



# Alaska Statewide Freight Plan, 2055

## *Existing Conditions Report*



Alaska Department of Transportation & Public Facilities  
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## Introduction

The federal passage of the Fixing America's Surface Transportation (FAST) Act in 2015 placed greater emphasis on nationwide planning for the safe and efficient movement of freight. Subsequent surface transportation legislation has maintained this emphasis through the Bipartisan Infrastructure Law (BIL), which is slated to expire in September 2026.

In the aftermath of these new laws, the nation and states acted to develop freight plans, including Alaska. Many states had never had a formal statewide freight policy up until that time. Led by the Alaska Department of Transportation and Public Facilities (DOT&PF), Alaska adopted its first freight plan in 2022, making it eligible to receive federal funding through the United States Department of Transportation's (USDOT's) National Highway Freight Program (NHFP).<sup>1</sup> On average, Alaska receives \$18 million annually through this program.

Freight movement is particularly important to Alaska, given its enormous geographic size, remoteness, and limited road and rail connectivity. The performance of its freight infrastructure is important not only for serving Alaskans but also for shippers and receivers throughout the U.S. and the world.

The state's current freight plan expires in December 2026 and will need to be updated to maintain Alaska's eligibility for NHFP funding. The development of this summary represents the first phase of this effort and provides a baseline of existing freight conditions in Alaska. The summary is intended to inform succeeding phases of the freight plan update, including the development of strategic directions and a Freight Investment Plan (FIP).

The profile provides information on the extent and condition of Alaska's socioeconomic conditions, freight infrastructure, and current and projected commodity flows, using the federal Freight Analysis Framework (FAF).

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<sup>1</sup> In 2026, this equates to an estimated \$1.487 billion available, nationally.

## Sociodemographics

Population patterns inform corridor needs, freight demand, and investment prioritization. The trends presented draw on the 2010 and 2020 Decennial Censuses. Population projection data were used from the Alaska Department of Labor and Workforce Development through 2050. At a high level, Alaska's total population declined modestly between 2016 to 2020, grew since 2020, and is projected to edge up to a near-term peak around 2035 before declining again through 2050. Growth projections into 2050 show concentrations of positive growth in the northern and southwest regions of the state. These dynamics affect labor force availability, household consumption, and the spatial distribution of freight-generating industries.

