



ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

COORDINATING COMMUNITY CONNECTIONS Southeast Conference

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Deputy Commissioner

September 29, 2026

Keep Alaska Moving



WHAT TRANSPORTATION ACTUALLY DELIVERS

THE ECONOMY MOVES ON A TRANSPORTATION NETWORK



A 68-year regional question: What access are we trying to provide, and what does it take to provide it?

REGIONAL ECONOMY

1.73M

cruise passengers

~\$6B

regional GDP

70.6K

regional population

45,722

jobs

\$2.9B

job earnings



1958

Southeast Conference forms with regional transportation as an organizing priority.

2026

Southeast Conference becomes DOT&PF's formal Regional Planning Organization partner.

Reliable transportation lets people and goods move when they need to.



1 Can you get there?

Connectivity: roads, ferries, airports, bridges, ports, paths and local access.

2 Can you count on it?

Operations, maintenance, schedules, condition, workforce, equipment and reliability.

3 What happens when something breaks?

Functional redundancy, emergency response, repair capability and minimum service restoration.

The public experiences the result as one transportation system, even when government funds and manages it through several programs.



Metlakatla–Annette Bay–Ketchikan shows how an operating change can increase access without a new vessel.

7 days

announced weekly service

Key point

Transportation improvement does not always mean a new capital project.

1 Tribal infrastructure

Metlakatla road to Annette Bay supports the short-run connection.

2 State vessel

M/V Lituya provides the marine link.

3 Operating model

Crew scheduling and operating changes expanded service without increasing overall operating cost.

Sometimes the asset exists but we need to use it differently.



FY2027–2030 planned obligations for Southeast Alaska—all modes.

\$695.6M

planned obligations

70 projects

Highways / bridges / safety / active transportation



\$397.2M

Marine / AMHS / ports



\$279.3M

Aviation

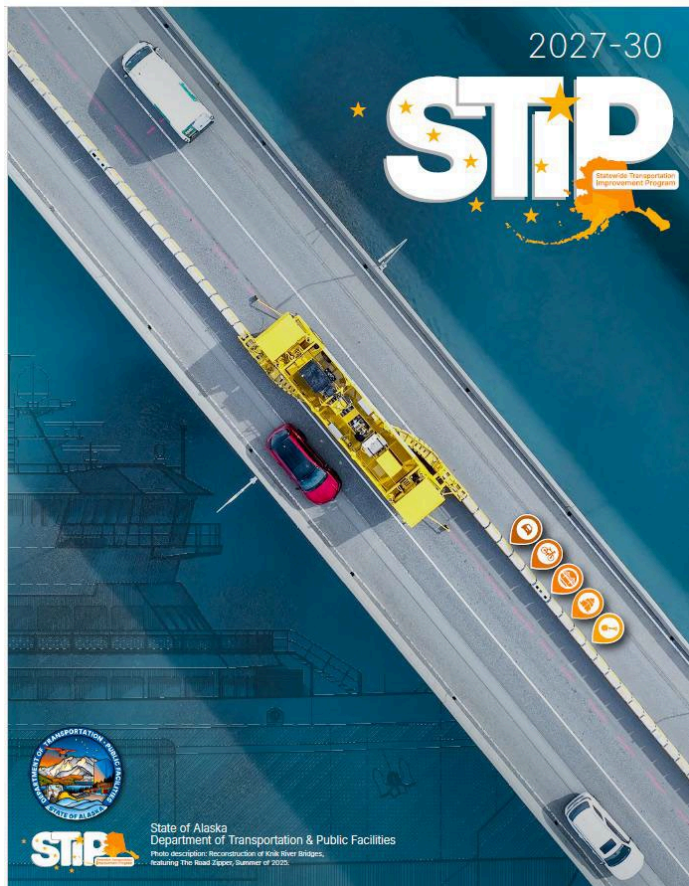


\$19.1M

2027–2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM



Public review and approval



Public comment
draft, released
September 14, 2026

March 27, 2024	2024–2027 STIP approved
September 14, 2026	2027–2030 public comment draft released
October 29, 2026	Comments close at 5 p.m. Alaska Daylight Time
After public review	DOT&PF responds, revises and submits the program
Federal review	FHWA and FTA consider STIP approval

The working schedule illustrates November 12 submission and December 12 review completion. These are planning dates, subject to revision.

CHOOSE THE OPTION THAT WORKS FOR YOU.

SHARE YOUR STIP COMMENTS



ONLINE

Interactive STIP



Scan the QR code
or click the link above.

dot.alaska.gov/links/pdp/

BY EMAIL

dot.stip@alaska.gov

BY TTY

711 or
1-800-770-8973
Alaska Relay

BY VOICEMAIL

1-855-925-2801
Use Project Code 10968

BY TEXT

1-855-925-2801
Type "STIP" to start
your message.

