



VISION, GOALS, AND OBJECTIVES MEMORANDUM

May 2026



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ACRONYMS & ABBREVIATIONS

AAC	Alaska Administrative Code
AASP	Alaska Aviation System Plan
ADA	Americans with Disabilities Act
AIP	Airport Improvement Program
AML	Alaska Municipal League
AMHOB	Alaska Marine Highway Operations Board
AMHS	Alaska Marine Highway System
AMHS LRP	Alaska Marine Highway System Long-Range Plan
AS	Alaska Statutes
CFR	Code of Federal Regulations
DOT&PF	Alaska Department of Transportation and Public Facilities
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
LRTP	Long-Range Transportation Plan
LRTP 2055	Alaska Moves 2055: Statewide Long-Range Transportation Plan
PI	Public Involvement
SC Region	Southcoast Region
SEATP	Southeast Alaska Transportation Plan
STIP	Statewide Transportation Improvement Program
USC	United States Code
USFS	United States Forest Service

1.0 WHY LONG-RANGE PLANNING MATTERS TO SOUTHEAST ALASKA

The Alaska Department of Transportation and Public Facilities (DOT&PF) is responsible for the provision of road maintenance, aviation facilities management, Alaska Marine Highway System (AMHS) services, and overall transportation planning and support. The DOT&PF also sets safety regulations, ensures environmental compliance, and responds to weather events that impact transportation facilities. The Alaska Statewide Long-Range Transportation Plan (LRTP) sets the framework to accomplish the Alaska DOT&PF's overarching mission to "Keep Alaska Moving" and is supported by six regionally focused transportation plans that include the Southeast Alaska Transportation Plan (SEATP), in addition to other mode-specific plans and special studies. The regional plans focus on DOT&PF infrastructure but also consider local and Tribal transportation needs and local infrastructure connections to DOT&PF systems.

A long-range regional transportation plan considers the transportation system within a distinct geographic region. For Southeast Alaska, this geographic region encompasses a 500-mile-long maritime area home to 35 communities. These communities are distributed throughout the region, on the mainland and major islands, separated by mountains and waters of the Inside Passage. The transportation system is necessarily multi-modal – roads, including non-motorized facilities, allow for travel within communities, and air and marine services are required for travel between communities. These modes together provide for an interconnected transportation system to move people and goods. Transportation planning is, therefore, necessary to maintain a safe and reliable system with strong intermodal connections.

1.1 Purpose of the Southeast Alaska Transportation Plan

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

The SEATP addresses major regional transportation needs as well as local transportation needs that have regional importance. Table 1 identifies what the SEATP Update can and cannot do.

Table 1: Capabilities for the SEATP Update

THE SEATP UPDATE CAN	THE SEATP UPDATE CANNOT
Set goals that guide DOT&PF's transportation investment priorities within the region 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 Identify and capture key transportation needs in all modes for community and agency use in advocating for, planning for, programming, and funding improvements Recommend projects, programs, and policies of greatest regional significance and identify recommended funding and implementation strategies	Change future land use Change ferry, transit, or air service levels, schedules, or fares Change the posted speed limit on roads in the region Guarantee project funding Design projects Make decisions or set priorities for local or tribal transportation infrastructure

Furthermore, the region's unique geography, where steep mountainous terrain meets the sea, creates significant challenges and exposes communities to natural hazards such as tsunamis and increasingly frequent landslides. Much of the region lies within the Tongass National Rainforest where heavy rainfall accelerates erosion and infrastructure wear. These conditions underscore the need for proactive planning that not only address safety and access but also prioritize preservation and resilience.

1.2 The Southeast Alaska Transportation Plan in Context

The regional planning process further develops the specific goals and priorities of the communities and transportation system users within the planning region. Regional transportation plans have a higher level of public involvement and outreach within the planning area and include specific project recommendations.

Mode-specific plans evaluate one mode, such as air, marine, or active transportation. These plans consider the greater transportation system, but emphasize the needs, recommendations, strategies, and priorities of a specific modal system. Of note, the AMHS 2045 Long-Range Plan (AMHS LRP), recently completed, specifically lists AMHS service, vessel, and terminal priorities, which are of relevance to Southeast Alaska, due to reliance on ferry services.

Together, the policy, regional, and modal plans inform the Department's funding programs, including the Statewide Transportation Improvement Program (STIP) and the Airport Improvement Program (AIP) (Figure 1). The following sections provide greater detail for federal and State planning regulations and key transportation plans.

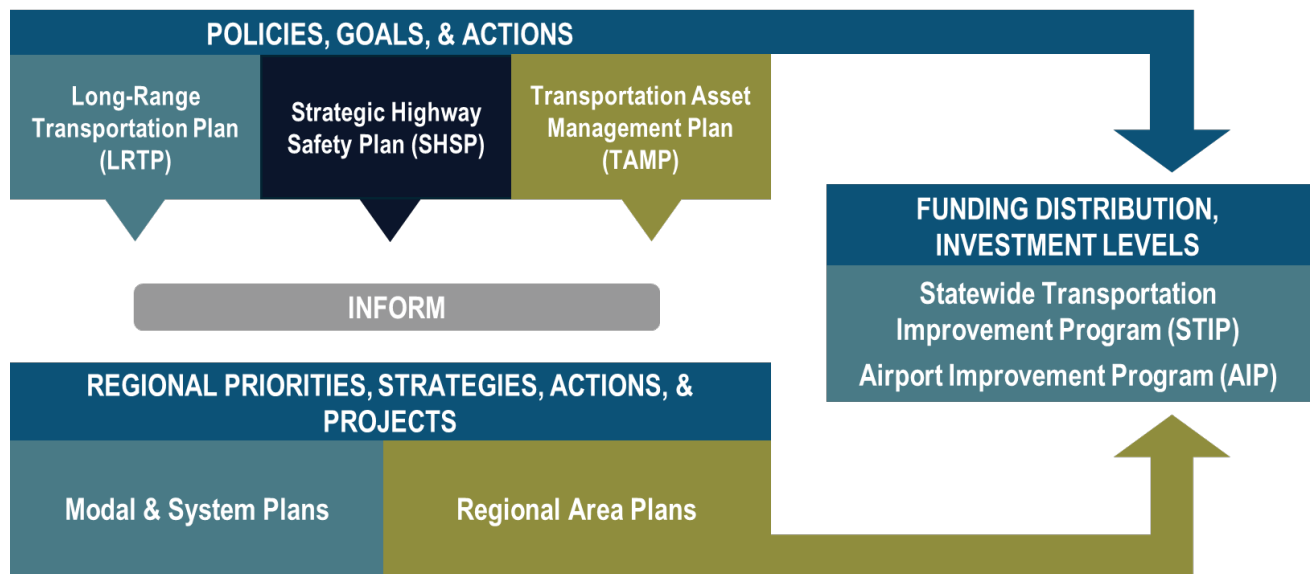


Figure 1: Alaska DOT&PF Family of Plans

1.2.1 Transportation Planning Requirements

There are several requirements that must be met when developing a transportation plan, the following section provides an overview of the applicable State and Federal regulations. Appendix 1 includes detailed descriptions of the applicable State and Federal transportation planning regulations.

The DOT&PF is required to conduct statewide transportation planning per Title 23 of the United States Code, Section 135 (23 USC 135) in order to receive federal highway transportation funding for Alaska.¹ This federally mandated process specifies that each State shall carry out a “3C” statewide transportation planning process (Figure 2) that provides for consideration and implementation of projects, strategies, and services that will address key transportation planning factors.

Further guidance on how to conduct a subarea plan is outlined in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) Planning Assistance and Standards.² Planning efforts should consider Federal Transit Administration (FTA), Federal Aviation Administration (FAA) and Federal-Aid Highway Program Goals.

¹ U.S. Department of Transportation. 23 USC 135: Statewide and Nonmetropolitan transportation planning. [uscode.house.gov/view.xhtml?edition=prelim&req=granuleid%3AUSC-prelim-title23-section135&num=0](https://www.uscode.house.gov/view.xhtml?edition=prelim&req=granuleid%3AUSC-prelim-title23-section135&num=0)

² U.S. Department of Transportation. 23 CFR Part 450 – Planning Assistance and Standards. Code of Federal Regulations. <https://www.ecfr.gov/current/title-23/part-450>

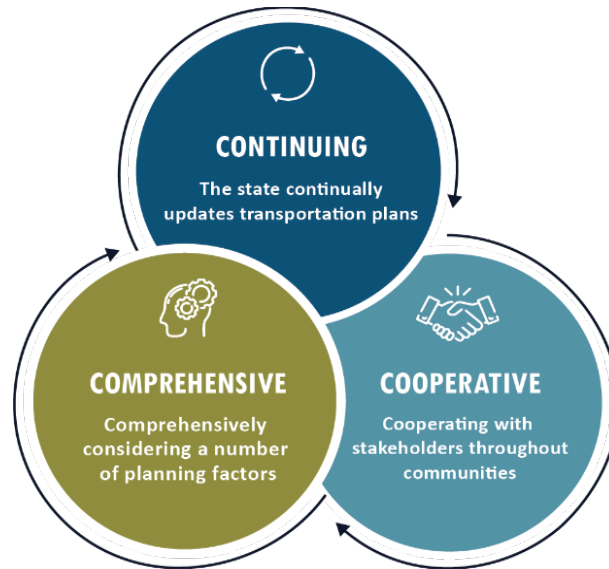


Figure 2: Federal Transportation Planning “3C” Approach

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).³

1. Support the economic vitality of the United States, the State, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and nonmotorized users
3. Increase the security of the transportation system for motorized and nonmotorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across and between modes throughout the State, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation
10. Enhance travel and tourism

³ 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>

State of Alaska transportation planning requirements and process are defined in Title 17, Chapter 05, Section 120 of the Alaska Administrative Code (17 AAC 05.120).⁴ Additional planning considerations will come from the Alaska State Governor initiatives and the DOT&PF Vision Framework which includes Strategic Investment Areas. Figure 3 describes these planning requirements and Strategic Investment Areas.

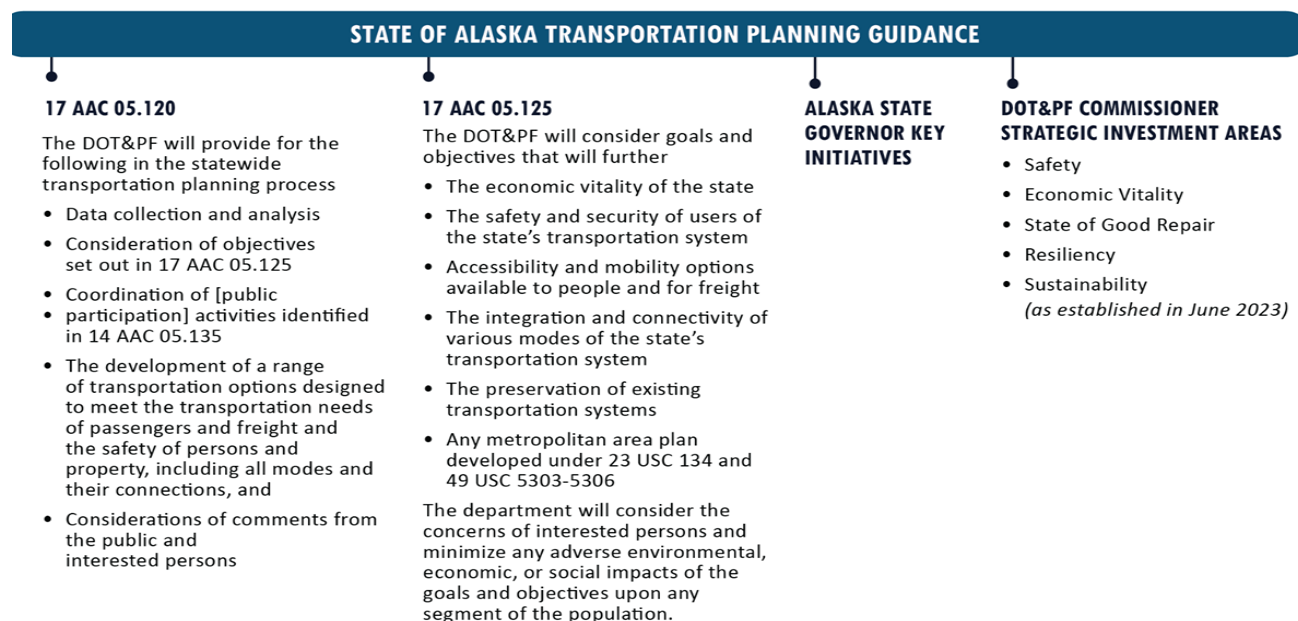


Figure 3: Alaska Transportation Planning Guidance

In summary, State and Federal regulations have overlapping goals, as shown in Figure 4.

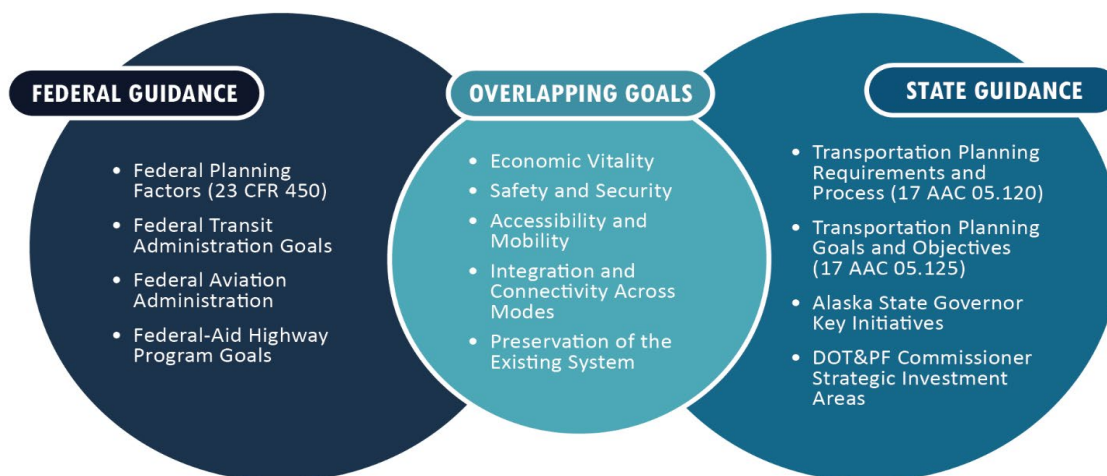


Figure 4: Summary of federal and state regulatory goals

⁴ Alaska Department of Transportation and Public Facilities. 17 AAC § 05.120: Statewide transportation planning process. Alaska Administrative Code. Retrieved from <https://www.akleg.gov/basis/aac.asp#17.05.120>

1.2.2 Key Transportation Plans

Several federal, State, regional, and local plans were reviewed to identify themes, needs, and alignment with DOT&PF's Strategic Investment Areas—Safety, State of Good Repair, Resiliency, Sustainability, and Economic Vitality (Figure 5). All plans reviewed are included in Table 2, their detailed summaries can be found Appendix 2.

