



# **SOUTHEAST ALASKA**

**TRANSPORTATION PLAN**

# **SOUTHEAST CONFERENCE ANNUAL MEETING**

**SEPTEMBER 18, 2025**

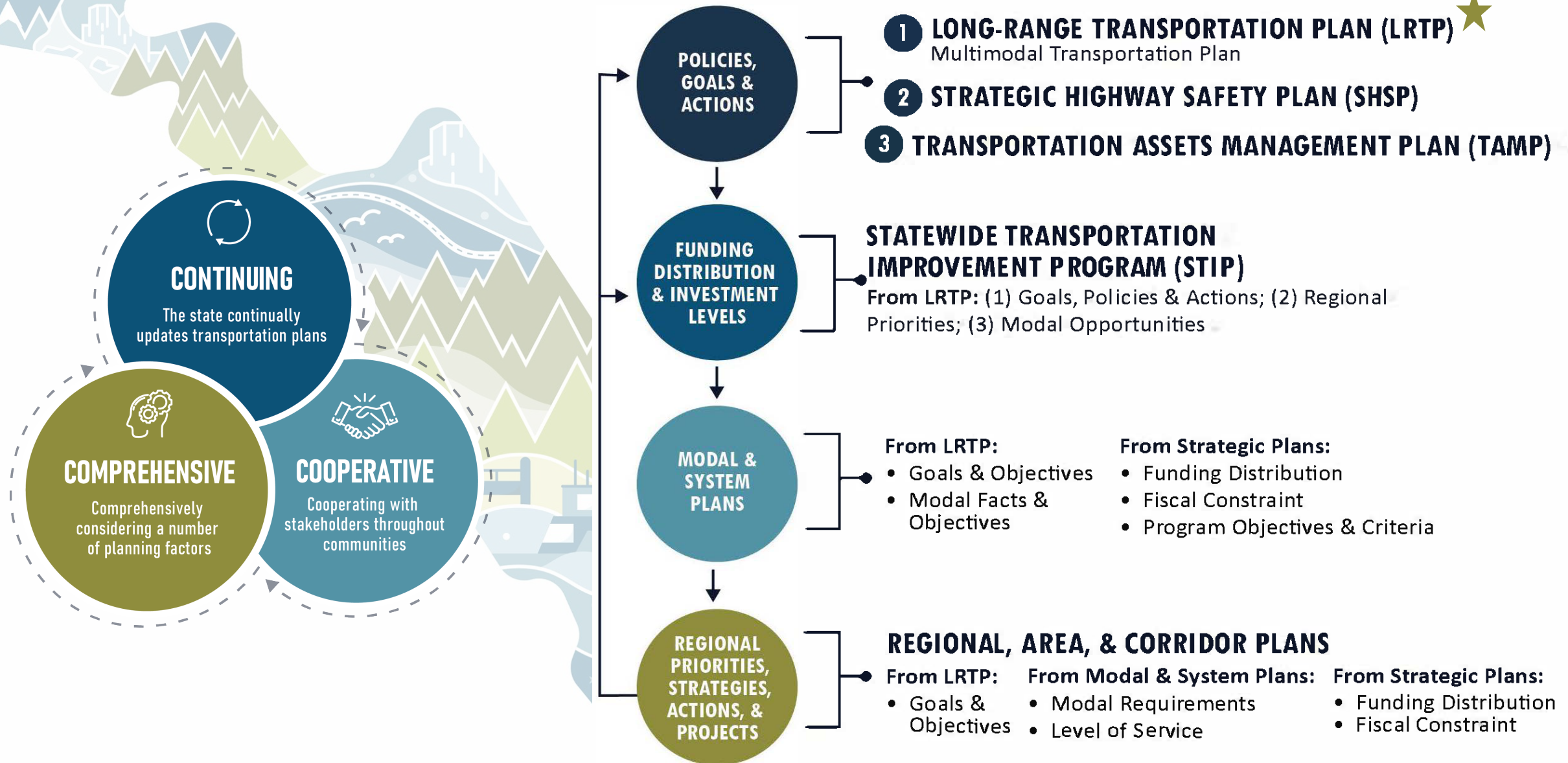




# Southeast Alaska Transportation Plan Update

- 20-year multimodal plan to guide future public investments in transportation infrastructure in Southeast Alaska
- Improve mobility for residents, goods, and services throughout Southeast Alaska, considering area's unique transportation needs and challenges
- Includes all transportation modes, will integrate with the recently adopted Alaska Marine Highway System Long-Range Plan
- Last update was adopted in 2004, so a lot of changes to consider!

# FAMILY OF PLANS





# LRTP 2055

*Keep Alaska Moving!*

## LONG-RANGE TRANSPORTATION PLAN

### Alaska's Long Range Transportation Plan (LRTP)

- A **30-year blueprint** shaping the vision, goals, and priorities for Alaska's transportation system.
- A **strategic framework** guiding decisions across all modes—highway, marine, air, rail, transit, and non-motorized.
- Updated every **4–5 years** to stay aligned with Alaska's needs.