BY MAIL

STIP Team
Alaska DOT&PF
550 W. 7th Avenue, Suite 295
Anchorage, AK 99501

2027–2030 STIP SUMMARY



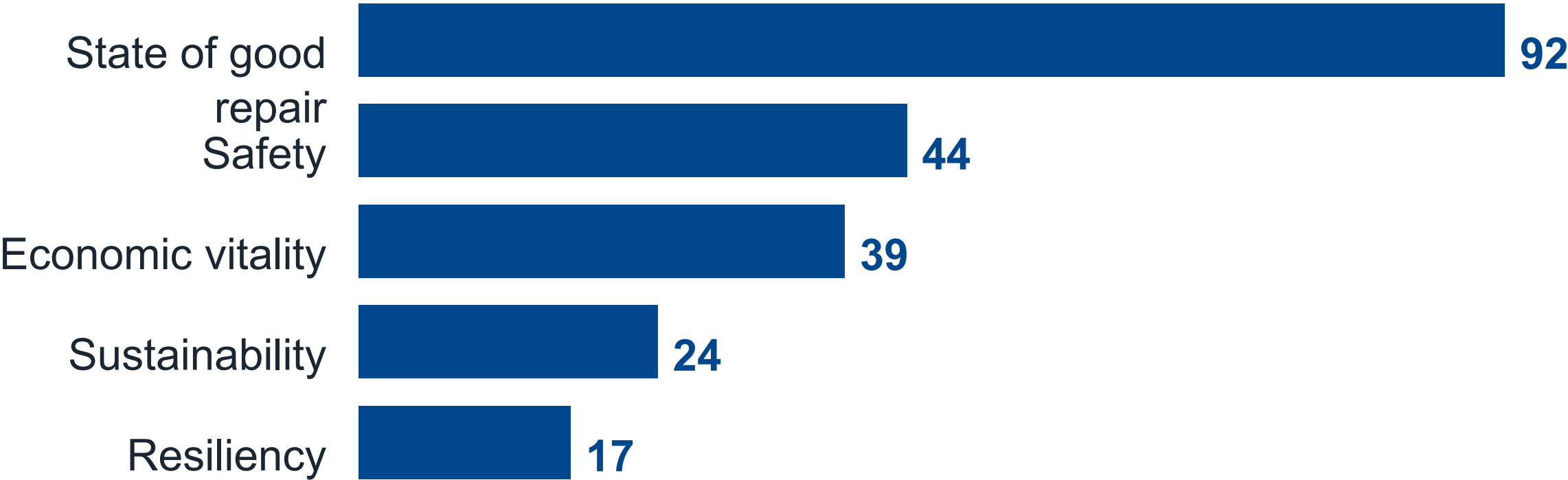
216

Projects and programs

\$7.4B

New obligations, FY27–FY30

Projects and programs by investment area



63%

of projects and programs
focus on state of good
repair or safety

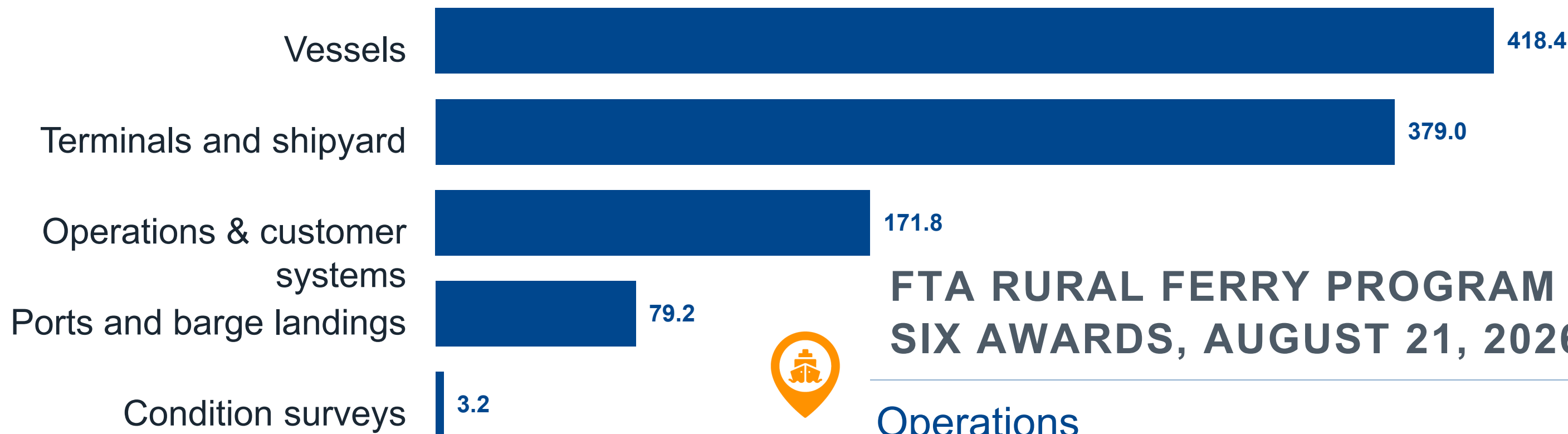
WATERWAYS INVESTMENT, FFY2027–2030



\$1,051.5M

New planned obligations
across 26 STIP projects and programs

Portfolio by purpose, \$ millions



FTA RURAL FERRY PROGRAM
SIX AWARDS, AUGUST 21, 2026

\$410.2M

Operations	\$161.2M
Customer systems	\$4.0M

Includes Advance Construction.
Excludes conversions

VESSEL RENEWAL AND REFURBISHMENT



\$418.4M

Vessel projects and programs
40% of the Waterways total



FTA RURAL FERRY PROGRAM
AUGUST 21, 2026 AWARDS

LeConte Replacement

\$153.4M