Table 2: State, Federal, and Local Plans Reviewed

PRIOR SOUTHEAST ALASKA TRANSPORTATION PLANS	
Draft Southeast Alaska Transportation Plan (2014), DOT&PF	
Southeast Alaska Transportation Plan (2004), DOT&PF	
STATE POLICY AND MODAL PLANS	
Alaska Moves 2055: Statewide Long-Range Transportation Plan (Under Development), DOT&PF	
Alaska Moves 2050: Statewide Long-Range Transportation Plan (2022 Unadopted), DOT&PF	
Alaska Moves 2036: Statewide Long-Range Transportation Policy Plan Update – Let's Keep Moving (2016), DOT&PF	
Statewide Freight Plan (2023), DOT&PF	
Alaska Strategic Highway Safety Plan (2024), DOT&PF	
Alaska Transportation Asset Management Plan (2022), DOT&PF	
Alaska Marine Highway Long-Range Plan (2025), DOT&PF	
Alaska Statewide Aviation System Plan (Continuous), DOT&PF	
Alaska Statewide Active Transportation Plan (2019), DOT&PF	
Alaska State Rail Plan (2016), DOT&PF	
COMMUNITY 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 Hida Long-Range Transportation Plan (2022), Central Council of Tlingit and Hida	
FEDERAL PLANS	
United States Forest Service Alaska Region Long-Range Transportation Plan (2012), United States Forest Service (USFS)	
Tongass National Forest Land and Resource Management Plan (2016), USFS, Alaska Region	

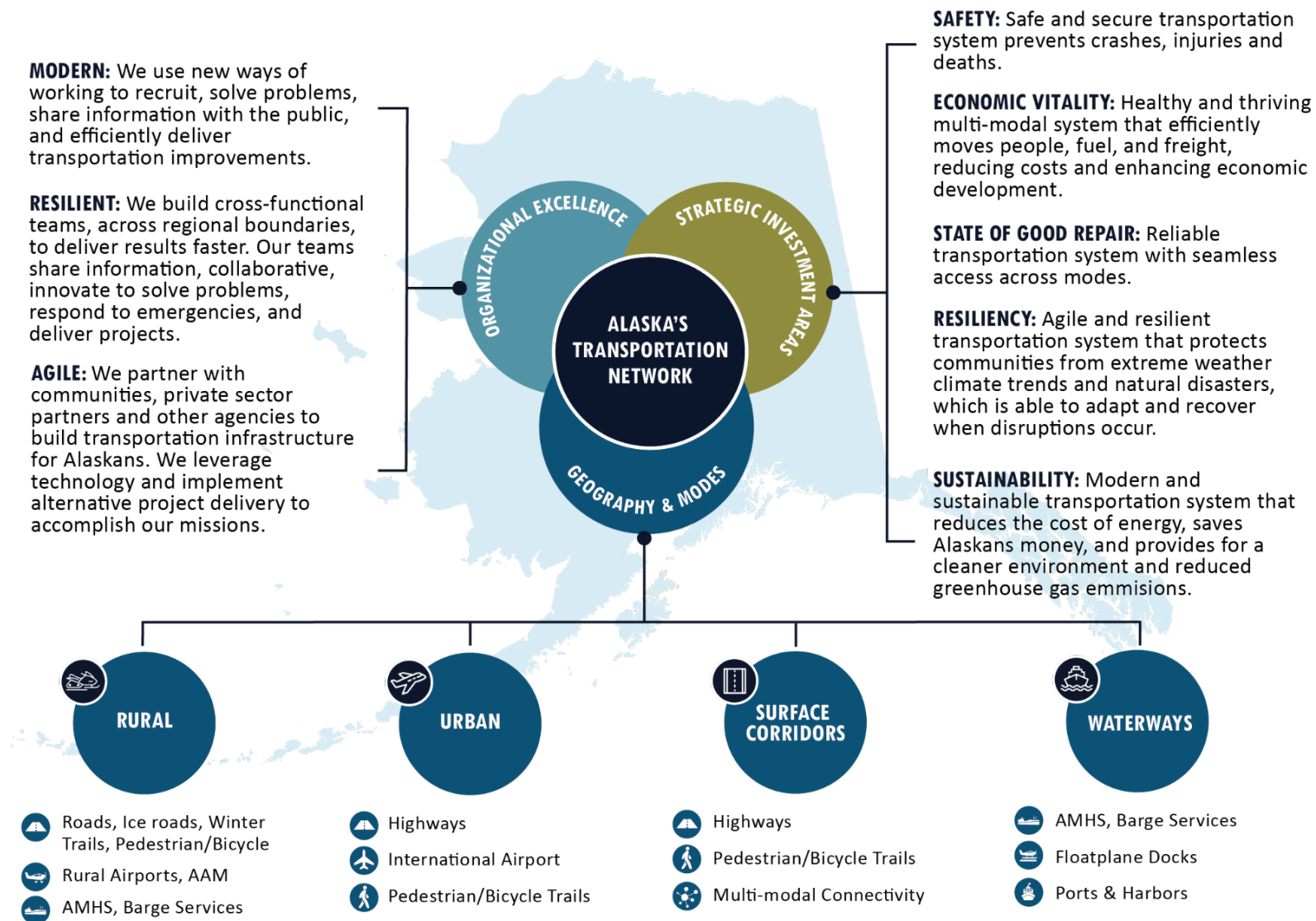


Figure 5: Alaska DOT&PF Commissioner's Strategic Investment Areas

Of the plans reviewed, some contained key details that contribute specifically to the SEATP vision and goals framework including the Statewide policy plans, prior Southeast Alaska Transportation Plans, and two modal plans – AMHS and Air. Those plans are discussed below.

1.2.2.1 The Statewide Long-Range Transportation Plan

The DOT&PF is actively updating their Statewide Long-Range Transportation Plan, LRTP 2055. The planning team will work to align and coordinate the SEATP update with the ongoing LRTP update to the extent possible. Efforts to maintain alignment and coordination include the interweaving of User Stories relevant to Southeast Alaska, which have been collected through the LRTP's public engagement efforts. These User Stories will provide regionally relevant first-hand accounts as an input to the development of the SEATP, specifically in the development of vision, goals, and objectives. Throughout the SEATP development, the project team will coordinate with the LRTP project team so the SEATP will be aligned with the policy framework, vision, and goals of Alaska Moves 2055.

In addition to the ongoing LRTP efforts, the previous editions of the LRTP have a role in the development of the SEATP. 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 vision and goals from each of these documents are included and compared in Table 3.

Table 3: LRTP Vision and Goals

	2016 ADOPTED (LET'S KEEP MOVING 2036)	2022 DRAFT (ALASKA MOVES 2050)
VISION	To provide a transportation system that enables a robust and growing economy and meets the mobility needs of the State's residents.	To ensure that Alaska's transportation system remains safe, resilient, equitable, and adaptable over the next 25 years, while supporting the economic vitality, mobility, and quality of life for all Alaskans.
GOALS	New Facilities: Develop new capacity and connections that cost-effectively address transportation system performance. Modernization: Make the existing transportation system better and safer through transportation system improvements that support productivity, improve reliability, and reduce safety risks to improve performance of the system. System Preservation: Manage the Alaska Transportation System to meet infrastructure condition performance targets and acceptable levels of service for all modes of transportation. System Management & Operations: Manage and operate the system to improve operational efficiency and safety. Economic Development: Promote and support economic development by ensuring safe, efficient, and reliable access to local, national, and international markets for Alaska's people, goods, and resources, and for freight-related activity critical to the State's economy. Safety & Security: Improve transportation system safety and security. Livability, Community, and the Environment: Incorporate livability, community, and environmental considerations in planning, delivering, operating, and maintaining the Alaska Transportation System. Transportation System Performance: Ensure broad understanding of the level, source, and use of transportation funds available to Alaska DOT&PF; provide and communicate linkages between this document [LRTP 2036], area transportation plans, asset management, other plans, program development, and transportation system performance.	Safety: Provide for and continuously improve the safety of the transportation system for all users. Mobility and Access: Enhance the quality of life for all Alaskans by strategically supporting all transportation modes to improve accessibility, safety, personal mobility, and interconnectedness with the intent of moving people and goods efficiently and equitably. Economic Vitality: Monitor and consider statewide economic trends, such as job creation, access to jobs, and workforce training, and plan for and invest in transportation infrastructure that facilitates and supports economic growth and lowers the cost of goods and services. State of Good Repair: Plan for full life cycle costs across the transportation system, including planning, construction, operation, and maintenance to improve funding allocation in a consistent and effective manner. Resiliency: Assess risk and invest in solutions to develop a transportation agency and system that will adapt to and recover from the effects of climate change, natural disasters, and other disruptions. Sustainability: Promote a sustainable, clean, equitable transportation system to reduce costs to consumers and businesses and provide wider social and environmental benefits. Strategic Partnerships: Improve the efficiency and effectiveness of transportation services by expanding coordination and collaboration with other levels of government, industry partners, and the public. Stewardship: Address prevailing transportation challenges using the best and most cost-effective modal, intermodal, or multimodal solutions to improve operational efficiencies and safety with careful consideration of life-cycle costs. Innovation: Identify and plan for national trends and local innovations that have the potential to impact the provision of transportation services, particularly as they relate to safety, efficient freight movement, and work force needs. Performance-Based Management: Invest resources to improve access to data science, analytics, and informatics to implement data-driven, evidence-based decision-making.

1.2.2.2 Prior Southeast Alaska Transportation Plans

Almost 40 years of transportation planning history is available for Southeast Alaska and consistent needs are present, 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 LRP in 2025, described in the next section, those statutory requirements are fully met. This allows the SEATP update to focus on the region's multimodal nature without providing detailed recommendations for vessels, terminals, or service. The SEATP will align with and complement the 2045 AMHS LRP and will not duplicate or contradict its recommendations.

The most recent SEATP updates included a 2004 adopted plan and a 2014 unadopted update. These plans have many similarities, particularly regarding their mission/vision and goals (Table 4).

Table 4: 2004 and 2014 Draft SEATP Mission and Goals

	2004 ADOPTED	2014 DRAFT
MISSION/VISION	<i>To increase system capacity and improve efficiency, shift from a surface network that is based on long-distance ferry runs to a surface network that relies on land highways to connect communities and other destinations. Land highways will dramatically expand activity and mobility by increasing traveler flexibility, choice, and speed while reducing or eliminating toll costs</i>	<i>Develop a regional transportation plan that improves mobility for residents, goods, and services throughout the region by using the advantages of air, marine, and land transportation</i>
GOALS	Transportation System Efficiency: Provide regional transportation facilities and services in the most efficient and cost-effective way possible. Transportation Mobility and Convenience: Improve the mobility and convenience of the regional transportation system in Southeast Alaska. Economic Vitality: Support local economic development and strength through the provision of adequate and affordable transportation for people, goods, and vehicles. Transportation System Safety: Improve the overall safety and reliability of the regional transportation system in Southeast Alaska. Long-Term Funding Stability: Secure stable long-term funding to implement the Southeast Alaska Transportation Plan. Consultation with Affected Communities, Tribal Entities, Business, and the Public and Provision of the Opportunity for Public Comment: Inform and provide opportunity for community, tribal, business, and public input. Continuation of the Planning Process: As appropriate, integrate political and project (environmental and design study) decisions into the SEATP by amendment.	Enhance Regional Mobility: Improve transportation opportunities based on demand, reliability, frequency, speed, safety, affordability, environmental responsibility, and the unique character of our communities. Support Economic Vitality: Improve regional transportation opportunities for commerce; provide basic infrastructure needed to encourage business and growth within each community and throughout the region; and support development of utility lines, energy, and other natural resources. Improve System Efficiency: Develop a transportation system that is sustainable for the future; make choices that are cost effective to the user and the state; and, where reasonable, coordinate the development of transportation and utilities to reduce environmental impact and gain efficiencies. Maintain or Improve Modal Safety: Apply sound engineering principles, including intelligent transportation systems technology; provide adequate maintenance; and work with enforcement, educational and emergency medical response entities. Ensure Public Process: Consult with affected communities, tribal governments, local governments, state and federal agencies, advisory boards, businesses, non-governmental organizations, and the public; provide opportunities for input.

A key outcome from the 2004 SEATP update 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 update 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 forest roads that are located within essential road corridors identified by the State. This topic will be the focus of a later technical memo describing trails, easements, and other rights-of-way.

1.2.2.3 The Alaska Marine Highway System 2045 Long-Range Plan

The AMHS LRP is a 20-year roadmap that 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, including reliable and consistent service, are essential for the roadless coastal communities and businesses the ferry serves, a majority of which are in the Southeast Alaska region.

With the approval of the AMHS LRP, there is now a dedicated plan providing vessel, terminal, and service recommendations and strategies, that has been created in consultation with the Alaska Marine Highway Operations Board (AMHOB). The SEATP update will align with the recommendations outlined in the AMHS LRP. If the SEATP planning process identifies additional recommendations, they will be coordinated with DOT&PF and AMHS leadership for consideration. The vision and goals provided in the 2045 AMHS LRP are included in Table 5.

Table 5: 2045 AMHS Long-Range Plan Vision and Goals

2045 AMHS LONG-RANGE PLAN			
VISION	The AMHS 2045 LRP envisions a thriving system that is maintainable, reliable, and provides connections to support the mobility of the residents, communities, and businesses of coastal Alaska.	GOALS	Provide a service that is safe, reliable, and connects communities
			Modernize fleet and terminal assets to promote resiliency and standardization
			Continue to build and support a reliable workforce
			Promote financial efficiency and sustainability

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:

- Improve safety, efficiency and system performance.
- Enhance data accuracy, planning tools, and interagency coordination.
- Support economic vitality through strategic investment and policy development.

2.0 VISION, GOALS, AND OBJECTIVES

2.1 Vision, Goals, and Objectives Approach

The planning team took a comprehensive and continuous approach to develop the Vision, Goals, and Objectives for the SEATP Update, including:

- Reviewing federal and State regulations to verify compliance with transportation planning requirements.
- Reviewing prior Southeast Alaska Transportation plans for historic strategic direction including vision, goal, and objectives statements.
- Reviewing prior and current Alaska Long-Range Transportation Policy plans for policy direction.
- Continuing to coordinate efforts to remain aligned with the current LRTP update effort, including the incorporation of User Stories.
- Reviewing other relevant Alaska plans to identify recurring themes and system needs.
- Kicking off public outreach for the plan with a specific focus on gathering input from Southeast Alaskans to help inform the Plan Vision, Goals, and Objectives.
- Providing draft Vision, Goals, and Objective statements for review and sharing it with DOT&PF leadership and interested parties during mid-plan update project presentations and small group meetings.⁵
- Using public and DOT&PF leadership input to refine the draft Vision, Goals, and Objectives statements and presenting them to DOT&PF leadership to confirm alignment and readiness for inclusion in the draft SEATP document.⁶

2.1.1 Literature Review Key Input

For Southeast Alaska key transportation priorities include providing a safe, reliable, and resilient multimodal transportation network that connects people and communities, supports economic opportunity, and preserves the State's unique environment. Maintaining dependable marine, air, and surface transportation systems that provide access across its dispersed and isolated communities is critical to quality of life and economic opportunity. The literature review identified six recurring themes: system reliability, connectivity, safe and equitable access, maintenance and state of good repair, economic and workforce sustainability, climate and community resilience, which are further described in Table 6. Other themes noted in some plans were investments in renewable energy, equitable access, tribal engagement, and data-driven decision-making.

⁵ These meetings will occur between January and April of 2026

⁶ These meetings will occur between April and May of 2026

Table 6: Recurring Themes Included in Statewide, Regional, and Local Transportation Plans

RECURRING THEMES	DESCRIPTION
System Reliability	Reliable transportation services across ferries, ports, airports, and roads.
Connectivity	Enhance regional mobility through intermodal connections among ferries, airports and roads.
Safe & Equitable Access	Reduce fatalities and serious injuries across all modes of travel. Expand equitable access to mobility for all Alaskans, including rural, tribal, and underserved populations; improve ADA compliance and affordability.
Maintenance & State of Good Repair	Maintain transportation assets in a state of good repair with regular upkeep, including seasonal maintenance to clear debris, snow, and other hazards.
Climate & Community Resilience	Adapt to natural hazards and changing conditions by designing transportation systems that withstand disruption and quickly restore services.
Economic & Workforce Sustainability	Promote affordable movement of people and goods while supporting workforce mobility and strengthening regional economies.

2.1.2 Public Outreach Key Input

Public outreach for the SEATP Update kicked off with a focus on gathering input to inform plan priorities. Four public meetings were held, including two in-person Open Houses (Juneau and Ketchikan) and two virtual Open Houses. Additionally, the planning team hosted a presentation provided at the Annual Southeast Conference Meeting, an Open House at the Annual Alaska Municipal League Meeting, and a small group meeting for Southcoast Region Tribal Coordination. These meetings are detailed in Table 7.

Table 7: Meetings Conducted Since Plan Kick Off

DATE	MEETING TYPE	LOCATION
September 18, 2025	Small group presentation and workshop	Southeast Conference Annual Meeting – Sitka, Alaska
November 19, 2025	Public Open House	Ketchikan, Alaska
November 20, 2025	Public Open House	Juneau, Alaska
December 9, 2025	Open House	AML Annual Local Government Conference – Anchorage, Alaska
December 16, 2025	Open House – AM Session	Virtual, Zoom
December 16, 2025	Open House – PM Session	Virtual, Zoom
December 18, 2025	Southeast Alaska Tribal Coordination Meeting	Virtual

The recurring themes from the literature review (detailed previously in Table 6) were used to encourage attendees to identify what is important to them for this plan to consider (Figure 6).

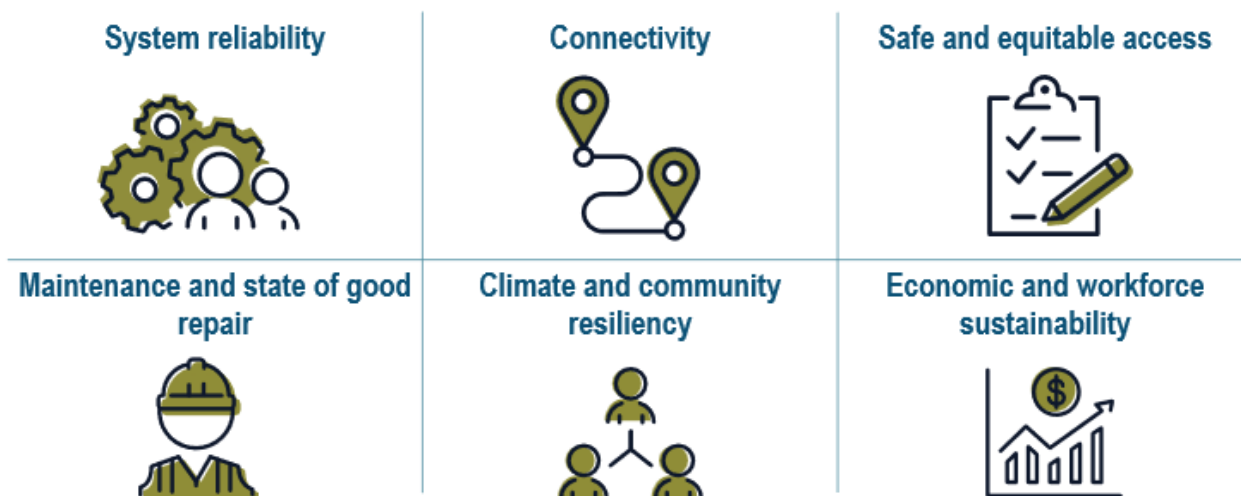


Figure 6: Emerging themes identified through literature review and presented to the public

Feedback at these meetings was gathered through conversations with project staff, notes on roll plots, written comment forms, community priority boards, and emails received after the open houses. Fifty-one formal comments have been submitted via email or comment forms through December 31, 2025. Table 8 displays themes from all feedback received.