### Your Voice Matters!

- Share your **User Story**—the needs, goals, and challenges you face using Alaska's transportation system.
- User stories connect your **role** with your **real-world needs**, helping shape better solutions.
- Example: *"As a commuter, I want faster, more reliable ferry schedules so I can get to work on time and reduce stress."*

"Share Your User Story"



[publicinput.com/alaskaLRTP2055](https://publicinput.com/alaskaLRTP2055)

***Together, we can design a transportation system that works for all Alaskans.***

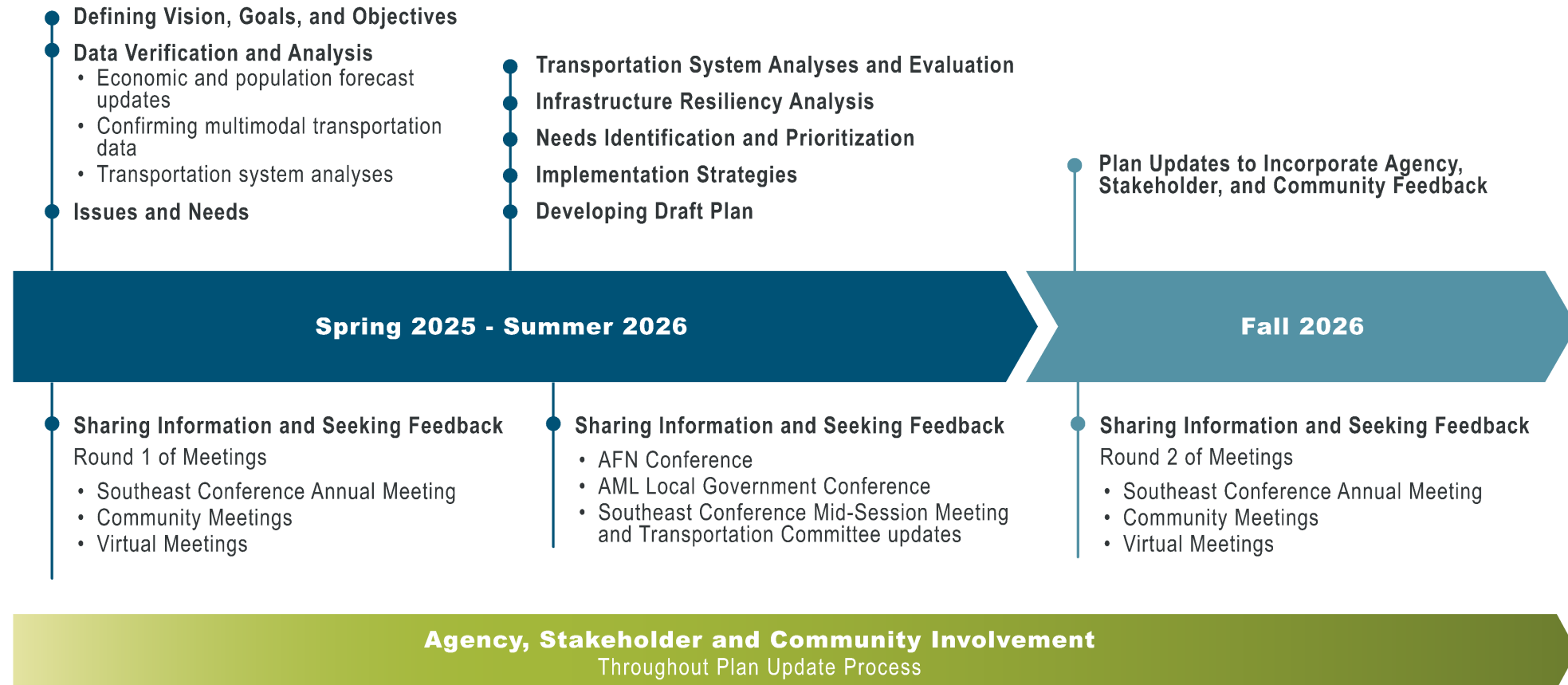


# PLAN AREA





# STEPS AND SCHEDULE



## The SEATP Update Can...

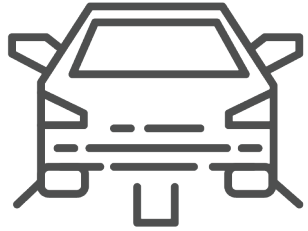
- ☐ Identify and describe the unique transportation characteristics and current setting of the region
- ☐ Set goals that guide the region's transportation needs and recommendations
- ☐ Describe trends and other factors that are projected to influence regional transportation needs
- ☐ Identify and capture an inclusive list of key transportation needs for all modes of transportation in the region
- ☐ Recommend project, programs, and policies of greatest regional significance in addition to the recommendation of funding and implementation strategies

## The SEATP Update Cannot...

- ☐ Change future land use
- ☐ Design projects
- ☐ Change the posted speed limit on the roads in the region
- ☐ Guarantee a projects inclusion in the Statewide Transportation Improvement Program (STIP) or the Airport Improvement Program (AIP)

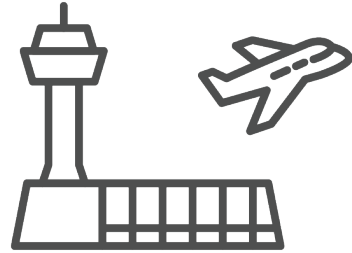


# Transportation in the Southeast Region



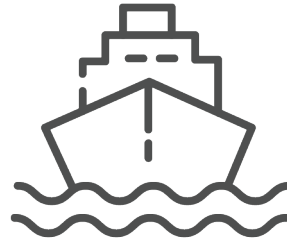
Surface

- ❑ 46% of communities are accessible by a roadway network
- ❑ 13.5% are accessible by state or international roadway networks



Aviation

- ❑ 45% of communities have an airstrip or airport
- ❑ 73% of communities have seaplane infrastructure



Waterways

- ❑ 43% of communities are on the Alaska Marine Highway Ferry System

## Key Issues:

- ❑ Community Access
- ❑ Marine/Waterway

## Transportation

- ❑ Freight Movement





# Help Us Prioritize



# **Industries and Economic Drivers in the Southeast Region**

# What Kind of Impacts Do Industries and Economic Drivers Have on Transportation?

## Projects

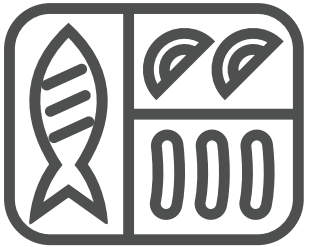
- ❑ Either new transportation infrastructure or upgrades triggered by increased or new industry activity or increased economic activity
- ❑ Example: Harbor Way Pedestrian Improvements (Hoonah), Spruce Mill Promenade (Ketchikan)