Project or program	\$ millions	Work programmed
LeConte replacement	191.8	Design 2027–2028 Construction 2029
High-efficiency commuter ferry	77.6	Construction 2028
Mainliner replacement	10.7	Design 2027
AMHS ferry refurbishment	81.7	Refurbishment 2027–2030
Columbia modernization	41.4	Construction 2027
Inter-Island Ferry Authority	15.2	Refurbishment 2027–2030

All amounts are included in the portfolio total.

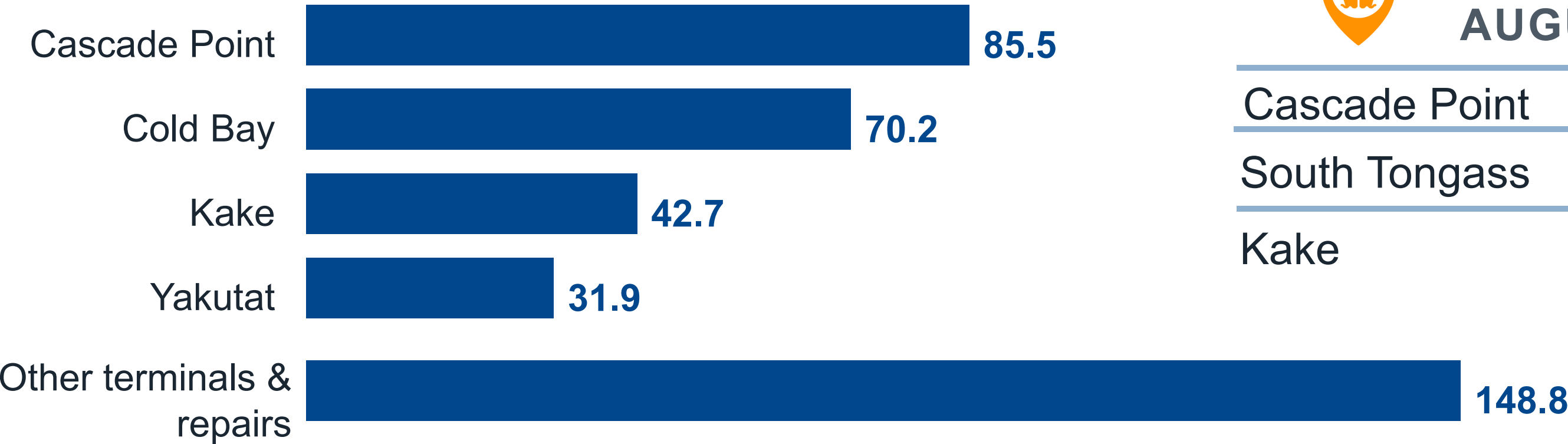
TERMINAL AND SHIPYARD INVESTMENTS



\$379.0M

All-phase project and program amounts, \$ millions

**12 named terminal projects
plus terminal and shipyard repairs**



FTA RURAL FERRY PROGRAM AUGUST 21, 2026 AWARDS

Cascade Point	\$37.6M
South Tongass	\$20.6M
Kake	\$33.4M

Seven named terminals have construction programmed in 2027.

Other includes eight named terminals, \$11.7M for terminal rehabilitation and \$5.3M for shipyard repairs.