Table 8: Feedback from public engagement

THEME	TOPICS
Community Engagement	• Tribal engagement • Public engagement • Transparent process, adequate public notice • Community needs
Transportation Reliability and Connectivity	• System reliability • Regional connectivity • Connector roads • Redundancy and alternative modes
Environmental and Sustainability	• Environmental protection • Low-emission transportation options (electric vehicles, alternative ferry vessels, alternative aviation fuels) • Sustainability
Infrastructure – Maintenance and Resiliency	• Infrastructure maintenance and improvements, including long-term maintenance plans • Roadway maintenance and improvement • Floatplane dock maintenance • AMHS/ferry terminal maintenance and improvements • Snow removal • Community resiliency • Climate and weather resilience • Concern for vulnerable corridors and connections (e.g., Juneau-Douglas Bridge, Ketchikan Tongass Highway viaducts)
Safety and Accessibility	• Safety for all modes • Safety for ferry docks and other facilities • Pedestrian and bicycle safety improvements • User mobility and accessibility
Air and Ferry Service	• Air service - including essential air service, weather station redundancy, and more direct flights • AMHS/ferry service, particularly more frequent, reliable, and affordable service • Airport parking • Affordable air and ferry options • Resuming ferry service to Prince Rupert, or initiating a new service through Hyder • Air and ferry schedule coordination • Air and ferry service importance to school travel • Comments on Lynn Canal projects: majority in opposition to Cascade Point and Chilkat Connector, a few in support.
Active and Public Transportation	• Bike path and sidewalk expansion • Public transit reliability and frequency • Transit stop accessibility, snow removal • Accessibility
Economy and Freight	• Economic development • Freight and supply chain considerations

2.1.3 LRTP 2055 User Stories Key Input

The Alaska LRTP 2055 incorporates User Stories, which are described as short, simple ways for Alaskans to share their transportation needs, goals, and challenges. Through the LRTP public engagement efforts, Alaskans are encouraged to share their story using the following format:



"As a [who you are], I want [what you need], so that [why it matters]."

The SEATP planning team received insight into the User Stories collected by DOT&PF up until December 31, 2025. Of the user stories collected, 44 related specifically to the Southeast Alaska region. Many of these user stories relate to ferry access, reliability, and/or affordability with a large emphasis on connections between communities and providing affordable transportation options for residents. Additionally, the user stories specific to the Southeast Alaska region include topics related to traffic and pedestrian safety, infrastructure, and maintenance. Below are a sample of some user stories received for Southeast:



"As the director of a nonprofit focused on community health, I've heard from hundreds of my fellow Sitkans who want safer routes to walk and bike."



"As a Resident of Petersburg which is on an island, I would like to emphasize how important it is for rural island communities throughout Southeast Alaska to have consistent Ferry service. Our kids use the ferry to get to other communities to play intramural sports and other scholastic activities."



"As a resident living on Prince of Wales Island, I want consistent, affordable and well-maintained ferries that will allow reliable transportation to/from the road systems in Washington, British Columbia and Alaska. My family is also dependent on the airport in Klawock and the docks in Thorne Bay and other locations on the island."

2.2 Proposed Draft Vision and Goals Statements

In alignment with the public outreach, literature review, and User Stories collection efforts described above, draft vision and goal statements were developed and proposed to interested parties to gain feedback.

These statements were shared through a variety of methods to reach a wide audience, including:

- Publication to the project website and associated StoryMap
- Inclusion in the mid-plan update newsletter
- Presentation to interested parties at the Southeast Conference Mid-Session Summit Transportation Symposium and several small group meetings
- Distribution of hand-outs at the Alaska Municipal League's 2026 Alaska Infrastructure Development Symposium

2.2.1 Proposed Draft Vision Statement

An integrated land, air, and marine transportation system that provides safe and equitable access, fosters economic growth, provides efficient and cost-effective intermodal connections and remains resilient and well-maintained.

2.2.2 Proposed Draft Goals

The proposed draft goals shared with the public and interested parties focus on safety and accessibility, system reliability, a cost-effective system, economic vitality, and resilience and preservation. The proposed draft goals, as distributed for public review, are included in Figure 7.



Figure 7: Draft goals shared with interested parties

2.2.3 Feedback Received

Commenters provided feedback on both the draft language and the broader values they believe should guide the plan. Several commenters raised concerns about the inclusion of the term *economic growth*, noting that it may carry unintended connotations that prioritizing growth could come at the expense of sustaining a healthy, thriving community. Instead, commenters favored the use of *economic vitality* and emphasized community well-being and social connections. Commenters also noted the draft vision read more as a compilation of goals than as a clear, aspirational statement of a desired future for the Southeast.

Beyond specific wording, feedback reflected a common set of underlying values and tenets, including:

- Aligning lived experience of communities with the vision and goals
- Focusing on safety for all users
- Maintaining a state of good repair
- Maintaining reliable and resilient connections to essential services and destinations
- Minimizing adverse impacts through environmental stewardship
- Recognizing Southeast's cultural significance
- Supporting economic opportunity and access
- Developing and maintaining strong partnerships and collaboration
- Advancing communities, Tribes, and businesses
- Supporting a thriving and sustainable region
- Providing reliable and effective winter maintenance that maintains year-round safety and access
- Responding quickly and effectively when major events occur such as major snow events, avalanches, and landslides

2.3 Final Vision, Goals, and Objectives

The statements included in the subsequent sections represent the culmination of the planning efforts undertaken to develop final vision, goal, and objective statements to guide the SEATP Update's strategy and project recommendations.

Revisions from the draft versions include refinement of the vision statement to more clearly define what success looks like, a de-emphasis on *economic growth* language while continuing to elevate the importance of access to economic opportunity, and the development of targeted objectives to describe desired outcomes.

2.3.1 Final Vision

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.

2.3.2 Final Goals and Objectives

1. Safety and Accessibility: Provide safe access to transportation options for all users.
 - a. Reduce frequency and severity of incidents and crashes across roads, airports, and marine facilities.
 - b. Advance projects that support improved access to medical care or emergency response.
 - c. Increase accessible facilities and services for users of all abilities.
 - d. Support transportation system initiatives that reduce the cost of accessing and using transportation options across modes.
2. System Reliability: Improve the reliability of air, marine, and land transportation systems to support more consistent and dependable service.
 - a. Increase reliable airport, ferry, transit, and road connections.
 - b. Reduce the frequency and severity of disruptions caused by avalanches, landslides, flooding, and severe weather.
 - c. Increase readily available information for users regarding travel conditions.
 - d. Support consistent air and ferry service.
3. Cost-Effective Intermodal System: Strengthen connections between land, air, and marine modes to create a more integrated and efficient transportation network.
 - a. Explore new road connections and shorter ferry routes to address network gaps.
 - b. Lower life-cycle maintenance and operations costs for all modes.
 - c. Prioritize the effective use of limited state resources.
4. Economic Vitality: Enhance transportation infrastructure and services that facilitate thriving communities, workforce access, and commerce.
 - a. Support transportation links to high-use community destinations and attractions.
 - b. Improve and leverage partnerships with local and tribal governments, other agencies, non-profits, and private entities.
 - c. Support the efficient movement of fuel, food, and other freight.
 - d. Advance projects that strengthen regional connectivity and support economic opportunities.

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



APPENDIX 1: FEDERAL AND STATE TRANSPORTATION PLANNING GUIDANCE



Federal and State Transportation Planning Guidance

This document contains in-depth descriptions of federal and State transportation planning guidance.

Federal Planning Factors

23 CFR 450

Agencies involved in transportation planning are required to adhere to ten key transportation planning factors as defined in 23 CFR 450, which requires each state to carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the United States, the State, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes throughout the State, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Federal-Aid Highway Program National Goals

National Federal-Aid Highway Program performance goals are established by Congress and included in 23 USC §150(b). The current goals are:

1. Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition: to maintain the highway infrastructure asset system in a state of good repair.
3. Congestion Reduction: to achieve a significant reduction in congestion on the National Highway System.
4. System Reliability: to improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality: to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.





6. **Environmental Sustainability:** to enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduce Project Delivery Delays:** to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal Transit Administration National Goals

The Federal Transit Administration's (FTA) strategic goals reflect the broad, long-term outcomes the agency pursues to advance its mission to improve America's communities through public transportation. The goals are:

- **Enhance Safety:** While transit is already one of the safest modes of transportation, FTA is committed to improving safety even further. FTA provides safety oversight and technical assistance that strengthen our recipient's safety culture and practices. This improves safety for riders and patrons who use transit, workers who maintain and operate transit, and pedestrians and others who interact with transit.
- **Build Resiliency:** FTA works to renew transit systems and increase the resiliency of those systems into the future. Public transportation is an essential component of American communities of all sizes, from tribal and rural communities to our largest cities. So that transit can continue to fulfill this critical role, FTA works to reduce the state of good repair backlog, increase the resiliency of infrastructure, and sustain maintenance and operations going forward.
- **Increase Sustainability:** FTA supports transit investments and infrastructure designs that address climate change, reduce harmful environmental impacts, and make long-term positive impacts on the environment. Novel technologies are shifting the transit industry away from fossil fuels and toward low- and no-carbon emission vehicles and clean fuels. FTA works to reduce greenhouse gas emissions from environmental impacts of transit construction and operations.
- **Improve Equity:** FTA supports transit investments that address disparities in access to opportunity and services. Every community includes persons who, due to age, income level, or disability, cannot rely on automobile travel to meet their mobility needs. All Americans deserve quality transit service that provides mobility to meet basic needs.
- **Connect Communities:** FTA works to expand high quality transit services that connect people and build communities in both urban and rural underserved communities. When transit is fast, frequent, and reliable, people are connected with one another and with new opportunities. Together, they build thriving communities and world-class cities.

Federal Aviation Administration National Goals

The Federal Aviation Administration (FAA) manages a portfolio of goals organized under the pillars of safety, people, global leadership, and operational excellence. The portfolio is managed on an annual basis and a report produced to track progress toward meeting the goals. The 2023-2024 goals¹ are:

Safety Pillar

Oversee and operate the safest aerospace system in the world, all with a culture of continuous improvement.

¹ <https://www.faa.gov/sites/faa.gov/files/FY23%20Portfolio%20of%20Goals%20July%202023.pdf>





- **Adopt and Implement a Target Level of Safety (TLS) for Drone Operations:** Goal under development
- **Commercial Air Carrier Fatality Rate:** Reduce the commercial air carrier fatalities per 100 million persons on board U.S. carriers by 50 percent over 18-year period of FY 2008-2025
- **Earned Media Coverage:** Provide NAS users, stakeholders and the traveling public with accurate and timely information needed to operate in the NAS safely and to obtain aviation safety related information.
- **FAA Advanced Air Mobility (AAM) Implementation Plan:** Develop a singular implementation plan that incorporates all of the agency work streams that must be completed in order to enable initial Advanced Air Mobility (AAM) services in the National Airspace System.
- **FAA Alaska Aviation Safety Initiative (FAASI):** Reduce the fatal and serious accident rate in the State of Alaska with emphasis on Part 135 air carrier crashes.
- **General Aviation Fatal Accident Rate:** Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by FY 2028.
- **Dangerous Goods Air Cargo Safety Messaging:** Provide a positive aviation safety culture by educating travelers and air shippers about their responsibilities for proper identification and preparation of dangerous goods cargo. Proper identification and preparation of dangerous goods protects transportation workers across the supply chain by mitigating the severity of cargo incidents and communicating necessary information to first responders during incidents.
- **Licensed and Permitted Launch and Re-entry Safety:** Maintain a public safety record during authorized launch and re-entry operations that is consistent with the FAA's regulatory safety criteria.
- **Potential/Emerging Safety Issues (AVP):** Provide a draft report that documents safety issues identified through advanced analytics by September 30, 2023.
- **Advance the Safety of Aircraft Cargo through Safety Oversight, Research, and Standardized Testing:** Establish a collaborative and repeatable approach to safety oversight, research and standardized testing that influences/ impacts air carrier cargo or safety decisions.
- **Risk Based Inspection Criteria for Space Launch Operations:** Modify risk-based inspection criteria to allow for established launch operations to be ongoing without a safety inspector for on-site operations.
- **Safely Incorporate UAS Dangerous Goods (DG) Operations into the National Airspace System (NAS):** Strengthen the Safe Integration of Dangerous Goods into UAS Operations.
- **Commercial and Non-Commercial Surface Safety:** Improve surface safety
- **Test and Evaluation Efforts of UAS Detection and Mitigation Technologies:** Test and evaluate UAS detection and mitigation technologies as required under Section 383 of the 2018 FAA Reauthorization to support the development of a plan for establishing standards, provided that external factors do not impact this work. This congressional requirement is scheduled to sunset on September 30, 2023.
- **ATO Top 5 Safety Risks:** The ATO Top 5 Safety Issues are a list of five high priority safety issues, driven and supported by data, in which swift, cross-organizational action is needed to address them in order to regain an acceptable safety level. It is the culmination of the Air Traffic Organization's (ATO) proactive safety management activities – valuing input from the frontline employees, deploying technology to gather data, improving analysis to identify risk and embracing correction to implement risk mitigations.

People Pillar

Strengthen our current and future aviation workforce through accountability, development, and planning.

- **Contracting with Small Disadvantaged Business (SDB):** To maximize inclusion of SDB in FAA contract opportunities.
- **DEI&A Inclusive Language Implementation:** To ensure a diverse, equitable, and inclusive environment, the agency must implement its inclusive language policy and order.





- **Agency-Wide Workforce Planning and Engagement:** Develop an FAA-wide vision and strategy to reimagine, recruit, and retain a diverse workforce and that enhances succession planning and employee engagement in support of the agency's mission and implement the DEIA plan to create a workforce built on equity and inclusion and integrate DEIA principles into the FAA decision-making process.
- **Hiring Persons with Disabilities (PWD)/Persons with Targeted Disabilities (PWTD):** The Office of Civil Rights (ACR) will lead collaboration between all lines of Business/staff offices (LOB/SO) to increase the representation of PWD/ PWTD in the Federal Aviation Administration (FAA) workforce by 1% each year for the next three years (from FY22). For FY23, the goals will be 16% for PWD and 2% for PWTD.
- **STEM AVSED Equity Accountability:** Develop methods to ensure that all students, including those in underrepresented and/or underserved populations, have access to events and learning activities aimed at introducing them to aerospace concepts and career pathways.

Global Leadership

Advance aviation safety and innovation by leading and collaborating with aviation authorities globally.

- **OneFAA Approach to International Training:** Development of an FAA International Outreach and Training Program Process for ensuring an "OneFAA" approach to international training and outreach.
- **Demonstrate Continued Global Leadership on Advanced Air Mobility (AAM) Standards and Certification Through International Cooperation, Collaboration, and Engagement:** Create a global framework to harmonize Advanced Air Mobility (AAM) certification standards with the National Aviation Authorities (NAA) Network.
- **ICAO USOAP Audit:** Conduct a FY23 self-assessment in preparation for an International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Program (USOAP) Audit of the United States anticipated in FY24.
- **Increase Engagement with Mexico to Create One-Level of Aviation Safety:** Strengthen our productive, working relationship with Mexico on areas of mutual interest to reach and maintain international safety standards.
- **Promote International Adoption of FAA Commercial Space Transportation Regulations:** Promote AST regulations and safety practices at international workshops, and international forums.
- **Technical Assistance Agreement Process Improvement:** Improve the FAA's process for developing and coordinating international technical assistance agreements.

Operational Excellence

Operate the world's most efficient aerospace system through continuous improvement and infrastructure investment.

- **Average Daily Capacity (ADC):** Maintain an Average Daily Airport capacity of at least 58,661 arrivals and departures at Core airports
- **BIL 30x30: Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030:** Operational Excellence/Bipartisan Infrastructure Law (BIL)
- **Aircraft Noise:** Lead efforts in collaboration with aviation stakeholders to address aircraft noise in the United States and ensure up-to-date and effective noise policies.
- **Timely Licensing Determinations for Commercial Space:** Complete thorough well-documented licensing determinations for launch and re-entry vehicle and site operations within statutory deadlines for all new authorization applications received.
- **Critical Acquisitions Milestones on Schedule:** 90% of the critical acquisition milestones (86) are achieved by their scheduled due dates.