## Demand

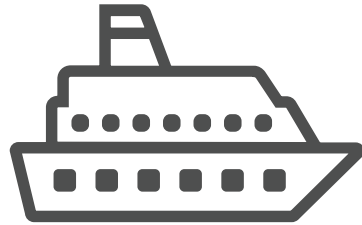
- ❑ An increase in demand on the transportation system resulting from increased industry and/or economic activity, increased demand does not always result in a specific transportation project
- ❑ Example: Haines Highway and Chilkat Bridge Reconstruction (Haines)

# Main Industries

Seafood



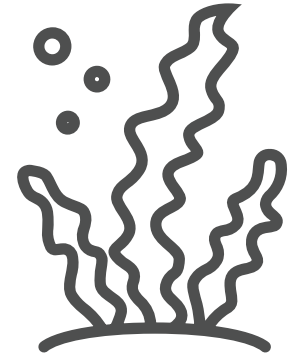
Tourism



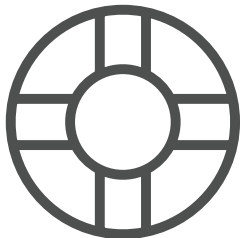
Healthcare



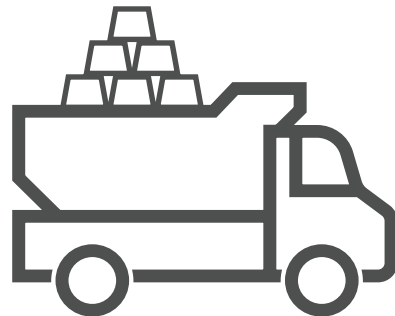
Mariculture



Military



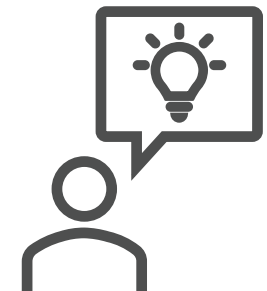
Mining



Forestry



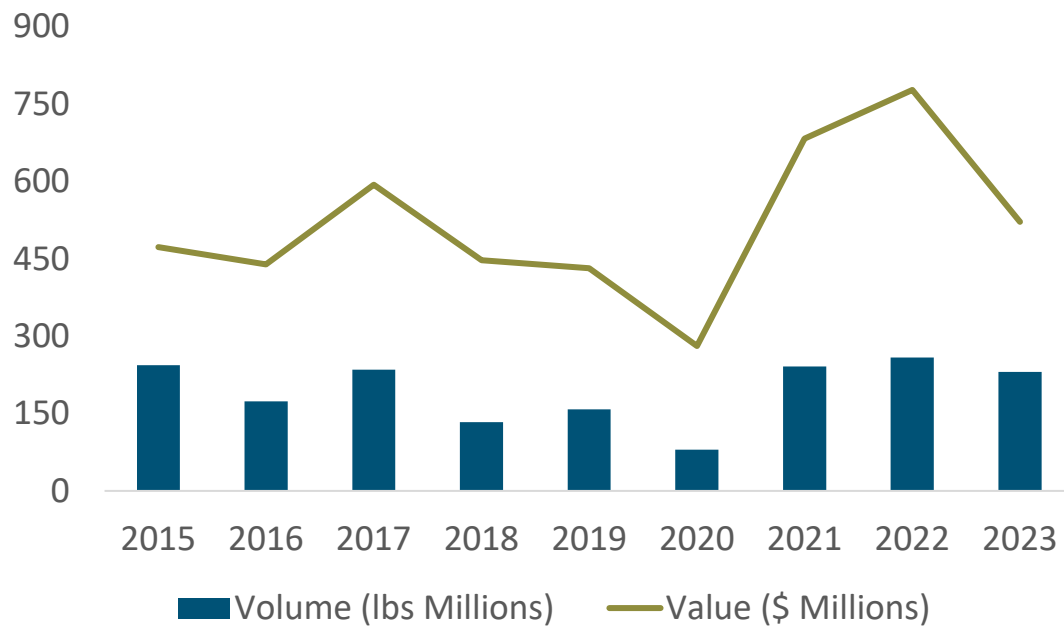
Other





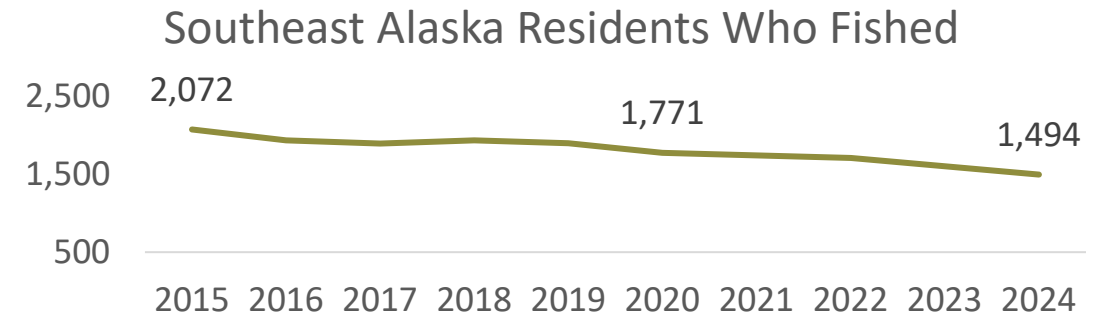
# Seafood

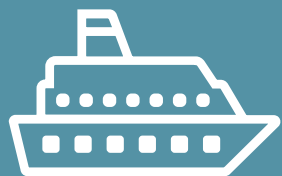
First Wholesale Volume and Value  
in Southeast