RURAL TRANSPORTATION AND REGIONAL ACCESS



\$834.4M

Planned obligations

FFY2027–2030

43 STIP projects and programs

Statewide rural and regional access projects and programs

New road and river-crossing connections

Community streets, pathways and harbor access

Coastal protection and drainage

Rural transit, ice roads and winter trail safety

ATLAS Alaska Trails and Land Access Systems
Multi-Use Trails Applications
August 19–October 30, 2026



SOUTHEAST PROJECTS

WHAT \$397 MILLION OF SURFACE WORK ACTUALLY MEANS



Major reconstruction / bridge work

\$42.8M South Tongass: Deermount–Saxman
roadway + non-motorized reconstruction

\$37.0M Neck Lake Road Stage 2
7.9 miles; roadway, drainage, bridges, culverts, safety

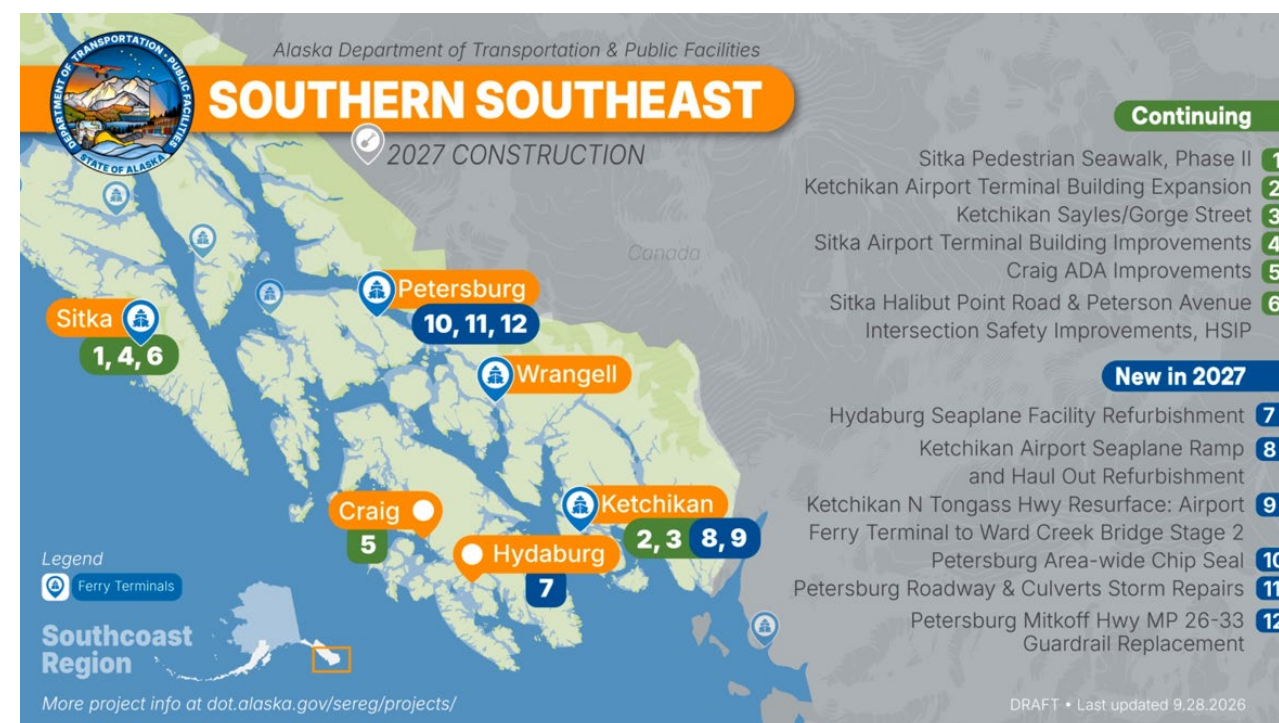
\$36.2M Ward Creek Bridge
bridge replacement + approaches