- **Apply More Agile Structure of Services and Service Levels Across the NAS (MASS):** Apply a More Agile Structure of Services and Service Levels (MASS) to at least one real world operational example of a change in service level. This will serve to validate a criteria based framework refining what services are needed at what locations and when to meet evolving stakeholder demands.
- **Focus \$19.4 Billion in BIL Funds on Airport Modernization and Safety Infrastructure Projects:** Announce the intent to award grants to terminal projects and new/rehabilitations pavement projects.
- **Global Leadership on Aviation and Climate Change:** Demonstrate continued global leadership on climate change through international engagement, action at the International Civil Aviation Organization, and execution of the U.S. Aviation Climate Action Plan.
- **Sustainability – FAA Facilities and Operations:** Identify New Buildings Entering the Design Phase in FY 2023 and ensure the guiding principles for sustainable federal buildings are included in the design for applicable facilities.
- **Increase Awareness of National Air System Initiatives:** Increase public, congressional, media, industry and pilot education and understanding of National Air System Initiatives by providing them with safety information and the opportunity to engage directly with FAA subject matter experts.
- **FAA Advanced Air Mobility (AAM) Implementation Plan:** Develop a singular implementation plan that incorporates all the agency work streams that must be completed in order to enable initial Advanced Air Mobility (AAM) services in the National Airspace System.
- **Increased Data Accessibility:** Use modern, open technologies to communicate and help the public and FAA employees operate safely and make more informed decisions.
- **Multimodal:** Initiate or develop at least three new terminals projects with reduced emissions and multimodal access by 2030.
- **NAS On-Time Arrivals:** Achieve a NAS on-time arrival rate of 88% at Core airports.
- **NOTAM Modernization:** Goal under development
- **Unmodified Audit Opinion:** Obtain an unmodified audit opinion on the FAA's fiscal year (FY) 2023 financial statements. This goal requires an unmodified audit opinion identified by external independent auditors.
- **Domestic Aviation CO2 Emission Reductions:** Reduce CO2 emissions from domestic aviation, as defined in the US aviation Climate Action Plan.
- **Runway Pavement Condition:** Maintain runway pavement in excellent, good, or fair condition for 93% of the paved runways in the National Plan of Integrated Airport Systems (NPIAS).
- **Streamline the Delivery of NAS Services Through Divestiture of NAS Assets:** Collaborate across ATO service units and across the FAA to deliver on the divestiture of National Aerospace System (NAS) assets.
- **Unmanned Aircraft System (UAS) Traffic Management (UTM) Field Test:** The Office of NextGen will execute Unmanned Aircraft System (UAS) Traffic Management (UTM) Field Test in collaboration with industry partners. UTM field test will conduct five live flight test activities to test updates to UTM technology and validate UTM data exchanges and operations based on proposed standards to support routine Beyond Visual Line of Sight (BVLOS) operations. Upon completion of the Field Test, UTM Field Test Report and Lessons Learned package will be produced. The package will include a detailed record of Field Test results including those from testing of technical functionalities, validation of proposed standards, and lessons learned from the perspective of industry partners.
- **Operational Performance Reporting:** Using WILBUR for Instrumental Flight Rules (IFR) flight counts and cancellation identification for the morning reports.





State Planning Factors

Alaska Administrative Code Title 17 Chapter 05

Alaska Administrative Code (AAC) Title 17, Chapter 05 provides regulations for the administration of statewide transportation and public facilities. There are four key subsections applicable to the administration of transportation planning, subsection 120 – Statewide transportation planning process, subsection 125 – Statewide transportation planning objectives, and subsection 130 – Statewide transportation plan.

17 AAC 05.120

17 AAC 05.120 outlines the core requirements the DOT&PF must follow when conducting the statewide transportation planning process. Under this regulation, the department must provide statewide transportation planning that includes:

1. **Data Collection and Analysis:** The process must be grounded in systematic collection and analysis of transportation-related data.
2. **Consideration of Statewide Planning Objectives:** The department must incorporate the objectives defined in 17 AAC 05.125, which guide the policy goals for Alaska's transportation system.
3. **Coordination of Activities:** The department must coordinate the planning activities included in 17 AAC 05.135, to provide alignment with public involvement and interagency responsibilities.
4. **Development of Transportation Options:** The planning process must evaluate and develop a range of transportation options to meet statewide passenger and freight needs, enhance safety, and consider all transportation modes and their interconnections.
5. **Public and Stakeholder Input:** The department must consider comments from the public and other interested parties throughout the planning process.

17 AAC 05.125

17 AAC 05.125 outlines the goals and objectives the DOT&PF must consider when developing the statewide transportation plan. Subsection (a) states the department must consider goals that further:

1. Economic vitality of the State
2. Safety and security
3. Accessibility and mobility
4. Integration and connectivity
5. Preservation of existing transportation systems
6. Alignment with metropolitan area transportation plans

Under subsection (b), 17 AAC 05.125 requires the consideration of concerns of interested parties and due diligence in the minimization of adverse environmental, economic, and social impacts.





17 AAC 05.130

17 AAC 05.130 describes how the DOT&PF must develop and maintain the statewide transportation plan. Subsection (a) states the statewide transportation plan must include:

- Present goals and objectives over a 20-year planning period
- Evaluate means and costs of improving existing facilities
- Assess funding eligibility
- Analyze costs and benefits of potential new facilities
- Address the entire State by organizing the plan into components which may be subdivided by either:
 - Geographic regions
 - Transportation modes
 - Other distinctions relevant to statewide planning

Subsection (b) further guides future updates by stating the department must update the statewide transportation plan at least every five years and must incorporate:

- Population and economic trends
- Transportation service demand changes
- Advances in technology
- Economic development projects
- Newly identified transportation objectives

Alaska State Governor Key Initiatives

The key initiatives developed by the Alaska State Governor are also considered when developing transportation planning documents – specifically influencing the vision, goals, and objectives. As of January 2026, the key initiatives that have been guided by Alaska Governor Dunleavy include:

- Public safety expansion
- Education reform and workforce development
- Fiscal efficiency and government modernization
- Resource development and energy strategy
- Economic diversification
- Strengthening disaster response and rural services





APPENDIX 2: LITERATURE REVIEW



Vision, Goals, and Objectives: Literature Review

This document contains an in-depth review and analysis of the significant federal, state, and local plans presented in the SEATP existing conditions document. The reviews and analyses presented here will be used, along with public and DOT&PF leadership feedback, to inform the vision, goals, and objectives development for the SEATP Update.

Prior Southeast Alaska Transportation Plans

Almost 40 years of planning history is available for Southeast Alaska and consistent themes are present, including AMHS capacity and routes, cost of transportation, community connections, travel time, and maintenance costs of transportation facilities and assets. Of note, the prior Southeast Alaska Transportation Plans served a dual role as the AMHS Plan¹

The prior Southeast Alaska Transportation Plans reviewed during the creation of this document is included in Table 1.

Table 1: Past Southeast Alaska Planning Documents

SOUTHEAST ALASKA TRANSPORTATION PLAN (2014)	
Agency/Author	DOT&PF
Link/File Location	https://dot.alaska.gov/sereg/projects/satp/assets/SATP_2014_Draft_Final_Web.pdf
Planning Area	Southeast Alaska
Year Published	2014 (Unadopted)
SOUTHEAST ALASKA TRANSPORTATION PLAN (2004)	
Agency/Author	DOT&PF
Link/File Location	Southeast Alaska Transportation Plan
Planning Area	Southeast Alaska
Year Published	2004 (Adopted)

Southeast Alaska Transportation Plan Draft (2014)

A Southeast Alaska Transportation Plan (SEATP) Update was advanced in 2014, but not adopted. A 2011 Scoping Report informed the 2014 Draft update. Of note, previous versions provided in-depth recommendations for the AMHS, in the absence of a dedicated AMHS plan.

The purpose of the 2014 SEATP is to:

- Guide the development of airport, highway, and ferry system projects in Southeast Alaska.
- Support prudent use of finite resources over a 20-year planning horizon.
- Address transportation needs through capital improvements and system maintenance.
- Fulfill federal and state requirements for long-range transportation planning.

¹ Alaska Legislature. (2024). Alaska Statutes § 19.65.011. Retrieved from <https://www.akleg.gov/basis/statutes.asp#19.65.011>





Vision Statement

“Keep Alaska Moving through service and infrastructure.”

2014 Mission Statement

“Develop a regional transportation plan that improves mobility for residents, goods, and services throughout the region by using the advantages of air, marine, and land transportation.”

Goals & Objectives

- Enhance Regional Mobility: Improve transportation opportunities based on demand, reliability, frequency, speed, safety, affordability, environmental responsibility, and the unique character of our communities.
- Support Economic Vitality: Improve regional transportation opportunities for commerce; provide basic infrastructure needed to encourage business and growth within each community and throughout the region; and support development of utility lines, energy, and other natural resources.
- Improve System Efficiency: Develop a transportation system that is sustainable for the future; make choices that are cost-effective to the user and the state; and, where reasonable, coordinate the development of transportation and utilities to reduce environmental impact and gain efficiencies.
- Maintain or Improve Modal Safety: Apply sound engineering principles, including intelligent transportation systems technology; provide adequate maintenance; and work with enforcement, educational and emergency medical response entities.
- Ensure Public Process: Consult with affected communities, tribal governments, local governments, state and federal agencies, advisory boards, businesses, non-governmental organizations, and the public; provide opportunities for input.

Strategic Alignment

The 2014 Draft SEATP’s alignment with the DOT&PF’s Strategic Investment Areas is included in Table 2.

Table 2: 2014 Draft SEATP Strategic Alignment

STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Emphasis on increasing safety for all modes.
State of Good Repair (SOGR)	Emphasis on continuing maintenance of roads, airports, and ferries.
Sustainability	Focus on cost-effective, long-term infrastructure.
Resiliency	Retirement and replacement of old ferries.
Economic Vitality	Improved access to communities supports commerce and tourism; Infrastructure investments aim to reduce costs and increase opportunities.

Take-Aways for SEATP

- The integration of multimodal transportation is essential due to the geography of Southeast Alaska.
- Public Involvement and responsiveness to community needs are essential.
- Infrastructure investments should balance cost, demand, and environmental impact.





Southeast Alaska Transportation Plan (2004)

The 2004 SEATP update focused on updating the surface transportation system for the Southeast region on a local and state level. Specifically, the plan focused on ways to reduce reliance on long-distance ferry service and a shift to development and use of a multi-modal transportation system consisting of surface and marine transportation facilities. The primary goal of this change was to increase mobility for both Alaskans and visitors. Targeted improvements included the creation of new surface and marine highway connections and replacing the aging ferry fleet to increase efficiency and reduce costs for maintenance and operations of the facilities.

The 2004 SEATP update included the identification of essential highway and utility corridors to be reserved and protected to meet future transportation needs in the region. These routes, often referred to as 4407 easements based on the framework and process for granting the rights-of-way and easements being described in Section 4407 of Public Law 109-59, include required connections for communities to regional transportation systems. The official adoption of the 2004 SEATP update 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 corridors 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.

The purpose of the 2004 SEATP is to:

- Identify transportation needs across Southeast Alaska
- Recommend strategic improvements to Southeast Alaska’s highways, ferries, and aviation systems
- Enhance regional mobility, reduce transportation costs, and support economic development
- Guide long-term investment decision-making and coordinate with federal agencies

Mission Statement

“To increase system capacity and improve efficiency, shift from a surface network that is based on long-distance ferry runs to a surface network that relies on land highways to connect communities and other destinations. Land highways will dramatically expand activity and mobility by increasing traveler flexibility, choice, and speed while reducing or eliminating toll costs.”

Goals & Objectives

- **Transportation System Efficiency:** Provide regional transportation facilities and services in the most efficient and cost-effective way possible.
- **Transportation Mobility and Convenience:** Improve the mobility and convenience of the regional transportation system in Southeast Alaska.
- **Economic Vitality:** Support local economic development and strength through the provision of adequate and affordable transportation for people, goods, and vehicles.
- **Transportation System Safety:** Improve the overall safety and reliability of the regional transportation system in Southeast Alaska.
- **Long-Term Funding Stability:** Secure stable long-term funding to implement the Southeast Alaska Transportation Plan.





- Consultation with Affected Communities, Tribal Entities, Business, and the Public and Provision of the Opportunity for Public Comment: Inform and provide opportunity for community, tribal, business, and public input.
- Continuation of the Planning Process: As appropriate, integrate political and project (environmental and design study) decisions into the SEATP by amendment.

Strategic Alignment

The 2004 SEATP's alignment with the DOT&PF's Strategic Investment Areas is included in Table 3.

Table 3: 2004 SEATP Strategic Alignment

STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Emphasis on improving airport runway safety areas, ferry terminal safety, and navigation systems; Support for emergency response infrastructure; Safety education and inspections for all modes.
State of Good Repair	Rehabilitation of existing highways; Replacement of aging ferries with fast vehicle ferries; Maintenance of 12 airports and 33 seaplane floats; Investment in Intelligent Transportation Systems (ITS) for real-time system monitoring.
Sustainability	Promotion of hydroelectric development and intertie projects to reduce diesel reliance; Encouragement of modal shifts to more efficient land-based travel; Coordination with Forest Services to preserve essential corridors and minimize environmental impacts.
Resiliency	Diversification of transportation modes; Infrastructure designed to withstand weather and natural disasters; Strategic corridor protection to ensure future adaptability.
Economic Vitality	Improved access to resource-rich areas; enhanced connectivity to Canada and the Lower 48 via new highway links; Support for tourism through improved ferry and airport access; Cost-Benefit analyses showing positive net present value for full SEATP implementation.

Take-Aways for SEATP

- Integrated multimodal planning is essential for regional connectivity and economic growth.
- Corridor preservation is a proactive strategy to support future infrastructure flexibility.
- Public involvement and tribal consultation are critical.
- Data-driven decision-making strengthens investment prioritization.
- Strategic phasing of projects allows for scalable implementation.
- Environmental stewardship and coordination with federal agencies are foundational to sustainable development.





Relevant State Policy and Modal Plans

The relevant State policy and modal plans reviewed during the creation of this document is included in Table 4, below.

Table 4: Relevant State Policy and Modal Plans

ALASKA MOVES 2055: STATEWIDE LONG-RANGE TRANSPORTATION PLAN*	
Agency/Author	DOT&PF
Link/File Location	Alaska DOT&PF Long-Range Plans
Planning Area	Statewide
Year Published	Under Development
ALASKA MOVES 2050: STATEWIDE LONG-RANGE TRANSPORTATION PLAN (2022)	
Agency/Author	DOT&PF
Link/File Location	Alaska DOT&PF Long-Range Plans
Planning Area	Statewide
Year Published	2022 (Unadopted)
ALASKA MOVES 2036: STATEWIDE LONG-RANGE TRANSPORTATION POLICY PLAN UPDATE – LET’S KEEP MOVING 2036 (2016)	
Agency/Author	DOT&PF
Link/File Location	Alaska DOT&PF Long-Range Plans
Planning Area	Statewide
Year Published	2016 (Adopted)
STATEWIDE FREIGHT PLAN (2023)*	
Agency/Author	DOT&PF
Link/File Location	Alaska DOT&PF Long -Range Plans
Planning Area	Statewide
Year Published	2023 (Adopted)
ALASKA STRATEGIC HIGHWAY SAFETY PLAN (2024)	
Agency/Author	DOT&PF
Link/File Location	Strategic Highway Safety Plan, Transportation & Public Facilities, State of Alaska
Planning Area	Statewide
Year Published	2024 (Adopted)
ALASKA TRANSPORTATION ASSET MANAGEMENT PLAN (2022)	
Agency/Author	DOT&PF
Link/File Location	Asset Management, Statewide Design & Engineering Services, Transportation & Public Facilities, State of Alaska



Planning Area	Statewide
Year Published	2022
ALASKA MARINE HIGHWAY LONG-RANGE PLAN (2025)	
Agency/Author	DOT&PF
Link/File Location	AMHS 2045 Long-Range Plan
Planning Area	Alaska Marine Highway System Transportation Network
Year Published	2025 (Adopted)
ALASKA STATEWIDE AVIATION SYSTEM PLAN	
Agency/Author	DOT&PF
Link/File Location	Alaska Aviation System Plan - Documents
Planning Area	Statewide
Year Published	Continuous
ALASKA STATEWIDE ACTIVE TRANSPORTATION PLAN (2019)	
Agency/Author	DOT&PF
Link/File Location	Statewide Active Transportation Plan, Transportation & Public Facilities, State of Alaska
Planning Area	Statewide
Year Published	2019 (Adopted)
ALASKA STATE RAIL PLAN (2016)*	
Agency/Author	DOT&PF
Link/File Location	Alaska State Rail Plan, Transportation & Public Facilities, State of Alaska
Planning Area	Statewide
Year Published	2016 (Unadopted)
<i>Plans denoted with (*) are currently undergoing update or are programmed for update prior to 2027</i>	

Alaska Moves 2055: Statewide Long-Range Transportation Plan (Under Development)

The DOT&PF is actively updating their Statewide Long-Range Transportation Plan, Alaska LRTP 2055. The SEATP will be aligned and coordinated to the extent possible. Public engagement efforts for the LRTP Update include the collection of User Stories. User Stories relevant to Southeast Alaska will be used as an input to the development of the SEATP. Frequent coordination will make sure that the SEATP is aligned with the policy framework, vision, and goals of Alaska Moves 2055.





Alaska Moves 2050: Statewide Long-Range Transportation Plan Draft (2022)

The Draft 2050 LRTP was released for public comment in June 2022. The plan is an update of the 2036 LRTP and is founded on performance-based planning as a framework to support improved decision making, higher return on investments, better accountability, and transparency, and improve performance of the transportation system. The draft 2050 LRTP sets out the top three transportation priorities by region, and for Southeast these are:

- Mobility for all Alaskans
- Operation and Maintenance of the System
- Sustainable Funding

Future transportation challenges for Southeast include:

- Serving the 35 rural communities.
- Providing for how people get around, including using the water, road/highway, and air.
- Supporting facilities for the transportation of goods via water, air, and road/highway.
- Providing opportunities for economic prosperity, including tourism and fishing.

The Draft 2050 LRTP sets out a range of goals, policies, actions, and performance measures to guide future transportation investment and measure results. These were intended to guide future programming of funds for transportation investment in Alaska.

Vision Statement

The vision of the Alaska Moves 2050 Long-Range Transportation Plan is to ensure that Alaska's transportation system remains safe, resilient, equitable, and adaptable over the next 25 years, while supporting the economic vitality, mobility, and quality of life for all Alaskans.