Alaska Department of Fish and Game

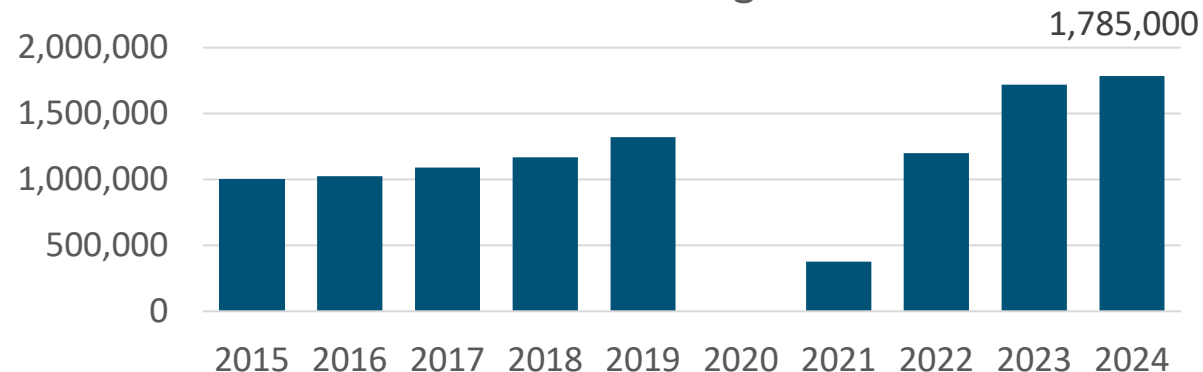
- Limited opportunities for volume growth
- Decline in resident fishermen
  - Faster pace compared to population decline
- Ferry connection providing southbound road access is still important
  - Example: AMHS service to Prince Rupert, Haines/Skagway
- Regulatory uncertainty



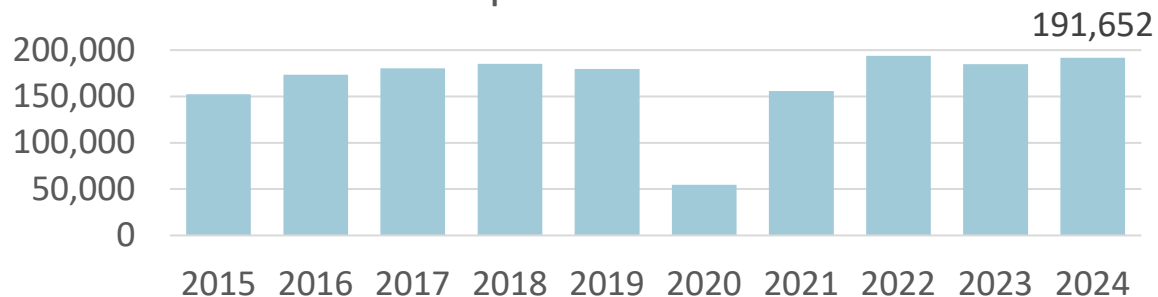


# Tourism

Statewide Cruise Passenger Volume



Juneau International Airport Summer Enplanements



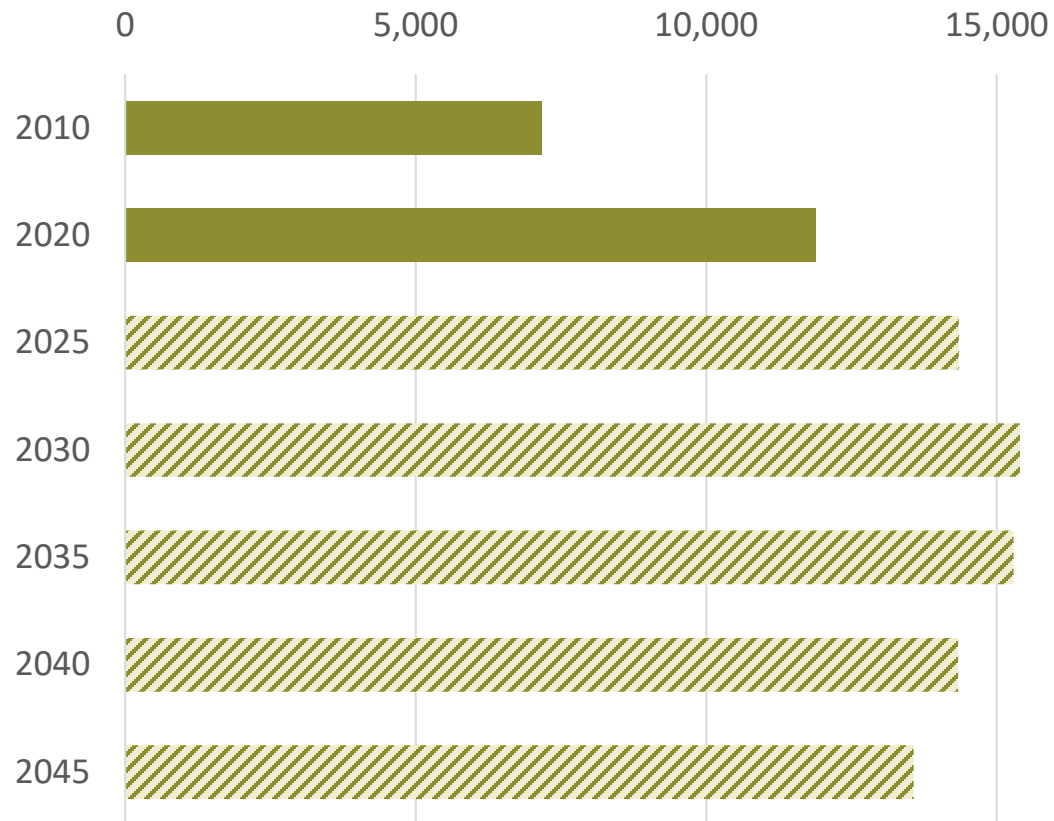
- Cruise industry significant source of volume group *and* infrastructure development
  - Examples: Aak'w Landing, Douglas Island Cruise Dock, Klawock Dock
- Infrastructure and service enhancements would be needed to *facilitate* higher non-cruise volume
  - Examples: AMHS service increases, inter-regional road access
- Road, airfield, seaplane base maintenance & improvements to accommodate current volume
  - Examples: Egan Drive intersection improvements (STIP 10765), Spruce Mill Promenade in Ketchikan (STIP 34248), Sitka Pedestrian Seawalk (STIP 30209)