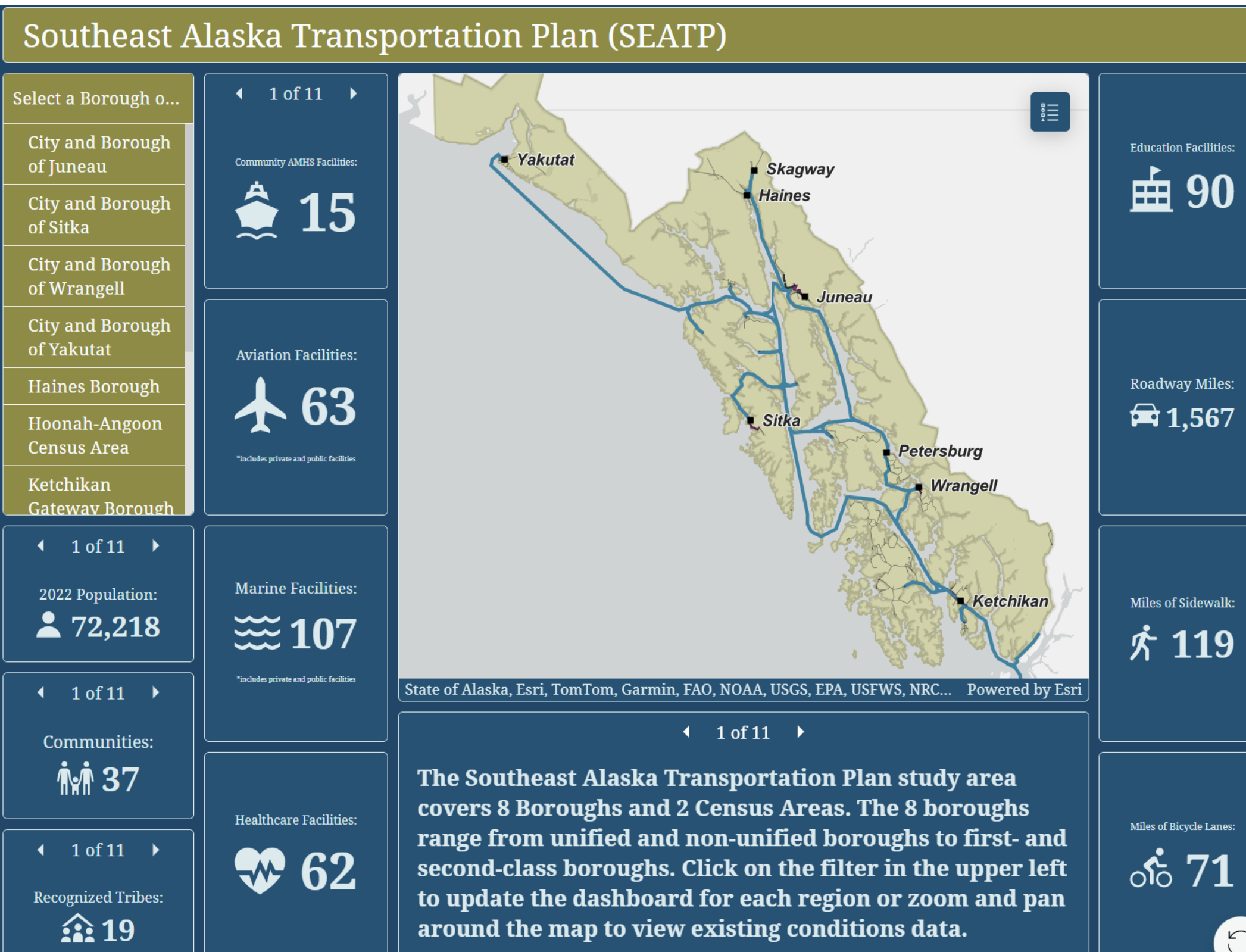
Local, visible access work

\$8.0M Petersburg chip seal
34.9 miles on five roads

\$6.0M Glacier Highway / path
2.2 miles; sidewalks + accessibility

\$2.9M Glacier Highway lighting
Jensine Street to Fritz Cove Road





2055 Statewide Long-Range Transportation Plan
AMHS 2045 Long-Range Plan
2026 Southeast Alaska Transportation Plan Update
2004 Southeast plan: historical context



SEATP comments close October 19, 2026
STIP comments close October 29, 2026

FIRST: CAN YOU GET THERE?



For many trips, yes. Access varies by community, destination and what needs to move.

Hydaburg

- Reduced air service increases reliance on the road to Craig, Klawock and Hollis for essentials.

Saxman

- South Tongass needs walking and bicycle improvements, bridge work and safer highway crossings.

Kake / Angoon to Sitka

- Lost direct ferry links make cultural travel and moving supplies by air more costly and difficult.

Freight

- Barges lead marine freight service. Ferry options depend on routes, schedules, terminals and cargo.