More specifically, the plan envisions:

- A multimodal transportation network that connects communities across Alaska's vast and challenging geography.
- A system that is performance-based, using data to guide investments and measure progress.
- A transportation framework that is inclusive, reflecting the needs of urban, rural, and remote communities, including Alaska Native populations.
- A future-ready system that can adapt to climate change, technological advancements, and economic shifts.
- A collaborative approach involving state, federal, tribal, local, and private partners to ensure shared goals and efficient implementation.

Goals & Objectives

The plan is built around key goals such as:

- Safety
- Mobility and Access
- Economic Vitality
- State of Good Repair
- Resiliency





- Sustainability
- Strategic Partnerships
- Stewardship
- Innovation
- Performance-Based Management

Strategic Alignment

The draft Alaska Moves 2050 LRTP's alignment with the DOT&PF's Strategic Investment Area is included in Table 5.

Table 5: Alaska Moves 2050 Draft Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	The plan emphasizes safety as a priority and proposes increasing safety through continuously improving safety for all users across all modes and by implementing design standards and operational practices that reduce crashes and fatalities.
State of Good Repair	Plan for full lifecycle costs and prioritize funding to maintain infrastructure in optimal condition.
Sustainability	Promote clean equitable transportation systems and reduce environmental impacts and support long-term affordability.
Resiliency	Assess risks from climate change and natural disasters and invest in adaptive infrastructure and recovery strategies.
Economic Vitality	Invest in infrastructure that supports economic growth and reduce the cost of goods and services through efficient freight and passenger movement

Take-Aways for SEATP

The SEATP will align with the vision, goals, and objectives of the most recently adopted Statewide LRTP as a parent plan. Initial public involvement should communicate the specific information on Southeast Alaska found in the LRTP.

Alaska Moves 2036: Statewide Long-Range Transportation Policy Plan Update – Let's Keep Moving 2036 (2016)

The Alaska 2036 LRTP is the most recently adopted State LRTP. The 2036 LRTP operates under federal mandate 23 CFR 450.216 and serves as a document to guide DOT&PF through the year 2036 by establishing policies and investment priorities.

Policies, goals, and actions were determined by addressing trends for travel growth and demand, delivery and supply systems, existing public policy, public expectation, financial capacity, climate change, and extreme weather events.





Vision Statement

The Let's Keep Moving 2036 LRTP is guided by the Plan's Vision to provide a transportation system that enables a robust and growing economy and meets the mobility needs of the State's residents.

The Plan Vision, along with an assessment of the opportunities and risks that key trends pose to achieving this vision, were used to inform the development of policies and implementing actions to guide investments in and management of the transportation system.

Goals & Objectives

The goals of the 2036 LRTP are as follows:

- Manage the Alaska Transportation System using a performance-based measurement approach for federally funded surface transportation assets (based on federally required performance measures, focusing on safety, congestion and the condition of pavements and bridges).
- Prioritize investments in system preservation, modernization, and new construction based on their impact on our transportation system performance goals and cost-effectiveness.
- Proactively monitor trends and manage risks to transportation system performance.
- Monitor economic development activities and projects so that the resulting demands for transportation infrastructure investments can be addressed.
- Address increases in travel demand in urban areas through Metropolitan Planning Organization (MPO), corridor and area plans.
- Improve transportation system resiliency and add redundancy to address safety and security risks.
- Manage and operate the system to improve operational efficiency and reduce safety risk.
- Incorporate livability, community, and environmental concerns in our decisions.
- Provide transparency for the allocation of scarce resources and accountability for the performance of the transportation system through performance measurement and reporting.
- Plan priorities, programs, and projects are aligned to accomplish the goals and targets set for safety, pavement and bridge condition, congestion reduction, freight movement, economic vitality and reliability.
- Investment priorities:
 - Bridge and pavement projects that preserve the current road system with an emphasis on the Interstate and National Highway System
 - Modernizing the system to reduce risks to safety and reliability
 - Infrastructure improvements that enhance economic vitality
 - The Plan prioritizes new construction where there are benefits for the traveling public that are clearly documented and cost-effective. The Plan analysis expects such projects to be in the fastest growing parts of the State and requires collaboration between the State and local entities to plan and finance them.





Strategic Alignment

The Alaska Moves 2036 LRTP's alignment with the DOT&PF's Strategic Investment Area is included in Table 6.

Table 6: Alaska Moves 2036 Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Safety is a goal of the 2036 LRTP aiming to improve safety and reduce safety risks.
State of Good Repair	Risk-based analysis incorporates SOGR factors affecting system performance.
Sustainability	The plan prioritizes investments based on project sustainability.
Resiliency	Investments in resiliency are a policy component of the Safety and Security goal of the plan.
Economic Vitality	Economic vitality is a fundamental part of the vision of the 2036 LRTP.

Take-Aways for SEATP

The SEATP should align with the vision, goals, and objectives of the Statewide LRTP as a parent plan. Initial public involvement should communicate the specific information on Southeast Alaska found in the LRTP.

Statewide Freight Plan (2023)

The Alaska Moves 2050 Statewide Freight Plan (ASFP) focuses on moving people and goods safely and efficiently while aligning with federal, state, and local transportation priorities, using a performance-based planning approach to measure improvement effort impacts. Trends, challenges, and opportunities related to freight traffic were identified by evaluating safety, travel mode, travel pattern, climate, existing surface condition, and existing facilities data.

For Southeast Alaska the movement of goods takes place through waterways, aviation, and highways.

Vision Statement(s)

The Alaska Freight Plan supports the vision of the National Freight Strategic Plan to:

“strengthen our economic competitiveness with safe and reliable supply chains that efficiently and seamlessly connect producers, shippers, and consumers in domestic and foreign markets.”

Goals & Objectives

- Safety
 - Increase safety for all modes during the movement of freight.
- Mobility & Access
 - Move goods safely, reliably, and cost-effectively across Alaska.
- Economic Vitality
 - Facilitate economic growth and lower the cost of goods and services.
- State of Good Repair
 - Facilitate economic growth and lower the cost of goods and services.





- Resiliency
 - Have a freight network that can recover quickly from disruptions.
- Sustainability
 - Promote a sustainable, clean, equitable freight system.
- Strategic Partners
 - Collaborate with other levels of government, industry partners, and the public (Statewide Freight Advisory Committee, MPO's, DOT&PF Freight team).
- Stewardship
 - Address prevailing freight transportation challenges using the best and most cost-effective solutions to improve operational efficiencies and safety.
- Performance-Based Management
 - Have stable, flexible, and long-term funding sources.
 - Monitor and measure progress of decisions and investments using objective data.
- Transportation Innovation
 - Leverage innovations that benefit safety, efficient freight movement, and workforce needs.

Strategic Alignment

The Statewide Freight Plan's alignment with the DOT&PF's Strategic Investment Area is included in Table 7.

Table 7: Statewide Freight Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Safety is goal of the Alaska Freight Plan
State of Good Repair	One of Alaska's Freight System overarching goals is to keep freight assets in a state of good repair using the TAMP to establish lowest life cycle cost approach.

Take-Aways for SEATP

For Southeast Alaska goods movement takes place through waterways, aviation, and highways. Three (3) Statewide Multimodal Freight Network routes are in Southeast Alaska – Port of Haines, Haines Highway, and Klondike Highway. Also, two (2) Alaska Freight Plan project priorities are in Southeast Alaska.

Alaska Strategic Highway Safety Plan (2023-27)

The Alaska Strategic Highway Safety Plan (SHSP) is the statewide coordinated safety plan to reduce fatalities and serious injuries on all public roads in Alaska and is a requirement of the Highway Safety Improvement Program (HSIP). The five-year plan identifies traffic safety problems, priorities, and planned solutions.

The SHSP sets safety priorities for the Statewide LRTP, Statewide Transportation Improvement Program (STIP), HSIP, and Commercial Vehicle Safety Plan.

Vision Statement(s)

Towards zero deaths and serious injuries so all surface transportation users arrive safely at their destination with a mission to improve the safety of all surface transportation users throughout Alaska through effective and equitable solutions using a Safe System Approach.





Goals & Objectives

The plan is built on the Safe System Approach which emphasizes shared responsibility and redundancy in safety measures. The key goals include:

- Reduce Fatalities and Serious Injuries. Focus on preventing crashes and minimizing their severity when they occur.
- Promote Safe Road Users. Encourage responsible behavior among drivers, pedestrians, cyclists, and other users.
- Ensure Safe Vehicles. Support technologies and standards that enhance vehicle safety.
- Design Safe Roads. Implement engineering solutions that reduce crash risks and improve survivability.
- Maintain Safe Speeds. Align speed limits and enforcement with roadway design and user safety.
- Improve Post-Crash Care. Enhance emergency response and trauma care systems to reduce fatalities after crashes.

Strategic Alignment

The Alaska Strategic Highway Safety Plan's alignment with the DOT&PF's Strategic Investment Area is included in Table 8.

Table 8: Alaska Strategic Highway Safety Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Safety is the sole and primary focus of the SHSP.
State of Good Repair	Not Applicable
Sustainability	Not Applicable
Resiliency	Not Applicable
Economic Vitality	Not Applicable

Takeaways for SEATP

The SEATP should align with the vision, goals, and objectives of the SHSP.

The common theme relevant to the SEATP is the need for improved data collection procedures, including both motorized and non-motorized users, and review and revision of statewide policies. Overall, the SHSP does not provide specific steps for Southeast Alaska but does emphasize department-wide actions that would benefit all of Alaska.

Alaska Transportation Asset Management Plan (2022)

The Transportation Asset Management Plan (TAMP) provides a 10-year financial plan that provides the connection between the LRTP (20-year plan) and the STIP (4-year plan). The TAMP outlines the methodology DOT&PF will use to maintain the National Highway System (NHS) roads and bridges in a state of good repair by achieving national goals and state-set targets while managing risks in a financially responsible manner.





Vision Statement(s)

- Mission: “Transportation Asset Management (TAM) keeps Alaska moving through service and infrastructure by making good infrastructure cost less.”
- Vision: “TAM provides a long-term, systematic approach to cost-effectively sustain our infrastructure.”
- The TAMP supports DOT&PF’s wider vision of strengthening efficiency and effectiveness in planning, designing, constructing, operating and maintaining all transportation modes; enhancing transparency and accountability; and encouraging innovation and quality service.

Goals & Objectives

- Goal 1: Predictive Models to “Tell the Future” — Use performance metrics, risk management, historical data to predict future condition of assets.
- Goal 2: Wise Investment of Resources — Improve access to quality data for better planning across design, construction, operation, and maintenance of modes.
- Goal 3: A Long-term Comprehensive Network that Generates Actionable Information — Support internal/external communication, system integration of data, collaboration, and information for stakeholders and decision makers.
- Goal 4: Credibility—TAM will maximize the impact of every public dollar spent and will serve the needs of Alaskans through the National Performance Measures.
- Goal 5: Transparency—TAM will improve transparency by making information readily available and accessible for stakeholders and decision makers. TAM holds DOT&PF accountable through monitoring performance metrics and evaluating progress. TAM supports innovation through alternatives analysis and trade-off analysis.

Strategic Alignment

The Alaska TAMP’s alignment with the DOT&PF’s Strategic Investment Area is included in Table 9.

Table 9: Alaska Transportation Asset Management Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	The TAMP’s focus on preserving assets directly contributes to safety by making sure infrastructure is in a state of good repair and reduces risks associated with poor condition.
State of Good Repair	The plan is directly related to SOGR management
Sustainability	The plan supports efficient, long-term preservation of existing infrastructure and strategically directs funds toward performance and asset longevity.
Resiliency	Considers extreme weather in life-cycle planning
Economic Vitality	The plan’s focus on a data-driven approach to life-cycle management of infrastructure supports safe reliable transportation for residents, businesses and freight.

Takeaways for SEATP

For Southeast Alaska, the TAMP aligns closely with the region’s transportation needs. It supports sustainable infrastructure management across challenging terrain and dispersed communities, emphasizes lifecycle





planning and asset preservation, and reinforces multimodal integration, which is critical for ferry, road, port, and airport systems. By prioritizing efficiency, reliability, and cost-effectiveness, the TAMP framework helps guide strategic investments that maintain connectivity, enhance safety, and support the long-term viability of Southeast Alaska's transportation network.

Alaska Marine Highway Long-Range Plan (2025)

The long-range plan is a 20-year roadmap that provides a long-term vision for AMHS through 2045, including creating a decision-making framework for changes to service, fleet renewal, terminal infrastructure, workforce development, and financial sustainability. Effective operations of AMHS, including reliable, consistent service, is essential for the roadless coastal communities and businesses the ferry serves. Plan components are required under Alaska Statute (AS) 19.65.011.

The following specific purposes were outlined in the plan:

- Identify workforce development, fleet and terminal asset, operational efficiency, and technological strategies aimed at improving service levels and reliability.
- Create an investments roadmap to prioritize AMHS funding.
- Ensure AMHS' direction aligns with other transportation and economic development initiatives.
- Identify necessary investments for legislative consideration.
- Create a transparent document for the public.

Vision Statement(s)

The AMHS 2045 Plan envisions a thriving system that is maintainable, reliable, and provides connections to support the mobility of the residents, communities, and businesses of coastal Alaska.

Goals & Objectives

- Provide a service that is safe, reliable, and connects our communities.
- Modernize fleet and terminal assets to promote resiliency and standardization.
- Continue to build and support a reliable workforce.
- Promote financial efficiency and sustainability.

Strategic Alignment

The Alaska Marine Highway Long-Range Transportation Plan's alignment with the themes and strategies for the SEATP update is included in Table 10.





Table 10: Alaska Marine Highway Long-Range Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Emphasizes providing service that maintains existing safety culture and improves reliability. This includes expanding crew safety training.
State of Good Repair	Modernizing fleet to promote reliability and prioritizing planned and preventative maintenance.
Sustainability	Includes initiatives to explore more sustainable transportation options.
Resiliency	Prioritizes creating a more resilient transportation system by improving the fleet, service reliability, terminal condition, and finances.
Economic Vitality	Strengthening and growing workforce, as well as creating more efficient and sustainable financial operations, are a priority. Aim to reduce environmental impact in infrastructure design and construction.

Takeaways for SEATP

With the 2045 LRP, the AMHS now has a dedicated plan providing vessel, terminal, and service recommendations and strategies. The SEATP should align with these recommendations. If the SEATP planning process identifies additional recommendations, those should be coordinated with AMHS for consideration.

Southeast communities rely heavily on AMHS and expect reliable, consistent service. There is an effort underway to improve service reliability and operation of AMHS and to develop financial sustainability of the service. These improvements rely on:

- Improving terminal facilities and vessels
- Growing workforce and expanding training and growth opportunities
- Improving financial viability through actions such as fare raises or passive revenue generation.

Alaska Statewide Aviation System Plan

The primary purpose of the Alaska Statewide Aviation System Plan (AASP) is to study and analyze the performance and interaction of multiple airports to understand how to plan for future development and address essential issues. Due to such a large inventory of airports, over such a vast land area, DOT&PF maintains a continuous aviation system planning process. Phases typically last around five years, with Phase I occurring from 2008 through 2013 and Phase II from late 2013 to early 2019. Phase I laid the plan's foundation by developing the facility inventory and identifying issues and needs. Phase II focused on expansion of the website and creation of new inventory reporting tools to allow for more efficient analysis of the system.

Vision Statement(s)

No formal vision statement is provided. However, the plan sets a long-term vision for aviation in Alaska through a variety of objectives, such as existing conditions classification, goal and performance measure identification, future project prioritization, asset management, and aviation policy reviews. The guiding vision is to sustain and improve the quality of life throughout Alaska by ensuring safe, efficient, and resilient aviation system that meets the needs of communities, supports economic development, and integrates with other transportation modes.





Goals & Objectives

The primary focus of the AASP is to:

- Improve safety, efficiency and system performance.
- Enhance data accuracy, planning tools, and interagency coordination.
- Support economic vitality through strategic investment and policy development.

Strategic Alignment

The Alaska Statewide Aviation System Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 11.

Table 11: Alaska Statewide Aviation System Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Capital Improvement & Maintenance Program (CIMP) inspections identify safety deficiencies; Prioritize the expansion of weather reporting stations; Backcountry Airstrip preservation supports emergency access.
State of Good Repair	Pavement Condition Index (PCI) and Pavement Classification Number (PCN) reporting help guide pavement maintenance; Prioritizes visual aid, lighting, and snow removal.
Sustainability	Rates and Fees study supports financial viability and fair market assessment; Emphasis on maintaining existing infrastructure over expansion and self-sustaining international airports. Digital tools reduce duplication and improve resource allocation.
Resiliency	Enhanced data systems support long-term planning and adaptation; Regional plans address multimodal connectivity and remote access.
Economic Vitality	Aviation contributes \$3.8B to Alaska economy and supports over 35,000 jobs; Airport development supports tourism, healthcare, and commerce; Essential Air Service (EAS) & Bypass Mail Programs make sure that rural areas across the country maintain a minimum level of commercial air service, and that goods and supplies could be delivered to Alaska's communities efficiently and affordably.

Takeaways for SEATP

- Aviation is essential to Alaska's multimodal transportation system.
- Data-driven planning improves transparency and decision-making.
- Digital integration enhances efficiency and stakeholder collaboration.
- Performance measures and inspection guide strategic investment.
- Community engagement and regional planning are essential for equity and access.





Alaska Statewide Active Transportation Plan (2019)

The purposes of the 2019 Alaska Statewide Active Transportation Plan (ASATP) update are:

- To improve safety, increase accessibility, and promote healthy lifestyles in our communities.
- To develop a safer and more efficient active transportation network and infrastructure to encourage walking and bicycling.

