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Alaska Sustainability Energy Conference

Water Transportation in Rural Alaska

Alaska Department of Transportation & Public Facilities
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FedEx

FedEx

FedEx

“KEEP ALASKA MOVING”

Gravel and paved highways: 3,600 miles

Airports: 237

Bridges 839 bridges

Public Facilities: 800+ public facilities

Harbors: 16

Ferries: 9 ferries, 3,500 nautical miles,
serving 33 coastal communities



WATER TRANSPORTATION IN RURAL ALASKA



- Barges efficiently move large quantities of energy resources like liquid fuel
- In rural Alaska, the only other option is via Air, which is incredibly expensive.
- Barge landings and port infrastructure are vital parts of the transportation network in and an important link to the energy infrastructure.
 - Header to piped infrastructure
 - Truck



MARINE HIGHWAY M-11



OPPORTUNITY OF M-11 DESIGNATION



Small boat/ barge landings

Left: Nikolai

Right: Kongiganak

Lower Right: Eek



Photo Credit: DCCED Division of Community & Regional Affairs

DOT&PF, AEA, AND MARAD PARTNERSHIP

In 2024, DOT&PF partnered with Alaska Energy Authority (AEA) and applied to one of MARAD's programs, the Port Infrastructure Development Program (PIDP) for a project called the "Western Alaska Barge Landings"



Chevak Barge Landing

Scammon Bay
Hooper Bay
Chevak



Scammon Bay Fuel Header



RURAL PORTS AND BARGE LANDINGS

Purpose = to develop projects to a point that they are ready to apply to federal programs for final design/construction funds.

DOT&PF is in the early phases of developing a program

Partnering with the Denali Commission

Call for projects coming soon



THANK YOU

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