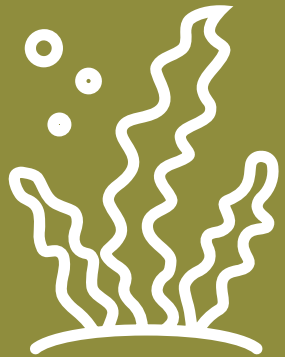
# Healthcare

Southeast Alaska Elder Population



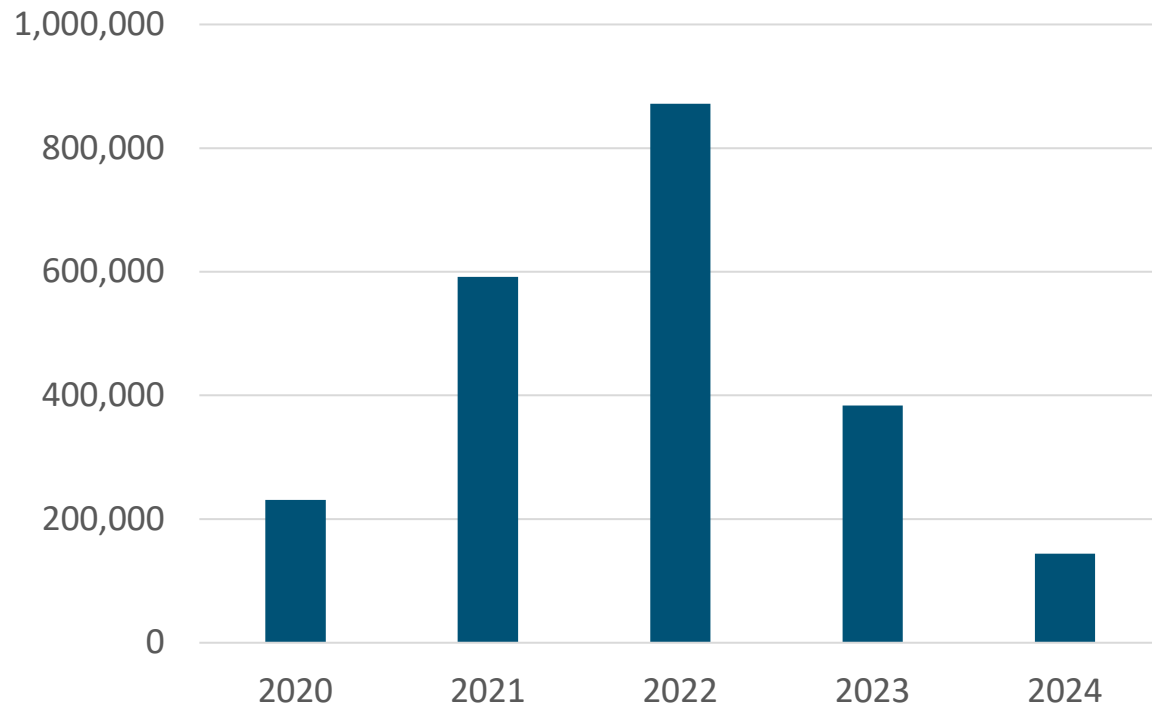
Alaska Department of Labor and Workforce Development

- Aging population may increase healthcare-related travel demand
  - Dependent upon ability and interest of seniors to “age in place”
- Regional service developments *could* reduce demand for travel outside of the region (Seattle/Anchorage)
  - Mt. Edgecumbe Hospital (Sitka)
  - Ethel Lund Medical Center (Juneau) service enhancements such as specialty care clinic