**Figure 1: Boroughs and Census Areas**



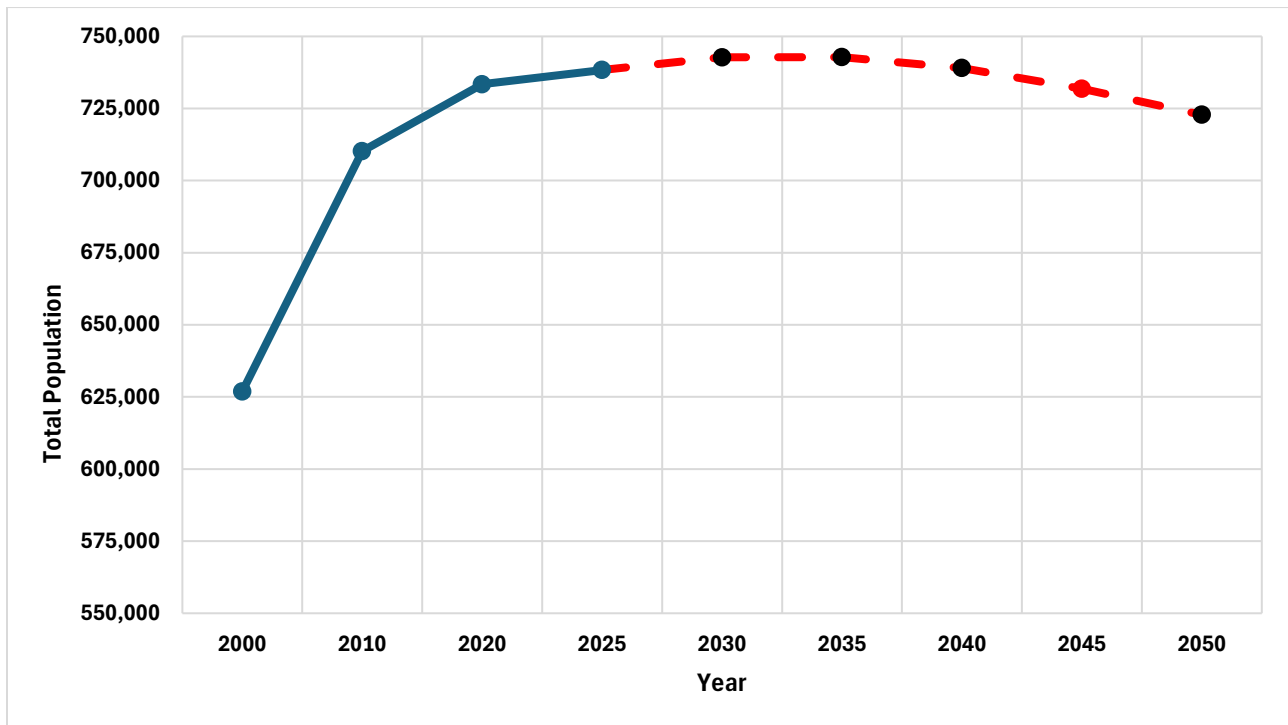
Source: Alaska DOT&PF

## Total Population

In 2025, Alaska's total population was approximately 738,737 and remained concentrated in a few regions. Nearly two out of five Alaskans reside within the Municipality of Anchorage with an estimated population of 289,221. Matanuska-Susitna Borough is the second largest, with a population of 117,412. Fairbanks North Star Borough and the Kenai Peninsula Borough also have substantial populations, with 97,083 and 61,327 residents, respectively. Many census areas and unorganized boroughs, such as Copper River and Hoonah-Angoon, also have populations below 3,000. Several boroughs and census areas have even smaller populations: Bristol Bay Borough and Yakutat City, both with fewer than 1,000 residents, and the Municipality of Skagway, with just under 1,200 residents. Based on these population figures, most Alaskans live in a few urban and suburban areas, whereas most of the state's land is sparsely populated (**Table 1**).<sup>2</sup> Error! Reference source not found. provides an overview of population trends from 2000 through 2025, and then also provides a look at population projections through 2050.

Between 2010 and 2020, Alaska's population grew by approximately 3.3 percent.<sup>3</sup> However, over the next five years, from 2020 to 2025, the total population increased by only approximately 0.7 percent. Over the next 10 years, through 2035, the total population is projected to increase by a minimum of 0.6 percent; by 2050, it will be nearly 2.2 percent lower than the current population.