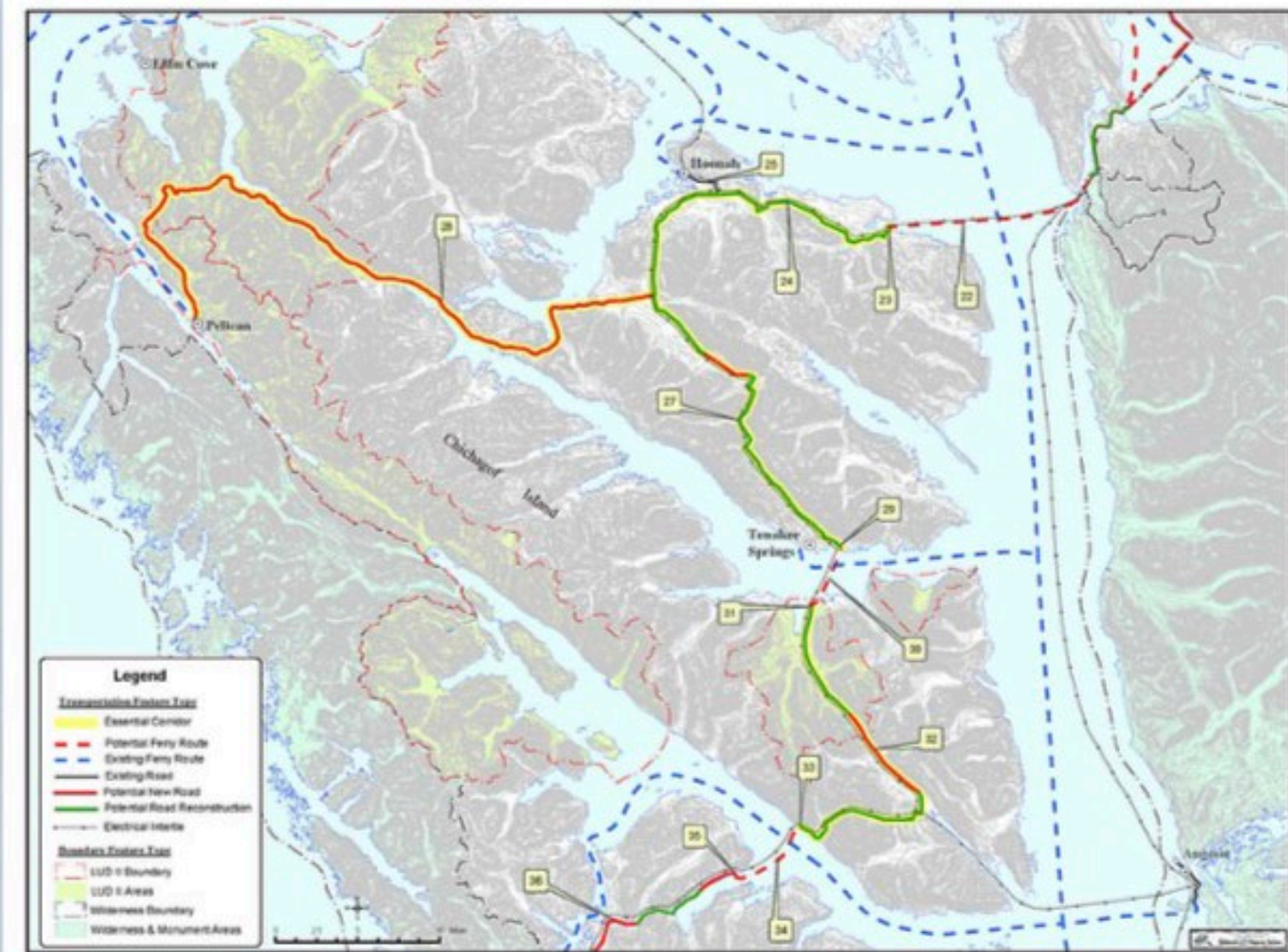


Connectivity gaps remain in direct service, local access and practical alternatives.

The 2004 SEATP proposed using roads to shorten marine legs and reduce long-term operating costs.

The AMHS 2045 plan calls for feasibility studies of three road links; its service plan does not depend on them.

Map 17 : Chichagof Island Corridors



Tenakee–Hoonah / Chichagof Island

- Road segments paired with short shuttle ferries could support more frequent daytime service and smaller vessels.

Kake–Petersburg / Kupreanof–Mitkof

- Closer terminals and shorter ferry routes could reduce fuel use, crew duty time and overnight vessel deployment.

Across Baranof Island / Sitka

- A Chatham Strait terminal road could shorten Sitka sailings and avoid Sergius Narrows tidal constraints.

SECOND: CAN YOU COUNT ON IT?



Not consistently enough across the region.

Vessels and crews

- Aging vessels and crew shortages reduce ferry availability.

Winter maintenance

- Winter disruptions delay mail, fuel and supplies.

Hub disruptions

- Weather and limited snow resources disrupt hub connections. Better weather reporting is needed.



Reliable service requires maintenance, staffing, schedules and equipment alongside capital investment.

WHAT HAPPENS WHEN THE CONNECTION BREAKS?

AUGUST – SEPTEMBER 2026



SKAGWAY: A terminal defect quickly became a transportation-network problem.

SEP 10

AUG 13

AUG 15

AUG 19

cracking observed

**operations
suspended**

repair plan

abutment at transfer
bridge / passenger
walkway

engineering
assessment and
site closure

anchor system, float
stabilization, abutment
repair

Passenge-only service

Supplemental private passenger-
ferry service.