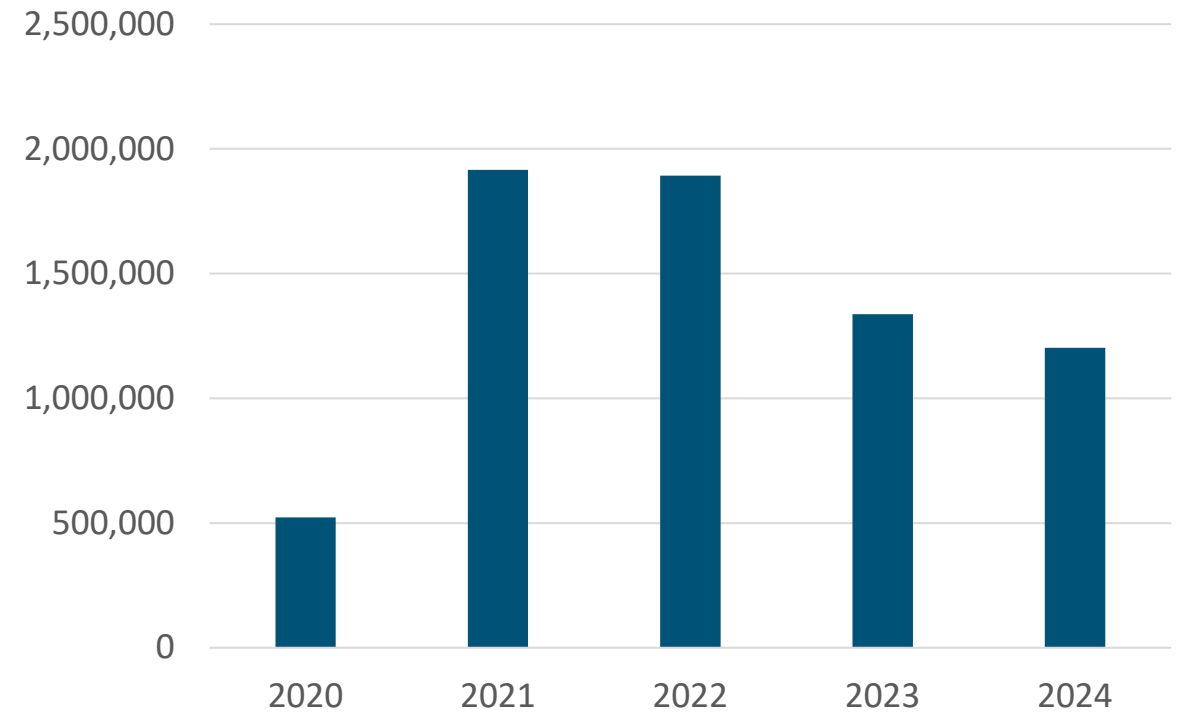


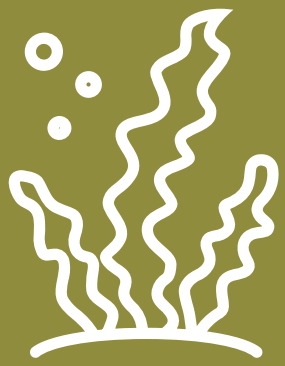
# Mariculture

## Statewide Seaweed Harvest (Wet Pounds)

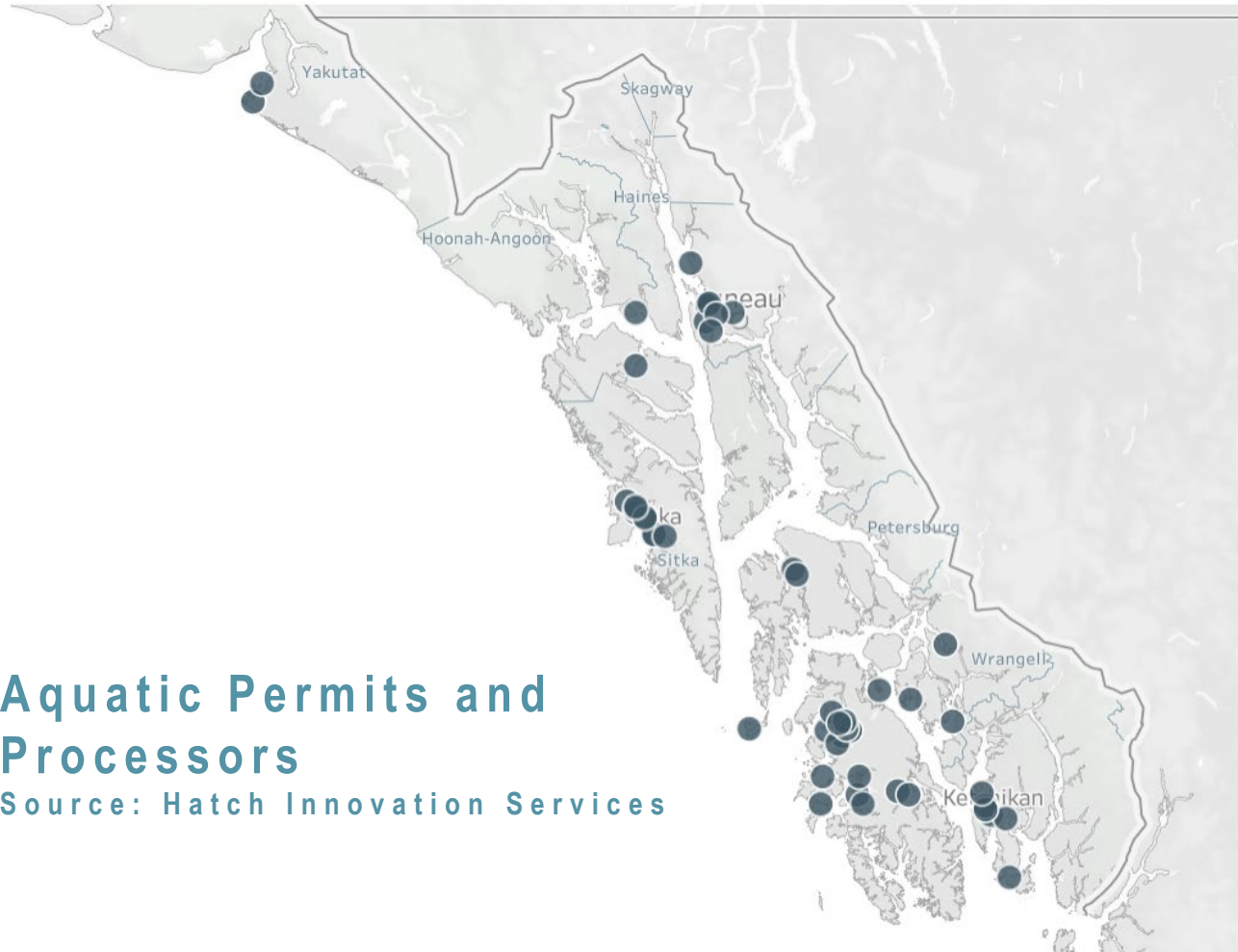


## Statewide Oyster Sales





# Mariculture



## Aquatic Permits and Processors

Source: Hatch Innovation Services

### Transportation Connection

Access to processing capacity  
(Prince Rupert in near-term)

Air terminal infrastructure upgrades

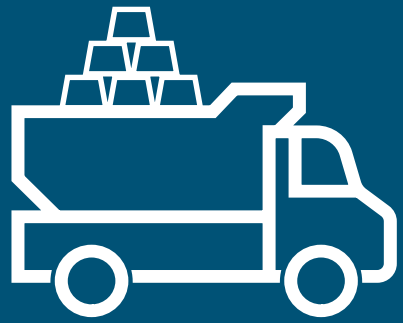
Others?