The ASATP aims to provide Alaskans with access to equitable, accessible, and safer walking and bicycling opportunities as an integral part of daily life. The ASATP outlines federal, state, and local policy, design, and funding guidance to aid communities in their efforts to improve active transportation facilities and mode choice options throughout Alaska.

Public engagement and analysis of data was used to identify key goal areas, their associated objectives, and performance measures to improve active transportation facilities and access over the 20-year plan period. The ASATP also identifies trends within the state and outlines how active transportation can aid in the improvement of key transportation deficiencies and impacts, with a focus on quantifying the economic benefits of increased active transportation mode choice. The ASATP acts as a supporting policy to achieve the goals and vision outlined in the Alaska LRTP, specifically related to active transportation facility best practice, design, planning, safety, and maintenance. It is best practice for the ASATP to be incorporated into other state, regional, and local plans that address active transportation.

Vision Statement(s)

“People in Alaska will enjoy equitable, accessible, safer walking and bicycling opportunities as an integral part of daily life.”

Goals & Objectives

The ASATP outlines five broad goals with associated objectives to achieve the vision of equitable, accessible, and safer walking and bicycling opportunities.

- Safety
 - Reduce the number and severity of conflicts between people walking, bicycling, and driving.
 - Design the active transportation network, including roads, to enhance safety for non-motorized users using current state of the practice approaches.
 - Integrate design criteria that incorporate best practices into local, regional, and statewide design guidance documents and the Alaska Highway Preconstruction Manual (HPM).
 - Consider provisions for safer active transportation on roadway segments that are being reconstructed or rehabilitated (except for curb-to-curb mill and pave projects).
 - Improve facilities and wayfinding throughout Alaska to encourage walking and bicycling as transportation modes.
 - Streamline and improve pedestrian and bicycle data collection efforts across Alaska.
 - Review statewide laws to improve safety for active transportation on the road network.
- Health
 - Collaborate with health care and community service organizations to increase physical activity by providing active transportation options.
 - Support education and encouragement programs that promote active travel





- Maintenance/ System Preservation
 - Provide safer and more convenient active transportation accommodations provisions during construction activities.
 - Encourage coordination between transportation organizations to improve maintenance, including winter snow removal on active transportation facilities.
 - Encourage maintenance consideration of facility in the design of active transportation facilities, recognizing the limited availability of funds to support ongoing maintenance activities.
 - Encourage expansion of “Adopt a Trail” and “Adopt a Road” initiatives in all communities and with the private sector to support the maintenance of all active transportation facilities.
- Connectivity
 - Identify and address gaps in the non-motorized transportation network, including where facilities need repair to facilitate a connection or for access.
 - Encourage the use of technology to enhance connectivity and wayfinding.
 - Support education, encouragement, and enforcement initiatives.
 - Identify and encourage multi-modal transportation opportunities.
 - Establish and identify active transportation connections to and through public lands.
- Economic Development
 - Encourage facilities for active transportation users on private and public premises.
 - Establish comfortable and safer active transportation connection to activity centers.
 - Increase awareness of Alaska’s active transportation network.
 - Create transportation systems that encourage natural movement for daily activities and encourage active transportation, in conjunction with broader community and infrastructure planning and development.

Strategic Alignment

The ASATP’s alignment with the DOT&PF’s Strategic Investment Areas is included in Table 12.

Table 12: Alaska Statewide Active Transportation Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Safety is part of the vision of active transportation in Alaska and is a primary goal with specific objectives.
State of Good Repair	The Plan identifies maintenance as a goal and acknowledges the limited resources available for active transportation infrastructure maintenance.
Sustainability	The plan suggests innovative financing solutions for active transportation infrastructure, maintenance and development.
Resiliency	Active transportation facilities and infrastructure can support a modal shift, which will help improve greenhouse gas emissions and contribute to reducing reliance on fossil fuels.
Economic Vitality	The Plan identifies economic development as a goal, and the role active transportation can play in bolstering tourism and access to employment.





Takeaways for SEATP

The ASATP is consistent with themes identified in local comprehensive plans. Communities are looking for more opportunities to travel safely by walking and biking. The SEATP should address active transportation on DOT&PF assets in Southeast Alaska.

Alaska State Rail Plan (2016)

The ASRP identifies both passenger and freight rail opportunities for proposed investments and future studies. The purpose of the plan is to establish a vision for the passenger and freight rail system that considers a wide variety of users and defines DOT&PF's role in supporting rail transportation. The plan provides the vision, a description of its development, and a program of improvements to achieve the future rail transportation vision.

It should be noted that management and operations of Alaska railroads are the responsibility of ARRC, a state-owned corporation, established by the Alaska Railroad Corporation Act of 1984. To date, this plan has not been adopted or finalized.

Vision Statement(s)

"The State of Alaska will use rail to foster growth and trade, build prosperity, connect and support communities, and provide safe and efficient freight and passenger services coordinated with other transportation modes, regionally and internationally."

Goals & Objectives

- Goal 1: Promote Economic Development in Alaska
 - Objectives: support rail extensions to new locations, corridor development, rail improvements, and Alaska Liquefied Natural Gas (LNG) projects.
- Goal 2: Enhance Safety
 - Objectives: Implement Positive Train Control (PTC) and separate at-grade crossings.
- Goal 3: Encourage Partnership and Collaboration
 - Participate in the development of and harmonize with state and local policies and plans. Ensure consideration of rail mode for transportation planning and projects. Continue to participate in Department of Defense's Strategic Rail Corridor Network.
- Goal 4: Support Improvements to System Preservation, Efficiency, and Capacity
 - Support facility improvements and relocations that increase capacity and efficiency. Address deferred maintenance, maintain a state of good repair, and preserve rights-of-way.
- Goal 5: Improve Connectivity of the Transportation System
 - Support interconnectivity efforts and commuter rail service.
- Goal 6: Enhance Quality of Life and Environmental Sustainability
 - Reduce rail noise, improve wildlife crossings and fish passage, and consider potential for rail to reduce emissions.
- Goal 7: Address Community Issues that Arise from Urban Development around Railroads
 - Separate at-grade crossings and consider and support community-based rail plans.
- Goal 8: Establish a Recurring Public Capital Investment Program
 - Fund rail-related projects and consider public-private partnerships. Establish a rail capital investment program.





Strategic Alignment

The Alaska State Rail Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 13.

Table 13: Alaska State Rail Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Emphasizes safety improvements such as PTC and separating at-grade crossings.
State of Good Repair	Address deferred maintenance and maintain state of good repair; make improvements that can support increased capacity.
Sustainability	Consider rail as a more sustainable mode with less emissions.
Resiliency	Improve interconnectivity and maintain system ability to support capacity.
Economic Vitality	Consider how rail can support tourism, resource development, freight, and passenger transport.

Takeaways for SEATP

Southeast rail includes the White Pass & Yukon Route Railroad (WP&YR), which operates as a seasonal tourist route. Much of the service originates from Skagway cruise ship traffic. The route does not offer freight service but did in the past, and there has been interest in reviving it due to Yukon's growing mining industry. This would further support one of the plan's overarching goals to use rail to access and support resource development.

Relevant Community Plans

Southeast Alaska includes over 35 communities and 18 federally recognized tribes. To better understand the issues and needs in these communities, plans for eight communities were reviewed.

Common themes include the need for connectivity, reliability, multimodal integration, sustainability, local mobility, economic vitality, safety, and public involvement. Most community plans referenced the need to lower freight costs, the need for AMHS reliability, an emphasis on maintaining and improving existing infrastructure, and incorporating more non-motorized infrastructure within communities.

The relevant community plans reviewed during the creation of this document is included in Table 14 below.



Table 14: Relevant Community Plans

CITY AND BOROUGH OF JUNEAU COMPREHENSIVE PLAN (2013)	
Agency/Author	City and Borough of Juneau
Link/File Location	CDD – Comprehensive Plan 2013 – City and Borough of Juneau
Planning Area	City and Borough of Juneau
Year Published	2013
2035 HAINES BOROUGH COMPREHENSIVE PLAN (2024)	
Agency/Author	Haines Borough
Link/File Location	Comprehensive Plan Haines Borough AK
Planning Area	Haines, Alaska
Year Published	2024
CITY AND BOROUGH OF YAKUTAT COMPREHENSIVE PLAN (2023)	
Agency/Author	City and Borough of Yakutat
Link/File Location	2023 Comprehensive Plan Update Yakutat AK
Planning Area	Yakutat, Alaska
Year Published	2023
PETERSBURG BOROUGH COMPREHENSIVE PLAN (2016)	
Agency/Author	Petersburg Borough
Link/File Location	Comprehensive Plan & Other Planning Documents Petersburg Alaska
Planning Area	Petersburg, Alaska
Year Published	2016
CITY AND BOROUGH OF WRANGELL COMPREHENSIVE PLAN (2010)	
Agency/Author	City and Borough of Wrangell
Link/File Location	Comprehensive Plan Wrangell Alaska
Planning Area	Wrangell, Alaska
Year Published	2010
KETCHIKAN GATEWAY BOROUGH COMPREHENSIVE PLAN (2009)	
Agency/Author	Ketchikan Gateway Borough
Link/File Location	Ketchikan Gateway Borough, AK - Official Website
Planning Area	Ketchikan, Alaska
Year Published	2009
SKAGWAY 2030 COMPREHENSIVE PLAN (2020)	
Agency/Author	Municipality of Skagway
Link/File Location	Resources Skagway, AK



Planning Area	Skagway, Alaska
Year Published	2020
SITKA 2030 COMPREHENSIVE PLAN (2018)	
Agency/Author	City & Borough of Sitka
Link/File Location	The City & Borough of Sitka Alaska - Planning & Community Development
Planning Area	Sitka, Alaska
Year Published	2018
CENTRAL COUNCIL OF TLINGIT AND HIDA LONG-RANGE TRANSPORTATION PLAN	
Agency/Author	Central Council of Tlingit and Haida
Link/File Location	Tribal Transportation - Tlingit & Haida
Planning Area	Juneau Service Area
Year Published	2022

City and Borough of Juneau Comprehensive Plan (2013)

The City and Borough of Juneau (CBJ), the largest community in Southeast Alaska and the state capital, guides its comprehensive planning around key principles that prioritize the safety and well-being of residents, quality education, and a strong, diverse economy. The plan emphasizes the protection of natural resources, the provision of affordable housing, and effective mobility, while fostering active public involvement to make sure community needs and values are reflected in future development and decision-making.

Vision Statement(s)

The CBJ is a vibrant State Capital that values the diversity and quality of its natural and built environments, creates a safe and satisfying quality of life for its diverse population, provides quality education and employment for its workers, encourages resident participation in community decisions and provides an environment to foster state-wide leadership.

Goals & Objectives

The Plan is organized by topic with guiding policies supported by standard operating procedures and implementing actions. For further detail refer to the plan link above.

The CBJ Comprehensive Plan places an emphasis on transit-oriented development, with denser, mixed land uses. The plan also supports aviation safety and promotion of the marine transport system for cargo, passengers, commercial fishing and recreation emphasizing the CBJ as a regional transportation center. The plan specifically supports the Juneau Access project, the Lynn Canal Highway, supports the operation and improvement of the AMHS, specifically to support access to the Capital City. The primary focus of the AMHS in the CBJ Comprehensive Plan is access to the AMHS ferry terminal in Auke Bay which is not served by public transit.





Notable policies from the CBJ Comprehensive Plan relevant to the development of the SEATP include:

- Sustainability
 - Policy 2.3. To develop and use sustainability indicators to measure Juneau's progress toward becoming a more sustainable community.
- Community Form
 - Policy 3.2. To promote compact urban development within the designated urban service area to ensure efficient utilization of land resources and to facilitate cost-effective provision of community services and facilities while balancing protection of natural resources, fish and wildlife habitat and scenic corridors.
 - Policy 3.4. To encourage and facilitate the development of new growth areas in suitable locations in the remote areas of the borough in order to accommodate master planned, self-contained urban-level development opportunities outside the urban service area.
- Economic Development
 - Policy 5.2. Through a cooperative effort with the State of Alaska, to plan for and support development of an attractive setting, facilities, and other services to enhance the State Capital and to strive to provide an atmosphere conducive to good leadership in the state, accessible to and supportive of all people of the State of Alaska.
 - Policy 5.4. To encourage and support regional economic development in other cities and locations in southeast Alaska to create a local environment of services and offerings attractive to commerce originating from outside the CBJ, and to actively participate in development and implementation of regional sustainable development goals.
 - Policy 5.6. To encourage tourism, conventions, and other visitor-related activities through the development of appropriate facilities and services, while protecting Juneau's natural, cultural and economic attractions for local residents and visitors alike, and to participate in the accommodation of the future growth of tourism in a manner that addresses both community and industry concerns.
 - Policy 5.9. To facilitate availability of sufficient and suitable water-based facilities and associated land-based acreage to support water-dependent uses, and to work closely with the public and private sectors to facilitate sustainable marine commerce, commercial fishing, seafood processing, recreation, public access to the shoreline, and enjoyment of the waterfront through development of well-designed port facilities.
 - Policy 5.13. To support the extraction and processing of mineral resources in an environmentally-sound manner, giving proper recognition to the unique values of this community.
 - Policy 5.14. To support the development and expansion of the seafood industry and of services and facilities that benefit commercial fishing activity and to attract and retain harvesters, processors, and sustainable aquaculture activities in Juneau.
 - Policy 5.15 to take advantage of Juneau's favorable electrical energy assets to add quality job opportunities.
- Energy
 - Policy 6.2. To support the development of renewable energy resources in Juneau and in the southeast Alaska region.
 - Policy 6.3. To support the development of a Southeast Alaska intertie.
 - Policy 6.5. To incorporate technologies and operating practices that will promote efficient and cost-effective energy use into all of its new and existing buildings and energy-using projects.
 - Policy 6.6. To maximize the ratio of local, renewable-source energy to imported fossil-source energy in Juneau's internal energy economy.





- Natural Resources & Hazards
 - Policy 7.1. To protect the region's scenic, environmental, and economically-valuable natural resources from the adverse impacts of urban development. Development shall be controlled carefully and, if necessary, prohibited in naturally hazardous and ecologically-productive or sensitive areas.
 - Policy 7.5. To protect high-value wetlands from adverse effects of development through land use management and to sponsor or participate in efforts to enhance or restore the environmental values of wetlands in the borough.
 - Policy 7.7. To protect, maintain and improve surface water, groundwater and marine water quality in its jurisdiction so that all waters are in compliance with federal and state water quality standards and continue to allow aquatic life to thrive.
 - Policy 7.16. To conserve known gravel deposits and to protect them from conflicting land uses.
 - Policy 7.17. To minimize the threat to human safety and development posed by landslides (mass wasting) and avalanches.
 - Policy 7.18. To prohibit residential, commercial, and industrial development in floodways, to regulate development in floodplains, and to maintain a program of education, assistance, and information in order to maintain eligibility for the national flood insurance program for the benefit of local property owners and the lending industry.
- Transportation
 - Policy 8.1. To promote and support aviation safety; to develop and maintain airport facilities meeting the aviation transportation needs for Juneau, its residents, visitors and commerce; and to work with the public and private sectors to facilitate commerce, economic development, and access to Alaska's capital city.
 - Policy 8.3. To promote and facilitate marine transport systems and to provide facilities to transport cargo, vehicles, and passenger transportation, commercial fishing industries, and recreational water travel.
 - Policy 8.4. To support the improvement of transportation facilities and systems that reinforce Juneau's role as the capital city of Alaska and a regional transportation and service center.
 - Policy 8.5. To promote a balanced, well-integrated local multi-modal surface transportation system that provides safe, convenient and energy-efficient access and transport for people and commodities.
 - Policy 8.6. To promote and facilitate transportation alternatives to private vehicles as a means of reducing traffic congestion, air pollution and the consumption of fossil fuels, and to provide safe and healthy means of transportation to all people.
 - Policy 8.7. To encourage the transportation of Juneau residents, visitors, freight and mail by renewable energy sources on both private and public transportation.
 - Policy 8.8. To respond to the special transportation needs of each subarea of the CBJ and to integrate them into a borough-wide comprehensive transportation plan. This system should seek to reduce the consumption of fossil fuels by facilitating efficient routes of travel, convenient and rapid transit, and safe motorized- and non-motorized travelways.
- Parks & Recreation Trails and Natural Area Resources
 - Policy 9.2. To develop and maintain an interconnected non-motorized trail system that is complementary with, and may be contiguous with, un-fragmented fish and wildlife corridors along anadromous fish streams within the roaded area that provides fish and wildlife and human access to the sea from the uplands.