**Figure 2: Statewide population and projections, 2000-2050**



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

<sup>2</sup> Alaska Population Table

<sup>3</sup> U.S. Census Bureau. *Decennial Census*

**Table 1: Borough and Census Area populations, 2020 and 2025**

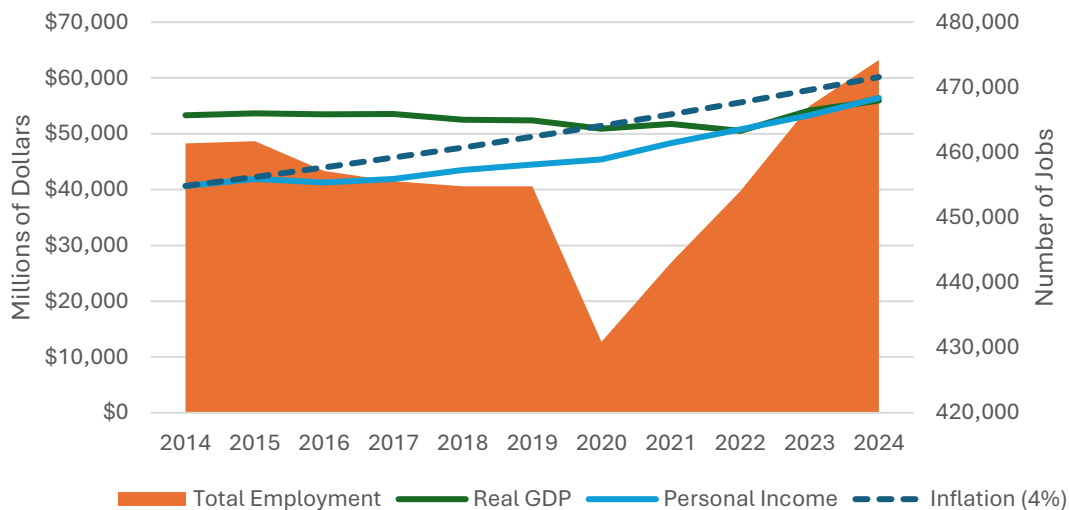
| Borough and Census Areas          | Census (2020) | 2025 Estimates | Population Change (2020-2025) | Average Annual Growth Rate (Percent), 2020-2025 |
|-----------------------------------|---------------|----------------|-------------------------------|-------------------------------------------------|
| Alaska                            | 733,391       | 738,737        | 5,346                         | 0.1                                             |
| <b>Anchorage / Mat-Su Region</b>  | 398,328       | 406,633        | 8,305                         | 0.4                                             |
| Anchorage, Municipality of        | 291,247       | 289,221        | -2,026                        | -0.1                                            |
| Matanuska-Susitna Borough         | 107,081       | 117,412        | 10,331                        | 1.8                                             |
| <b>Gulf Coast Region</b>          | 81,619        | 82,979         | 1,360                         | 0.3                                             |
| Chugach Census Area               | 7,102         | 6,594          | -508                          | -1.4                                            |
| Copper River Census Area          | 2,617         | 2,628          | 11                            | 0.1                                             |
| Kenai Peninsula Borough           | 58,799        | 61,327         | 2,528                         | 0.8                                             |
| Kodiak Island Borough             | 13,101        | 12,430         | -671                          | -1                                              |
| <b>Interior Region</b>            | 109,425       | 110,753        | 1,328                         | 0.2                                             |
| Denali Borough                    | 1,619         | 1,631          | 12                            | 0.1                                             |
| Fairbanks North Star Borough      | 95,655        | 97,083         | 1,428                         | 0.3                                             |
| Southeast Fairbanks Census Area   | 6,808         | 7,051          | 243                           | 0.7                                             |
| Yukon-Koyukuk Census Area         | 5,343         | 4,988          | -355                          | -1.3                                            |
| <b>Northern Region</b>            | 28,870        | 27,384         | -1,486                        | -1.0                                            |
| Nome Census Area                  | 10,046        | 9,598          | -448                          | -0.9                                            |
| North Slope Borough               | 11,031        | 10,555         | -476                          | -0.8                                            |
| Northwest Arctic Borough          | 7,793         | 7,231          | -562                          | -1.4                                            |
| <b>Southeast Region</b>           | 72,286        | 70,233         | -2,053                        | -0.6                                            |
| Haines Borough                    | 2,080         | 2,447          | 367                           | 3.1                                             |
| Hoonah-Angoon Census Area         | 2,365         | 2,228          | -137                          | -1.1                                            |
| Juneau, City and Borough of       | 32,255        | 31,182         | -1,073                        | -0.6                                            |
| Ketchikan Gateway Borough         | 13,948        | 13,377         | -571                          | -0.8                                            |
| Petersburg Borough                | 3,398         | 3,395          | -3                            | -0.0                                            |
| Prince of Wales-Hyder Census Area | 5,753         | 5,768          | 15                            | 0.1                                             |
| Sitka, City and Borough of        | 8,458         | 8,032          | -426                          | -0.9                                            |
| Skagway Borough, Municipality of  | 1,240         | 1,134          | -106                          | -1.7                                            |
| Wrangell, City and Borough of     | 2,127         | 2,037          | -90                           | -0.8                                            |
| Yakutat, City and Borough of      | 662           | 633            | -29                           | -0.9                                            |
| <b>Southwest Region</b>           | 42,863        | 40,755         | -2,108                        | -0.9                                            |
| Aleutians East Borough            | 3,420         | 3,023          | -397                          | -2.4                                            |
| Aleutians West Census Area        | 5,232         | 4,963          | -269                          | -1.0                                            |
| Bethel Census Area                | 18,666        | 18,188         | -478                          | -0.5                                            |
| Bristol Bay Borough               | 844           | 787            | -57                           | -1.3                                            |
| Dillingham Census Area            | 4,857         | 4,469          | -388                          | -1.6                                            |
| Kusilvak Census Area              | 8,368         | 7,973          | -395                          | -0.9                                            |
| Lake and Peninsula Borough        | 1,476         | 1,352          | -124                          | -1.7                                            |

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

## Socioeconomics

Alaska's economy has demonstrated consistent growth across key indicators, including gross domestic product (GDP), personal income, and total employment – factors that collectively influence demand for freight transportation. **Figure 3** presents data from the U.S. Bureau of Economic Analysis. Between 2004 and 2024, Alaska recorded a 131 percent increase in personal income, a 30.5 percent increase in real GDP, and a 14.6 percent increase in total employment. By comparison, the United States experienced growth rates of 148.8 percent, 51.2 percent, and 29.2 percent, respectively. The figure also highlights notable increases in both employment and GDP beginning in 2020. When viewed in the context of long-term trends, these recent gains suggest that Alaska's economic trajectory is returning to the path that would have been expected had pre-pandemic growth patterns continued uninterrupted.