# Military

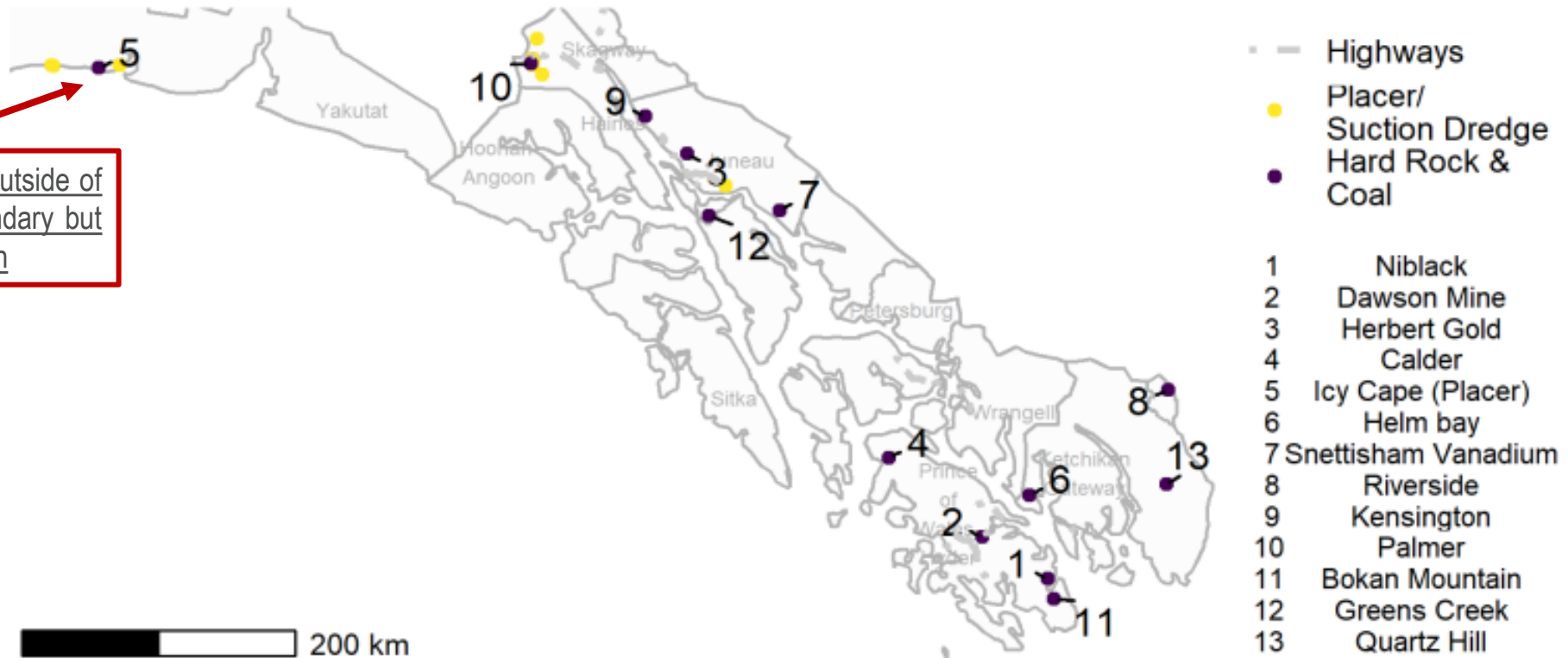


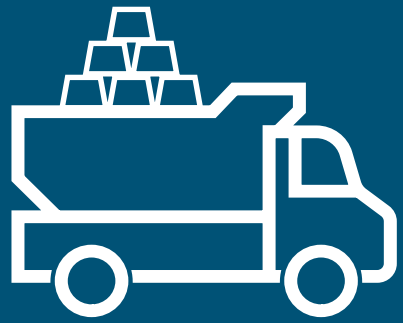
Project/Topic	Transportation Connection
Coast Guard Arctic Strategic Outlook (2019)	Continued strong Coast Guard presence expected in Southeast; no indication of decrease in travel demand related to military presence
Icebreaker Storis homeporting in Juneau	Additional ~190 active-duty personnel could increase transportation demand; \$300 million in funding for homeporting
Fast response cutter homeporting in Sitka	Additional ~20-25 active-duty personnel; \$50 million in funding for homeporting



