects to improve resiliency in Southeast Alaska.

16. How does this plan address freight?

The DOT&PF is currently developing a Statewide Freight Plan. The SEATP will identify transportation strategies and potential projects that improve freight reliability and support freight movement to strengthen Southeast Alaska's economy.

17. Where can I learn more, share comments, or be involved in developing the SEATP?

Feedback from communities, Tribes, agencies, transportation providers, and interested parties helped shape the theme and goals, recommendations, and priorities included in the draft SEATP.

To continue your involvement in the SEATP update process:

- Review the draft SEATP available on the project website: www.southeastalaskatransportationplan.com/.
- Attend an Open House meeting and share your comments on the draft SEATP.
- Email your comments to the planning team at SEATP@dowl.com or call (907) 562-2000.

Comments on the draft SEATP are due by October 19, 2026. Following the draft SEATP comment period, the planning team will review comments, make updates to the SEATP where appropriate, and prepare the final SEATP.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of, any and all programs or activities we provide based on race, color, national origin, sex, age, income, or disability, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Association, and State of Alaska Funds. To file a complaint, go to: dot.alaska.gov/cv/rlts/titlevi.shtml