**Figure 3:** Statewide economic indicators

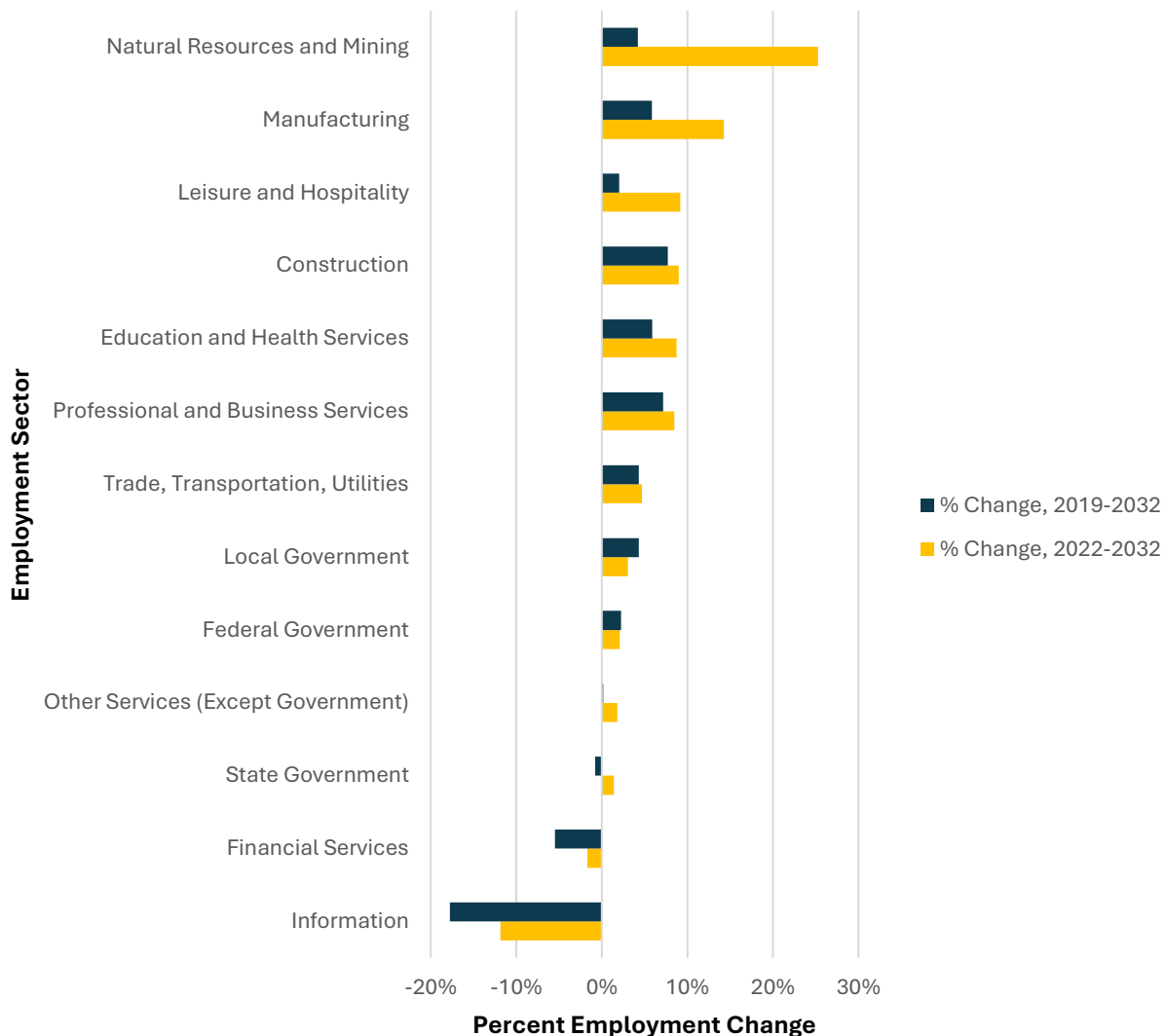


Source: U.S. Bureau of Economic Analysis

## Total Employment Trends

Employment projections by industry for 2022 to 2032 are shown in **Figure 4**. The figure also shows expanded percentage changes between 2019 and 2032 to illustrate longer-term shifts in industry composition. Employment is expected to grow in the goods-producing industries of natural resources and mining (25.3%), manufacturing (14.3%), and leisure and hospitality (9.2%) during this period. Employment in trade, transportation, and utilities is likewise projected to grow by 4.7 percent, thereby increasing demand for freight transportation within the natural resources, mining, and manufacturing industries.<sup>4</sup>