- Land Use
 - Policy 10.1. To facilitate availability of sufficient land with adequate public facilities and services for a range of housing types and densities to enable the public and private sectors to provide affordable housing opportunities for all Juneau residents.
 - Policy 10.3. To facilitate residential developments of various types and densities that are appropriately located in relation to site conditions, surrounding land uses, and capacity of public facilities and transportation systems.
 - Policy 10.8. To encourage and strengthen Juneau's position as a regional trade center for southeast communities.
 - Policy 10.9. To encourage and strengthen Juneau's position as an international visitor destination by protecting the resources and assets that make it attractive to visitors, including its natural environment, scenic beauty, cultural diversity, historic resources and diversity of activities and experiences. Visitor destinations should convey authentic Juneau wilderness, recreation, history and cultural arts experiences while protecting those resources from overuse and depletion.
 - Policy 10.10 to encourage small-scale neighborhood convenience commercial uses in appropriate areas in new neighborhoods and with appropriate operating measures within existing neighborhoods.
 - Policy 10.11. To facilitate the careful development of economically-valuable natural resources while avoiding, minimizing, and/or mitigating adverse environmental and/or economic impacts to other local or regional business sectors.
 - Policy 10.12. To designate and reserve waterfront land with adequate services and in appropriate locations for water-dependent recreation, public access and commercial/industrial activities while protecting important fish and wildlife habitat and other coastal resources.
 - Policy 10.13. To provide for and encourage mixed use development that integrates residential, retail and office use in downtown areas, shopping centers, along transit corridors, and in other suitable areas.
 - Policy 10.14.to reserve sufficient lands to support the development of public facilities that are anticipated to be needed by the community in the foreseeable future, including rights-of-way, school sites, parks, stream corridors, and other public facilities.
 - Policy 10.15. To reserve sufficient lands and facilities to support the state capital functions in downtown Juneau, including the provision of adequate transportation, housing, commerce, communications services, cultural and entertainment activities and other support services.
- Public & Private Utilities and Facilities
 - Policy 12.1. To plan for the timely and efficient provision of an appropriate level of public facilities and services in all developed and developing areas within the urban service area.
 - Policy 12.3. To encourage the provision of an adequate supply of hydroelectric energy and other renewable source electrical generating facilities to provide for the continued growth and development of the community.
 - Policy 12.9. To require improvements to rights-of-way to meet minimum standards for public safety and maintenance, and to ensure that existing rights-of-way are maintained and protected from encroachment so as to facilitate their use in providing access and the provision of urban services.
 - Policy 12.10. To manage on-street parking resources as an integral part of the roadway system that must be considered in the context of transportation, access, safety, and the maximum benefit to the community.





- Community Development
 - Policy 17.1. To coordinate development activities of the private and public sectors for projects that are consistent with the comprehensive plan and meet important public needs.

Strategic Alignment

The City and Borough of Juneau Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 15.

Table 15: City and Borough of Juneau Comprehensive Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	The plan repeatedly calls for safe bicycle and pedestrian routes. The plan emphasizes investments in and promotion of safe transit.
State of Good Repair	The plan highlights the importance of snow removal and snow removal storage options. Snow removal should be considered during design.
Sustainability	The plan calls for investments and promotion of transportation fueled by renewable energy sources.
Resiliency	The plan calls for investments and promotion of transportation fueled by renewable energy sources.
Economic Vitality	The plan emphasizes the role of CBJ as the capital city and regional transportation and service hub. One of the plan's goals is to promote a diverse economy

Takeaways for SEATP

The SEATP should consider CBJ's transportation-related goals and objectives and how the SEATP may align with or promote these efforts.

The CBJ is actively updating their comprehensive plan. The DOT&PF and the SEATP planning team should engage the CBJ Comprehensive Plan project team to make sure the CBJ's updated vision is considered during the development of the updated SEATP Vision. The CBJ's importance as a regional transportation hub and Capital City will play a pivotal role in development of the SEATP.

2035 Haines Borough Comprehensive Plan (2024)

Haines borough's comprehensive plan will guide decisions and initiatives regarding land use and the environment, transportation, utilities, economic development, housing, quality of life, and borough governance. The plan is intended to provide recommendations that enhance the quality of life for Haines residents while preserving existing resources valued by them. The plan also provides priorities for funding requests to the state and federal government.

Vision Statement

The Haines Borough Comprehensive Plan vision encompasses uniquely diverse economy; abundant outdoor opportunities; beautiful landscapes and healthy ecosystems; engaged community; entrepreneurial spirit; and cultural heritage. The Transportation section of the plan is guided by the following themes: Reliability, Affordability, Diverse Transportation Options, Connectivity, and Access to Public Lands.





Goals & Objectives

- Land Use & Environmental
 - Collaborate with Tribal and public partners.
 - Manage natural resources to ensure economic diversity and environmental health.
 - Proactively address community development.
 - Align zoning code with land use goals.
- Transportation
 - Provide and maintain a safe, reliable, and affordable transportation network to move people and goods to, from, and within, Haines Borough.
 - Create a continuous non-motorized transportation route from Chilkoot Lake through downtown and to the airport. Explore opportunities to expand routes to other destinations.
 - Leverage Haines' unique position as a deep-water port to support tourism, transportation, and other economic opportunities.
 - Expand and provide additional public transportation options.
 - Improve access to and within public lands, including upgrades to existing failing facilities.
- Utilities
 - Manage and/or support utilities to be reliable and affordable without adversely impacting environmental quality.
 - Align utility infrastructure investments with Housing, Transportation, and Economic Development goals and strategies.
 - Ensure all utilities are properly maintained and in compliance with health, safety, and environmental regulations.
- Housing
 - Increase the supply of attainable, quality, accessible housing that addresses the needs of all residents.
 - Make Haines property more appealing to private residential developers and housing stock more attainable for homebuyers.
- Economic Development
 - Sustain and foster Haines' economic resilience and diverse economic base.
 - Pursue moderate economic growth while preserving natural resources and characteristics that residents value.
 - Develop the Haines workforce.
- Quality of Life
 - Create a community in which each and every member has the ability to meet their basic physical, economic, and social needs, and has the opportunity to enhance their quality of life.
- Borough Management
 - Create and support a more effective and efficient borough government and educated, engaged citizenry.

Strategic Alignment

The Haines Borough Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 16.



Table 16: Haines Borough Comprehensive Plan Thematic and Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Identifies need for road, sidewalk, and trail safety improvements, as well as upgrades to failing or undersized transportation infrastructure.
State of Good Repair	Focus on updating infrastructure in poor condition, especially maintaining and improving port and harbor facilities.
Sustainability	More generally, preserving existing resources and prioritizing “beautiful landscapes and healthy ecosystems” is part of the vision of the plan.
Resiliency	Addresses resiliency through the lens of improving system reliability/minimizing interruptions in operations and updating infrastructure in poor condition or facilities that are undersized.
Economic Vitality	Seeks improvements that promote better flow for visitors (and locals); leverage Haine’s deep water port for economic opportunities.

Takeaways for SEATP

- The Plan supports efforts to maintain AMHS service affordability and improve system reliability. AMHS system reliability and affordability are especially important to the community as costs for passenger air and air mail and freight services have increased.
- The community identified improvements to Lutak Dock as important to maintaining affordability of passenger and cargo transportation services.

City and Borough of Yakutat Comprehensive Plan (2023)

The City and Borough of Yakutat (CBY) comprehensive plan provides a long-term vision that will guide decision-making in the community. Specific purposes identified in the plan include creating a visioning document; guiding land use decisions, zoning codes, and infrastructure development; identifying and prioritizing new infrastructure development; aiding in budget and program development; and provide direction for leaders to make good decisions.

Vision Statement

“Yakutat is a place where: A self-reliant village is at the heart of a vast and dynamic territory (with economic and community activities that expand beyond depending on the season); Community interconnectedness, wellbeing, and social harmony are fostered; Families and individuals are thriving, happy, healthy, safe, and connected across generations; An abundance of resources and recreational opportunities feed the bodies and spirits of residents; Diverse employment and business opportunities that align with community values flourish; All residents have access to high-quality and affordable services, long-term housing, and amenities; Integration of technology and infrastructure is in balance with nature to sustainably meet the needs of residents and the economy; Residents, visitors, businesses, and agencies are active and responsible stewards of the land, water, and community; Rich cultural heritage underpins community values, and residents achieve goals and address challenges with a strong sense of unity and civic engagement; Deliberate planning balances the community, economy, and environment; and, Effective and respectful partnerships and communication aid in the attainment of community-wide priorities.”





Goals & Objectives

The CBY Comprehensive Plan prioritizes Community Connectedness, environmental stewardship, economic opportunity, and sustainable land use and infrastructure investment. The plan emphasizes a need for regional connectedness and the importance for Yakutat to become an AMHS port of call.

Strategic Alignment

The City and Borough of Yakutat Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 17.

Table 17: City and Borough of Yakutat Comprehensive Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Plan notes that planning for new transportation facilities should aid in improving public safety.
State of Good Repair	Managing facilities responsibly and making sure facilities/ infrastructure receive sufficient planning, funding, and maintenance.
Sustainability	Developing a climate adaptation plan and encouraging sustainable and energy-efficient construction.
Resiliency	Building resiliency against natural hazards, including for at-risk transportation infrastructure.
Economic Vitality	The goal for Infrastructure and Amenities notes that infrastructure investments have the potential to generate economic growth for the community. Consistent barge and ferry service is identified as a need in the Economic Stability and Opportunity theme, which could be supported by transportation initiatives.

Takeaways for SEATP

- The Plan noted the importance of reliable transportation options to the community, including retaining twice-daily air service from Alaska Airlines. Additionally, the plan stresses the need for Yakutat to return as a port of call for AMHS to provide the community with affordable means of transportation for people and goods.
- The Plan notes that solutions that reduce freight transportation costs are needed.
- The Plan is focused on improving regional transportation connections, which includes working in partnership with the state in making improvements to the airport and other transportation facilities.

Petersburg Borough Comprehensive Plan (2016)

The 20-year comprehensive plan is a guiding document that intends to do the following:

- Inform and guide planning, funding, development efforts – as well as future leaders.
- Identify community needs, goals, and priorities – as well as the role of the Petersburg Borough.
- Deepen insight into area business and available resources.
- Guide harbor and waterfront planning efforts.
- Document community priorities.
- Provide a framework for plan implementation, updates, amendments, and updates.





The SEATP should consider Petersburg's transportation-related goals and objectives and how the SEATP may align with or promote these efforts.

Vision Statement

"The Comprehensive Plan Update gives Petersburg Borough residents, businesses, organizations, and landowners a tool to set a shared course for the future that is based on a thorough review and honest look at the Borough's challenges and opportunities. The Plan provides a framework to guide future decisions on land use, economic development and other key community development topics; the broad goal – provide today and future generations of Borough residents the same chances for a good life and ways to make a living that have been enjoyed by older generations. The development and effective implementation of a comprehensive plan is an essential role of the Petersburg Borough."

Goals & Objectives

- Provide efficient and responsive government that supports the health, safety and welfare of the Borough and its residents, while preserving maximum personal freedom and self-responsibility.
- Work towards an increasingly self-supporting and financially efficient Borough government with reduced dependency on state and federal funding.
- Encourage and guide growth to make Petersburg town and Borough an increasingly dynamic, successful and attractive place to live, work, invest and visit.
- Support Development. Actively work to reduce barriers to private development.
- Encourage and Guide Growth. Create an improved, Borough-wide system of land use tools to help carry out goals and strategies in this chapter and the Plan as a whole.
- Environment. Maintain the overall quality of the Petersburg Borough natural environment; protect "environmental services" like watersheds and drainage ways as well as preserving the aesthetic beauty of the community.
- Provide efficient, high quality and cost-effective public services and facilities to meet the needs of existing and future residents.
- Work with regional partners to ensure an affordable, reliable energy supply for the Borough.
- Provide Quality Infrastructure. Provide adequate local infrastructure to meet existing and future needs.
- Maintain and improve the diverse transportation systems that meet the needs of the Borough, link the Borough to the outside world, and promote a growing economy including commercial fish processing, tourism and other economic activities.
- Maintain and improve the existing road system, within the means of public finances.
- Access and Connections. Work creatively with the State of Alaska and private businesses that provide essential linkages for residents, visitors and freight moving in and out of the Borough.
- Seamless Sidewalks and Trails. Make Petersburg a safe, enjoyable place to walk, hike or bike; take steps so many people can live or visit Petersburg and get around conveniently without a car, all through the year.
- Support cultural and recreational opportunities and tourism attractions that benefit both residents and visitors.
- Strive to increase the diversity and size of Petersburg's job base and sustain the Borough population.
- Support and expand established economic sectors.
- Support new and emerging industries.





- Ensure education, housing and continued quality of life amenities to retain and attract a quality workforce.

Strategic Alignment

The Petersburg Borough Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 18.

Table 18: Petersburg Borough Comprehensive Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Improving safe non-motorized transportation and connectivity is an identified goal in the plan.
State of Good Repair	Actions include maintaining infrastructure and prioritizing improvements to existing systems. One goal is focused entirely on providing quality infrastructure that can meet existing and future demands.
Sustainability	Protecting environmental quality, such as inventorying vulnerable environmental assets and protecting environmental services, is a goal (Land Use and Environment) when considering overall infrastructure development.
Resiliency	Resiliency is addressed in terms of the community's ability to withstand changes to service changes/interruptions as well as create a more self-sustaining economy and community that can reduce dependency on state or federal government funding.
Economic Vitality	The plan discusses the value of its transportation facilities in promoting economic development through effective freight, cargo, and passenger transportation services. Additionally, the plan seeks to work with the state and businesses to create improved transportation access and connections that promote economic opportunities, such as commercial fishing, tourism, and recreation.

Takeaways for SEATP

The community seeks to build economic resiliency/self-sufficiency with the understanding that state and federal transportation funding is vulnerable to disruptions; however, subsidies for daily scheduled commercial airline service and AMHS service are critical to the community. The plan stresses the importance of communities in the region working together to support continued funding for AMHS, while also remaining open to strategies that could reduce the ferry's operational costs and pursuing other potential ferry systems. There have been multiple efforts to create an alternative ferry service to AMHS that provides cost-effective, reliable transportation between Mitkof Island, Wrangell, and Prince of Wales Island, with connections between Thorne Bay and Ketchikan. This includes the Inter- Island Ferry Authority and North End Ferry Authority.





City and Borough of Wrangell Comprehensive Plan (2010)

The Plan provides a long-term vision that will guide decision-making in the community. The purpose of the Plan is to guide growth through 2030. Topics covered are quality of life, municipal government, economic development, transportation, land use, public works and utilities, public safety, and public services. The SEATP should consider Wrangell's transportation-related goals and objectives and how the SEATP may align with or promote these efforts.

Vision Statement

None listed.

Goals & Objectives

The Wrangell Comprehensive Plan establishes broad goals to set overall direction and policies aimed at achieving the desired future of the community.

- Maintain high quality of life
- Maintain balanced municipal budget
- Promote economic development
- Provide a safe, convenient, and reliable transportation network to move goods and people
- Continue to improve land and sea-based aviation facilities.
- Maintain ferry access to and from Wrangell.
- Provide harbor, dock and launch facilities that attract and support commercial and private vessels and provide convenient public access to the ocean.
- Encourage and support development of a road ferry bridge network to connect central Southeast Alaska to the continental road system.
- Provide year-round maintenance for roads and sidewalks, recognizing that the appropriate maintenance level will vary depending on traffic volume.

Strategic Alignment

The City and Borough of Wrangell Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 19.

Table 19: City and Borough of Wrangell Comprehensive Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	The plan generally emphasizes public safety related to transportation.
State of Good Repair	No Alignment Identified
Sustainability	No Alignment Identified
Resiliency	No Alignment Identified
Economic Vitality	The plan emphasizes maintaining local employment and promoting existing business.





Takeaways for SEATP

The City & Borough of Wrangell Comprehensive Plan supports the development of a road between Wrangell and Ketchikan. A connection between Ketchikan and the Canadian border is outlined in the most recent SEATP. Surface connections in Southeast Alaska should be revisited during the development of the SEATP Vision.

Wrangell's airport is subject to the EAS Program Agreement. This agreement subsidizes the twice daily jet service in Wrangell. This program is established by Congress and overseen by United States Department of Transportation (USDOT).

Ketchikan Gateway Borough Comprehensive Plan (2009)

The Ketchikan Gateway Borough (KGB) Comprehensive Plan establishes public policy for enhancing the quality of life in the KGB and it provides a means for the community to direct growth and change in a consistent, fair, and orderly manner. The plan represents a long-range and coordinated view of the future that balances the short-term nature of many of our community development decisions.

Vision Statement

"To achieve a healthy, safe, attractive, growing and viable community for present and future generations."

Goals & Objectives

- Future Land Use
 - Provide future growth that enhances the quality of life, ensures the health and safety of Borough residents and visitors, and protects valuable natural resources.
 - Direct future growth to lands.
 - Encourage efforts that designate, protect, and preserve its historic and cultural resources.
 - Provide economic and housing opportunities for residents without compromising the biodiversity of the natural environment and the continued ability of the natural and man-made systems to sustain livable communities in the Ketchikan Gateway Borough for future generations.
- Conservation and Coastal Management
 - Maintain, and enhance the existing quality of its estuaries, nearshore waters and associated marine resources.
 - Protect the health and integrity of living marine resources and marine habitat and fisheries, and where these resources should be enhanced.
 - Prioritize shoreline land uses and establish criteria for shoreline development in order to preserve and enhance coastal resources and to ensure the continued economic viability of the Borough in accordance with the Coastal Management Plan.
- Traffic Circulation
 - Encourage the safe, convenient, and efficient motorized and non-motorized transportation system for the movement of people and goods.
- Housing
 - Adopt programs and policies to facilitate access by all current and future residents to adequate and affordable housing that is healthy, safe, and structurally sound, and that meets the needs of the population base provided by diversity in the type, durability characteristics, unit size and individual preferences.