Vehicle connection via Haines

Highway route through Canada
to connect with AMHS in Haines

terminal reopened

after expanded anchor-
chain repair work



The engineering problem was at the terminal. The transportation problem was much larger.

Current information helps us protect people and determine how to restore access.

Information for incident command

- Drones monitor hazardous areas, including after dark.
- “Live imagery and GIS show changing conditions.
- Unified Command coordinates protective actions.

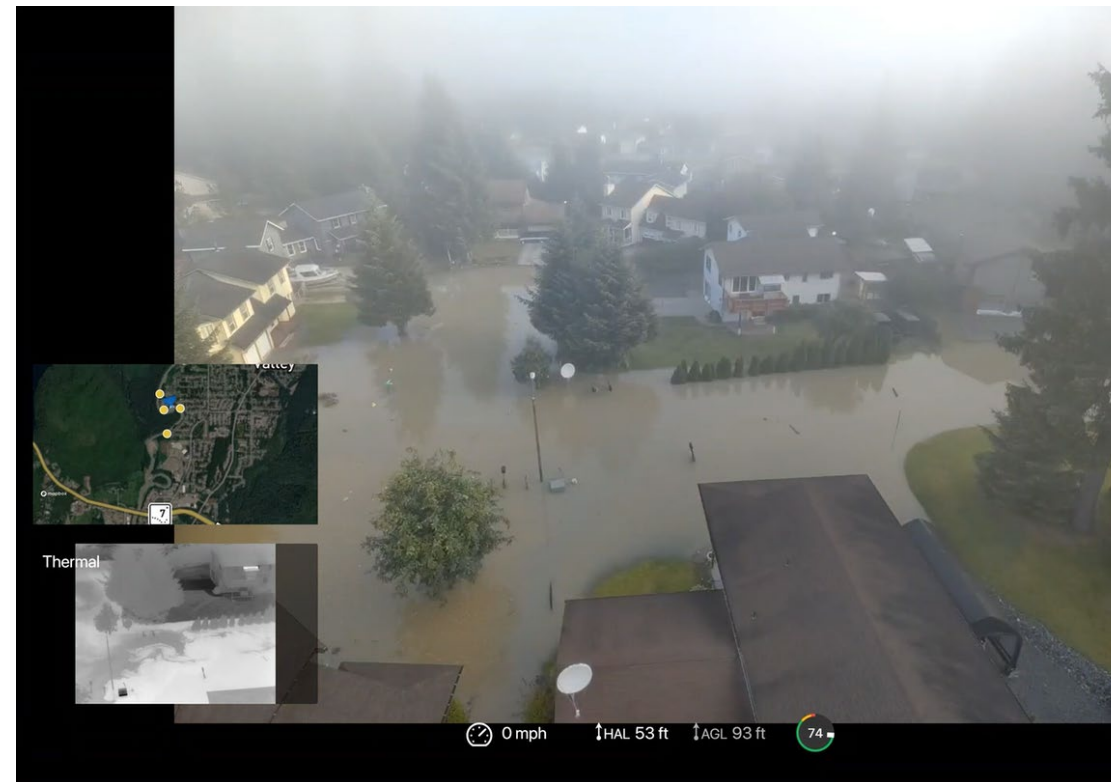


Photo: DOT&PF ICS Team August 2025. Juneau Flood 2025

12 hours

remote monitoring
August 2025

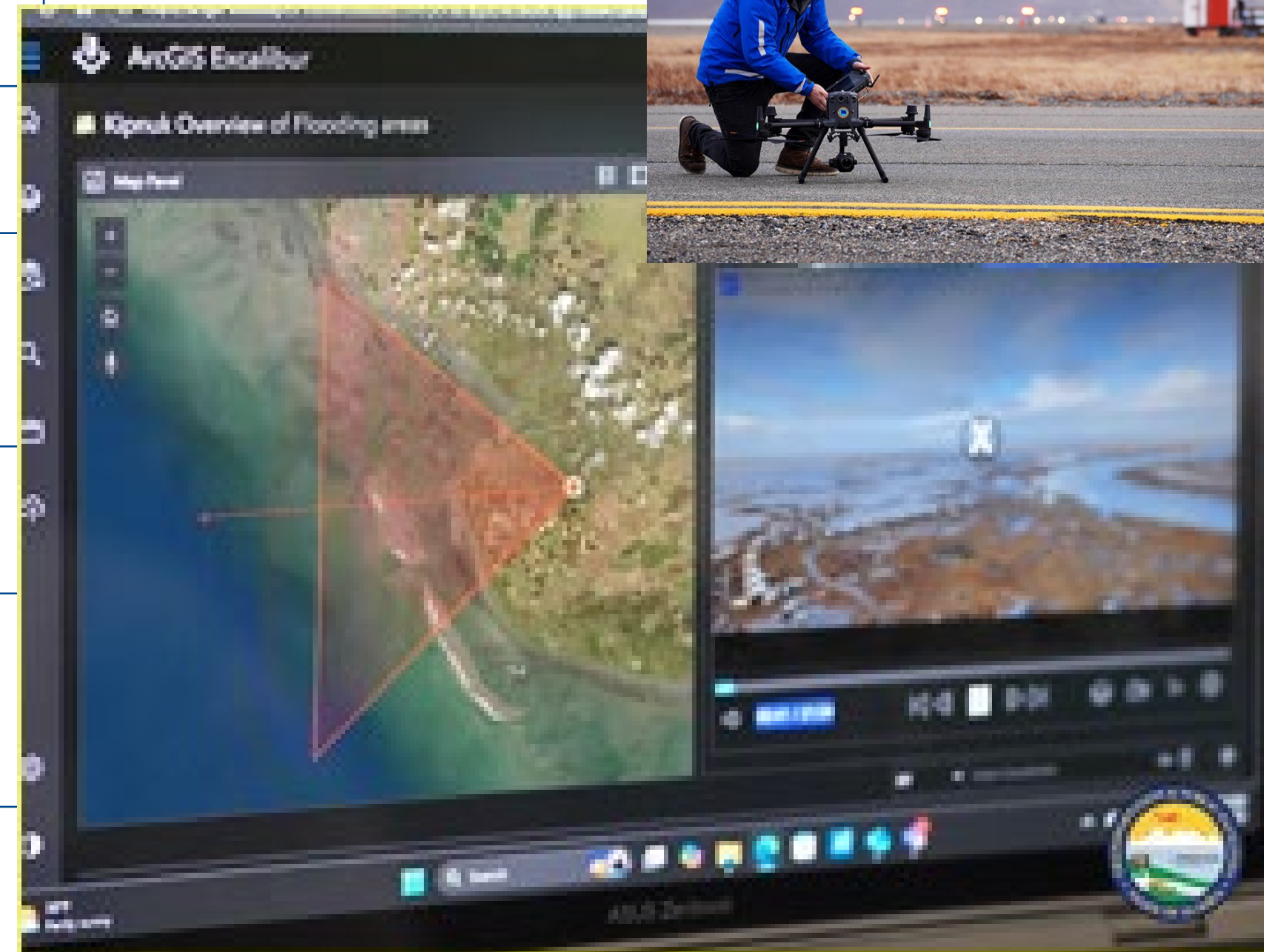
Juneau glacial lake outburst flood

Remote aerial monitoring supported Unified Command without placing monitoring personnel in the hazardous area.



We continue to expand our ability to assess damage and support restoration decisions

Capability	Operational purpose
Drones and remote sensing	Observe hazards and document infrastructure damage
Satellite communications and local computing	Move field data and process imagery into usable maps
GIS and connected asset records	Locate damage and support repair priorities
Intelligent Transportation Systems	Monitor road conditions and inform travelers
BIM for Infrastructure	Carry design and construction information into maintenance



Better information helps us decide what to close, where to send crews, and how to restore service.