# Mining

## Operating Mines and Exploration in Southeast





# Mining

## Select Exploration Projects

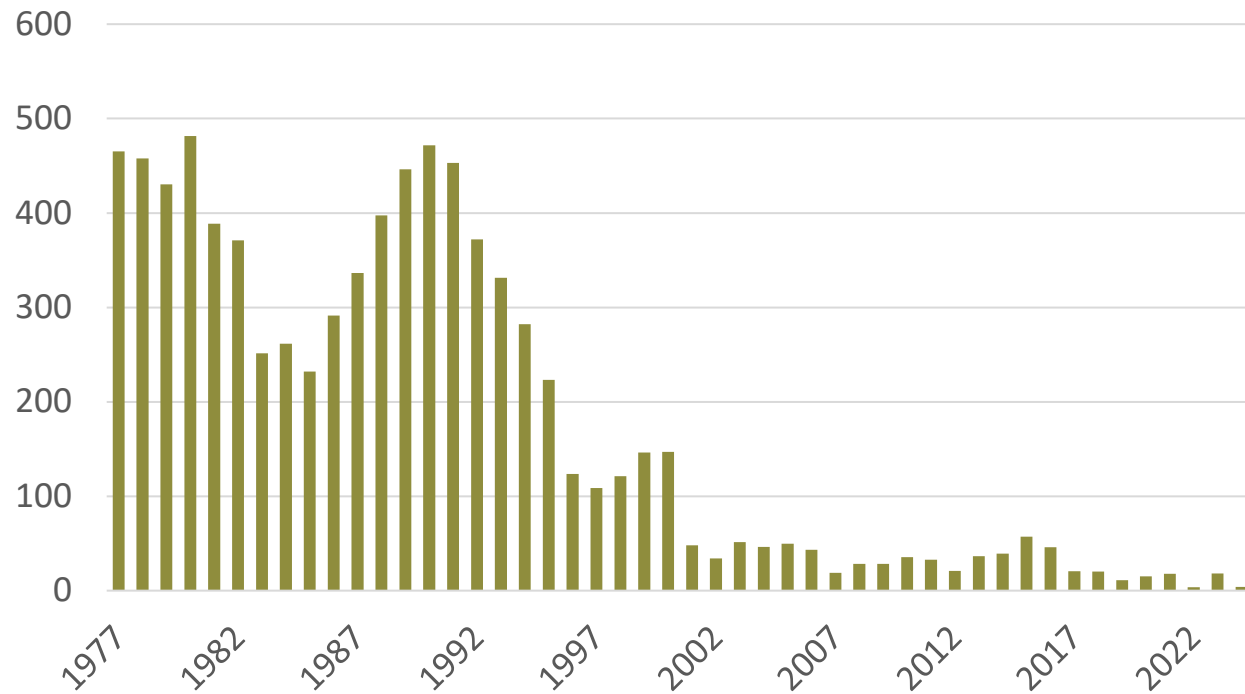
Project	Resource	Sub Region	Transportation Connection
Bokan Mountain	Uranium	Prince of Wales	Access road development required to connect mine site to existing infrastructure
New Amalga (formerly Herbert Gold)	Gold	Juneau	State land easement for road development  Cascade Point ore terminal location
Niblack	Copper/zinc	Prince of Wales	Unknown
Palmer	Copper/zinc	Haines/Klukwan	May require improvements to existing access road





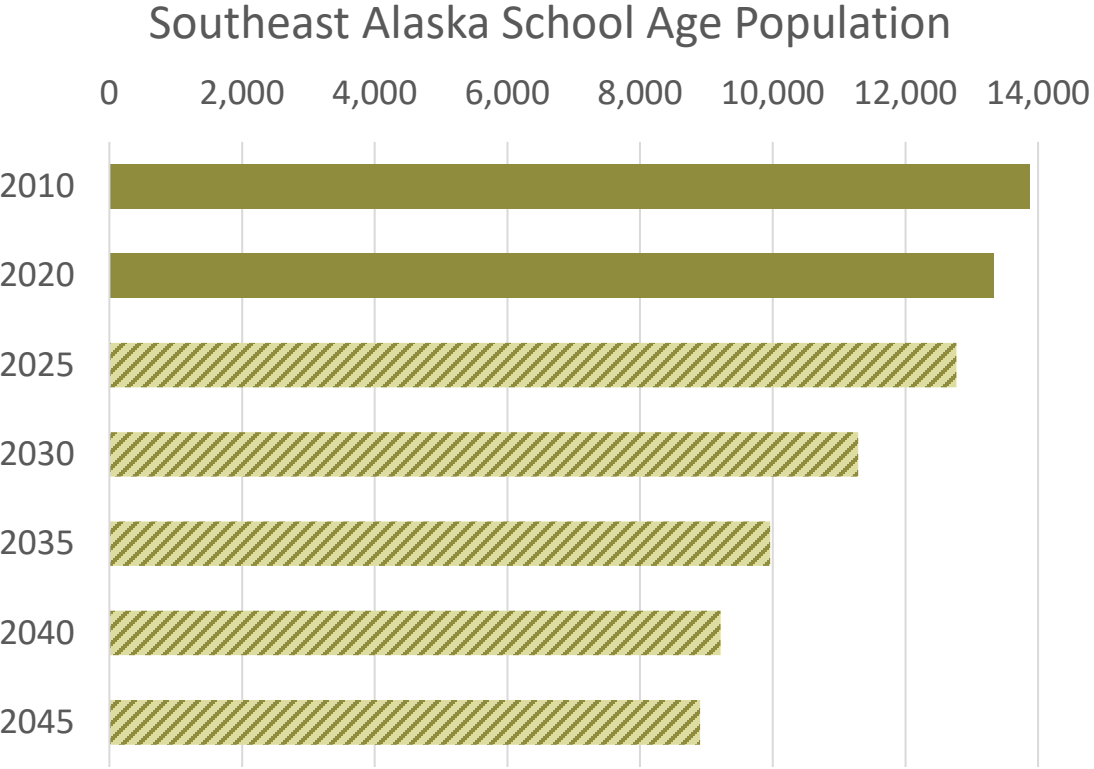
# Forestry

US National Forest: Alaska Timber Harvest (mmbf)



United States Forest Service

- Limited opportunities for State-owned infrastructure to change industry trajectory
- Maintaining current infrastructure continues to be important to maintaining access
  - Examples: Gravina Mill Access Road



Topic	Transportation Connection
School age population	Declines could impact school-related travel demand
Solid waste freight	Infrastructure changes to accommodate vessels
Construction materials and crews	
Others?	

# GETTING INVOLVED



Website: [www.southeastalaskatransportationplan.com](http://www.southeastalaskatransportationplan.com)



Sign up to our mailing list



We will provide regular updates to Southeast Conference events



Reach out to the project team [seatp@dowl.com](mailto:seatp@dowl.com)



# THANK YOU!

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