- Potable Water
 - Provide a safe, high quality and adequate supply, treatment, distribution, and conservation of potable water to meet the needs of present and future residents.
- Solid Waste
 - Provide adequate collection, disposal and resource recovery of solid waste in a responsible and economically feasible manner to meet the needs of present and future borough residents.
- Sanitary Sewer
 - Provide adequate, economically sound collection, treatment, and disposal of sewage.
- Drainage
 - Protects real and personal properties and promote and protect ground and nearshore water quality.
- Recreation
 - Provide recreational opportunities adequate to serve the present and future population of the Borough, including permanent residents and visitors.
- Intergovernmental Coordination
 - Promote and encourage intergovernmental coordination in order to anticipate and resolve present and future concerns and conflicts affecting the region.
 - Increase involvement by the citizens of the Borough and government related entities that operate within the borough in the comprehensive planning and growth management process.

Strategic Alignment

The Ketchikan Gateway Borough Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 20.

Table 20: Ketchikan Gateway Borough Comprehensive Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Public Access and ADA-Compliant recreational facilities
State of Good Repair	Maintenance of roads, water, sewer, and recreational infrastructure
Sustainability	Coastal and marine habitat protection; recycling and waste reduction goals; Support for aquaculture, eco-tourism, and alternative energy
Resiliency	Neighborhood Plans to guide growth and preserve community character; Economic Diversification
Economic Vitality	Downtown economic development and tourism planning; Port and airport infrastructure expansion; support for small businesses, vocational training, and regional trade

Takeaways for SEATP

- Emphasis on multi-modal access (pedestrian, bike, ferry, air)
- Importance of coordinating with DOT&PF
- Use level of service (LOS) standards to guide road and transit investments
- Integrate transportation with land use and economic development
- Prioritize access to ports, airport, and tourism hubs





Skagway 2030 Comprehensive Plan (2020)

The purpose of the Skagway 2030 Comprehensive Plan is to guide growth over the next ten to 20 years.

Vision Statement

“Skagway is a growing, thriving, safe, small Alaskan town.”

Goals & Objectives

- Quality of Life
 - Maintain overall quality of life and build a more resilient Skagway by supporting private and public endeavors that balance the “Triple Bottom Line” – the physical, social, and economic aspects of life in Skagway.
- Economic Development
 - Skagway’s economy is strong, year-round, and balances economic growth and required infrastructure with residents’ quality of life, and a healthy environment.
- Transportation
 - Provide an integrated, efficient, safe, and reliable transportation network that facilitates the movement of goods and people in and through Skagway.
- Recreation
 - Continue to recognize the importance of recreation in local quality of life and its influence in decisions people make to move to, and remain in, Skagway. Maintain and expand outdoor and indoor recreation assets, facilities, and opportunities in Skagway.
- Housing
 - Increase housing in Skagway that meets local budgets and lifestyle preferences, which often are linked to phases of life.
- Land Use and Future Growth
 - Make public land available and regulate orderly use of both public and private land to
 - Maintain air, land, and water quality;
 - Reduce risks from natural hazards;
 - Foster economic development;
 - Provide for year-round and seasonal workforce housing;
 - Offer both dispersed and more urban recreation opportunities;
 - Preserve and enhance Skagway’s historic character; and
 - Enhance the quality of life for current and future generations.
- Public Utilities
 - Provide safe, effective and environmentally sound drinking water, solid waste, wastewater, and storm water services to residents.
- Public Safety
 - Fire Department - Promote the safety of all residents and visitors by providing fire protection and prevention
 - Police Department - Promote the safety of all residents and visitors in the community of Skagway by providing law enforcement and public safety services and emergency rescue services.





- Public Services
 - Support the educational, civic, and cultural activities of the community. Promote an enlightened citizenship and enrich personal lives.

Strategic Alignment

The Skagway 2030 Comprehensive Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 21.

Table 21: Skagway 2030 Comprehensive Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Expand emergency services and infrastructure; Improve pedestrian and traffic safety (e.g. crosswalks, sidewalks, etc.); Port and Tour traffic management.
State of Good Repair	Capital Projects (Roads, sidewalks, harbor, utilities); Invest in infrastructure such as port modernization; Recreation center and public facility upgrades.
Sustainability	Electrification of Transportation; Protect Environmental Quality (air, water, land); greenhouse gas inventory and reduction goals.
Resiliency	Economic diversification strategies; Infrastructure investments to support year-round population.
Economic Vitality	Invest in tourism infrastructure and independent visitor experiences; Diversify the economy to reduce reliance on tourism; and support aging in place and youth services; Expand port management and transshipment capacity; Invest in tourism infrastructure and independent visitor experiences.

Takeaways for SEATP

- Emphasis on the Triple Bottom Line: balance economic, environmental and social needs.
- Improve non-motorized infrastructure (sidewalks, bike lanes, trails).
- Address seasonal congestion and pedestrian safety.
- Expand public transit to support workers.
- Plan for port modernization and multi-modal integration.
- Prioritize electric vehicles and greenhouse gas reduction in transportation.

Sitka Comprehensive Plan 2030 (2018)

The purpose of the Sitka 2030 Comprehensive Plan is to guide development, land use, and community investment over the next 10 to 15 years.

Vision Statement

"Promotes the community vision of small-town atmosphere, with high quality of life and sustained economic opportunity."





Goals & Objectives

- Economic Development
 - Increase year-round employment and population in Sitka by supporting local business, attracting new sustainable businesses, and supporting efforts and enterprises that keep residents' money "local".
- Housing
 - Expand the range, affordability, and quality of housing in Sitka while maintaining attractive, livable neighborhoods.
- Historic, Cultural and Arts Resources
 - Celebrate Sitka's historic, cultural, and art resources.
- Borough Facilities
 - Provide desirable community facilities and services in an efficient and cost-effective manner to meet the need of Sitka's residents, businesses, and visitors.
- Transportation
 - Sustain an equitable, efficient, and affordable transportation system.
- Parks, Trails and Recreation
 - Maintain and expand Sitka's diverse recreational opportunities
- Land Use
 - Guide the orderly and efficient use of private and public land in a manner that fosters economic opportunity, maintains Sitka's small-town atmosphere and rural lifestyle, recognizes the natural environment, and enhances the quality of life for present and future generations.

Strategic Alignment

The Sitka Comprehensive Plan 2030's alignment with DOT&PF's Strategic Investment Areas update is included in Table 22.

Table 22: Sitka Comprehensive Plan 2030 Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Infrastructure upgrades for water, sewer and emergency services
State of Good Repair	Capital projects strategic planning; Systematic replacement of aging water and wastewater infrastructure; Maintenance-first approach to parks and facilities
Sustainability	Infill development to reduce sprawl and infrastructure costs; Environmental protection and low-impact design
Resiliency	Economic diversification (Tourism, maritime, healthcare); Community engagement and intergovernmental collaboration.
Economic Vitality	Support for small businesses, tourism, and manufacturing; Downtown revitalization and live-work zoning; strategic land use planning to support job growth.





Takeaways for SEATP

- Emphasizes multi-modal connectivity (air, marine, road, pedestrian, bike)
- Aging infrastructure and capacity constraints (seaplane base, harbors)
- Promotes complete streets and public transit expansion
- Use of data-driven parking strategies
- Collaborate with Sitka Tribe of Alaska and other partners on transportation projects

Central Council of Tlingit and Haida Long-Range Transportation Plan

The Plan provides a long-term vision that will guide decision-making in the community. The purpose of the Plan is to guide growth through 2030. Topics covered are quality of life, municipal government, economic development, transportation, land use, public works and utilities, public safety, and public services. The SEATP should consider Wrangell's transportation-related goals and objectives and how the SEATP may align with or promote these efforts.

Goals & Objectives

The goal of the Central Council of Tlingit and Haida (CCHT) LRTP Update is to make sure that transportation improvements and the development of new transportation facilities reflect the changing and growing transportation infrastructure, providing revised planning and updated inventory that allows convenient and safe movement throughout CCHT's existing and future transportation system. This in turn will provide improved access to subsistence areas, increase economic growth, and preserve cultural values.

The plan supports the development of a second crossing to Douglas Island, a road north out of Juneau to Skagway, increasing AMHS service especially to ports connecting to the road system and promoting the use and expansion of transit.

Strategic Alignment

The Central Council of Tlingit and Haida Long-Range Transportation Plan's alignment with the DOT&PF Strategic Investment Areas is included in Table 23.

Table 23: Central Council of Tlingit and Haida Long-Range Transportation Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	The Plan calls for winter maintenance specifically related to pedestrian safety
State of Good Repair	The Plan calls for winter maintenance specifically related to pedestrian safety
Sustainability	N/A
Resiliency	N/A
Economic Vitality	The plan supports transportation investments that support workforce accessibility

Takeaways for SEATP

The CCHT LRTP supports the development of a road between Juneau and Skagway with ferry service between Skagway and Haines, consistent with the 2004 SEATP. Surface connections in Southeast Alaska should be revisited during the development of the SEATP Vision.





Relevant Federal Plans

Additional relevant federal plans were also reviewed to identify their alignment with Statewide Planning efforts and to evaluate the ways in which federal planning documents would influence the development of the SEATP vision, goals, and objectives. The federal plans reviewed are identified in Table 24.

Table 24: Relevant Federal Plans

UNITED STATES FOREST SERVICE ALASKA REGION LONG RANGE TRANSPORTATION PLAN	
Agency/Author	United States Forest Service (USFS)
Link/File Location	U.S. Forest Service Alaska Region Long-Range Transportation Plan
Planning Area	Statewide
Year Published	2012
TONGASS NATIONAL FOREST LAND AND RESOURCE MANAGEMENT PLAN	
Agency/Author	USFS, Alaska Region
Link/File Location	Tongass National Forest Tongass National Forest - Land and Resource Management Plan Forest Service
Planning Area	Tongass National Forest
Year Published	2016

United States Forest Service Alaska Region Long-Range Transportation Plan (2012)

The USFS LRTP seeks to guide the USFS in Alaska toward a transportation network that supports resilient communities, sustainable resource use, and safe, efficient access to federal lands. It is intended to complement and strengthen transportation coordination and decisions by making sure that transportation priorities and funding decisions are guided by long-range goals and objectives.

Vision Statement

None listed.

Mission Statement

“To create a highly relevant and effective transportation system to and through Alaska’s national forests in balance with the values of the FS and the transportation needs of the State and communities.”

Goals & Objectives

- Preservation and Sustainability
 - Provide a sustainable transportation program to satisfy current and future land management needs in the face of changing climate.
- Partnerships
 - Leverage resources to enhance benefits to transportation system users.





- Safety
 - Provide safe and agency-appropriate access to and through National Forest System lands.
- Access
 - Proactively enhance the Alaskan multimodal transportation system experience, community connectivity, and access to and through National Forest System Lands. Develop and manage transportation corridors that support resource management activities, access to communities, and implementation of regional transportation plans.
- Environment, Natural and Cultural Resources
 - Protect and enhance natural and cultural resources through comprehensive transportation planning and management.

Strategic Alignment

The USFS Alaska Region Long-Range Transportation Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 25.

Table 25: USFS Alaska Region Long-Range Transportation Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Emphasis on safety audits, bridge inspections, and design standards; Goal 3 directly addresses safe access and infrastructure improvements.
State of Good Repair	Deferred maintenance is a major concern; Asset management and conducting periodic asset life cycle cost estimates to support planning and programming asset renewal are key strategies.
Sustainability	Asset investment planning considers long-term operational sustainability
Resiliency	Addresses operational logistics gaps due to Alaska's geography; Includes strategies for multimodal access and infrastructure resilience in remote areas.
Economic Vitality	Transportation supports tourism, recreation, subsistence, and resource industries; goals include enhancing local and regional economic development and interagency collaboration

Takeaways for SEATP

- Multimodal access is important.
- Collaboration with partners (Federal Land Management agencies, tribes, local governments) is critical.
- Deferred maintenance is a priority.
- Community connectivity is important.
- Planning must protect ecosystems and cultural resources.

Tongass National Forest Land and Resource Management Plan

The USFS Tongass National Forest Land and Resource Management Plan (Forest Plan) is intended to inform natural resource management activities and provide management direction for the forest. This includes evaluating resource management practices, resource production and management levels, and the availability and suitability of lands with different types of resources.





Vision Statement

Tongass Advisory Committee Vision Statement:

“Southeast Alaska is comprised of prosperous, resilient communities that have the opportunity to predictably use and benefit from the diversity of forest resources to achieve the cultural, social, economic, and ecological health of the region for current and future generations.”

Goals & Objectives

- **Transportation Goal:** Develop and manage transportation systems corridors to support resource management activities; recognize the potential for future development of major transportation systems.
 - Objective: Provide access for Forest users, access to Southeast Alaska communities, and access points to facilitate implementation of the State of Alaska’s Southeast Transportation Plan.
 - Objective: Design, construct, and maintain roads in support of Forest resource management activities to provide access to forest resources and opportunities. Decommission roads that are no longer needed to meet forest resource objectives.
 - Objective: Forest wide Goal-TRAN-01: During the 15 years after plan approval, manage and maintain roads to provide access for forest management, subsistence uses, and recreation, as well as public access to traditional use areas while protecting water, soil, fish, and wildlife resources.
- **Recreation and Tourism Goal:** Provide a range of recreation opportunities consistent with public demand, emphasizing locally popular recreation places and those important to the tourism industry.
 - Evaluate both the Bradfield and Stikine corridors and the transportation components necessary to connect Petersburg and Wrangell via either route to the continental highway system in Canada
- **Scenery Goal:** Provide Forest visitors with visually appealing scenery, with emphasis on areas seen from the Alaska Marine Highway, tour ship and small boat routes, state highways, major Forest roads, and popular recreation places. Recognize that there will be areas where these landscapes are altered by management activities, particularly young growth timber harvest, and the activity may visually dominate the characteristic landscape
 - Objective: Manage the scenery of the Forest to achieve the adopted Scenic Integrity Objectives.
- **Wilderness Goal:** Manage designated Wilderness to maintain an enduring wilderness resource while providing for the public purposes of recreational, scenic, scientific, educational, conservation, and historical use, as provided in the Wilderness Act of 1964 and ANILCA.
 - Objective: Provide for public use of the Wilderness in accordance with ANILCA provisions for motorized and non-motorized access and travel, including reasonable traditional subsistence use by rural residents.





Strategic Alignment

The Forest Plan's alignment with the DOT&PF's Strategic Investment Areas is included in Table 26.

Table 26: Tongass National Forest Land and Resource Management Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Trails should be developed and maintained to promote health and safety, including encouraging healthier lifestyles.
State of Good Repair	Considers existing condition of routes and removing those no longer serving purpose.
Sustainability	Develop public access routes while protecting water, soil, fish, and wildlife resources.
Resiliency	Transportation systems should be developed to promote community resilience.
Economic Vitality	Access development should support resource management objectives, such as supporting timber, tourism, and recreation opportunities.

Takeaways for SEATP

- Consider how to improve access for forest users and how the forest can be used for access points that help achieve the SEATP. Also consider how transportation routes would be viewed from a scenic perspective.
- New transportation corridors in the forest should facilitate resource management activities, as well as create opportunities for recreation. Similarly, remove corridors that are no longer serving their purpose.
- The SEATP and Forest Plan should continue to document intent to facilitate the availability of USFS land for the development of existing and future transportation system corridors.

Other Relevant Plans

Any other relevant plans that do not fall under the other categories identified have been included below. Their descriptions is included in Table 27.

Table 27: Other Relevant Plans

SOUTHEAST ALASKA INTEGRATED RESOURCES PLAN	
Agency/Author	Alaska Energy Authority
Link/File Location	Alaska Energy Authority > What We Do > Energy Planning & Project Development > Regional Energy Plans
Planning Area	Southeast Alaska
Year Published	2012





Southeast Alaska Integrated Resources Plan

The Southeast Alaska Integrated Resources Plan (SEIRP) is a “directional” plan that identifies alternative resource paths that the region can take to meet the future energy needs of the region’s citizens and businesses; in other words, it identifies the types of resources that should be developed in the future.

Vision Statement

No vision statement included. The plan is used as guide to develop a cohesive, cost-effective, and reliable energy strategy for Southeast Alaska that reduces the regions dependence on diesel, leverages local renewable resources, and supports economic development.

Goals & Objectives

If implemented, the SEIRP will lead to the following:

- The development of a more diverse resource mix resulting from a regional planning process.
- Allow for moving forward with certain resources now (including the Committed Resources, Demand-Side Management/Energy Efficiency (DSE/EE), and biomass programs), while developing better fact-based information to make long-term resource decisions.
- A reduction in the overall costs for electricity and heating.
- Greater reliance on DSM/EE and renewable resources, including hydroelectric power and biomass, and a lower dependence on diesel.
- A somewhat more expansive transmission network as a result of the completion of the transmission Committed Resources.
- A stronger foundation upon which to base future economic development efforts.

Strategic Alignment

The SEIRP’s alignment with the DOT&PF’s Strategic Investment Areas is included in Table 28.

Table 28: Southeast Alaska Integrated Resources Plan Strategic Alignment

DOT&PF STRATEGIC INVESTMENT AREA	ALIGNMENT
Safety	Emphasis on energy security and resilience, especially in remote communities; Addresses risks from diesel emissions and regulatory compliance.
State of Good Repair	Recommends replacing aging diesel generation infrastructure; Proposes updates to hydro and transmission systems.
Sustainability	Promotes renewable energy; Encourages energy efficiency and weatherization.
Resiliency	Advocates for a balanced energy portfolio to mitigate fuel price volatility; supports local energy production and storage to reduce vulnerability.
Economic Vitality	Highlights programs that create local jobs.





Take-Aways for SEATP

- Electric vehicles and electrification of transportation.
- Integrate planning across sectors (energy, transportation, etc.).