Wolfe Point landslide, North Tongass Highway, Ketchikan · March 2025

RESILIENCE INVESTMENT PRIORITIES

Investment decisions should consider the consequences of losing access, the available alternatives, and the time required to restore service.

\$223.7M	17	\$49.5M
STIP Resiliency projects	Projects and programs	Including Rock-slope stabilization

Protect essential connections

Address vulnerable infrastructure where failure would interrupt medical access, freight, or community travel.

Prepare usable alternatives

Establish what backup routes and services can carry, their capacity, and how quickly they can operate.

Shorten service interruptions

Prepare repair designs, equipment, materials, and response agreements before a disruption.

CLOSING

BACK TO THE SAME REGIONAL QUESTION

Can people and goods get where they need to go—safely,
reliably and sustainably?

PUBLIC COMMENTS MATTER

1958: regional transportation as a shared problem



2026: Southeast Regional Planning Organization

\$695.6M

planned obligations in
Southeast extract

70

projects

1

transportation system
experienced by the user





ALASKA DEPARTMENT OF TRANSPORTATION &
PUBLIC FACILITIES

THANK YOU

Questions and discussion

Keep Alaska Moving

DEPARTMENT WEBSITE

dot.alaska.gov

STIP AND PUBLIC COMMENT

dot.alaska.gov/links/pdp/

Public comment closes October 29, 2026, 5 p.m. Alaska Daylight Time.

EMAIL

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