**Figure 4: Projected employment by percent change, 2019-2032 and 2022-2032**



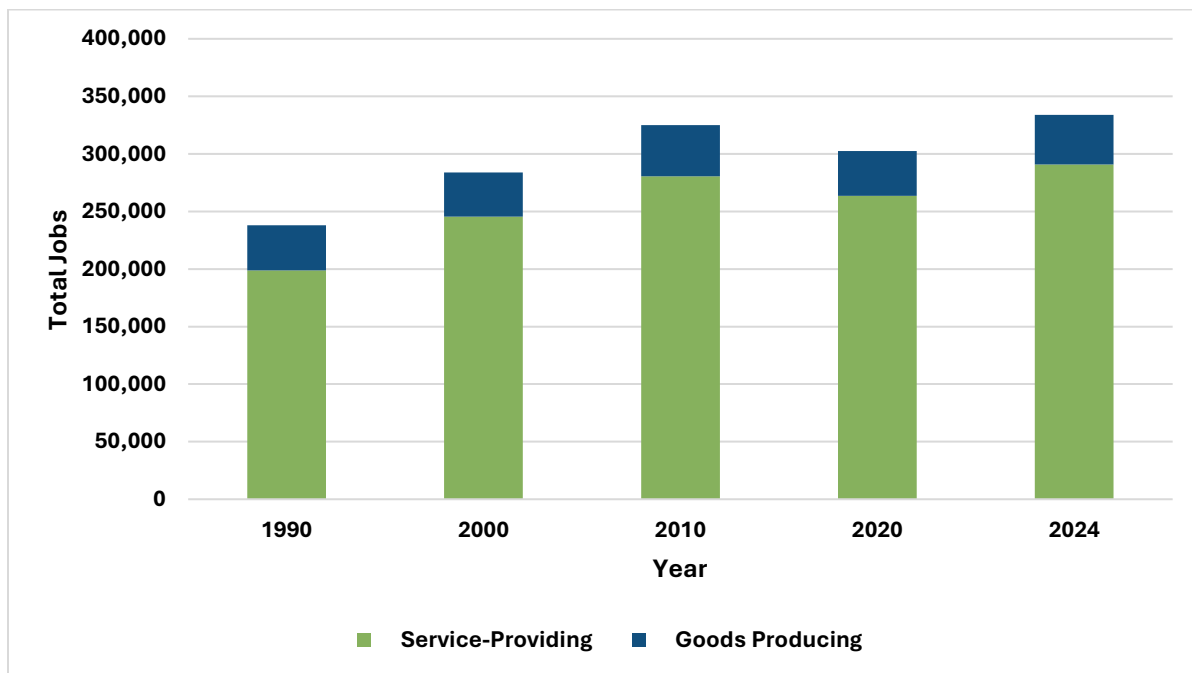
Source: Alaska Department of Labor and Workforce Development

<sup>4</sup> Alaska Department of Labor and Workforce Development

## Total Employment by Industry

Alaska's employment base has been broadly steady over two decades. Total non-farm jobs are up 9.8 percent since 2004 but static over the last decade since 2019 (1.2%). Both service-providing and goods-producing industries show long-run growth between 2004 and 2024 (10.2% and 7%, respectively). Over the last decade, service-providing industries have remained relatively flat, whereas goods-producing industries have declined by 13.5 percent and experienced greater aggregate job losses during the COVID-19 pandemic than service-providing industries.<sup>5</sup> **Figure 5** provides an overview of total jobs by service-providing versus goods-producing while **Table 2** provides an in-depth analysis of employment totals by industry.

**Figure 5: Total employment in Alaska (2004-2024)**



Source: Alaska Department of Labor and Workforce Development

Freight-linked service activity shows measurable gains. Trade, Transportation, and Utilities (TTU) is up 6.6 percent since 2004, and 2.3 percent since 2019 at the sector aggregate level. Within trade, wholesale employment posts modest long-run gains (4.8% since 2004), while retail trade edges down over each horizon. Demand-oriented services continue to anchor Alaska's job base: educational and health services have grown nearly 50 percent since 2004 (health care alone has grown by 65%), and leisure and hospitality is up about 19 percent over 20 years, with notable increases in accommodation and food services. Government employment, meanwhile, remains comparatively stable, decreasing by about 1 percent over the long term.<sup>5</sup>

<sup>5</sup> Alaska Department of Labor and Workforce Development Monthly Employment Statistics

**Table 2:** Total employment by industry

| Industry                         | 2024   | 2014-2024 Growth Rate |
|----------------------------------|--------|-----------------------|
| Government                       | 79,800 | -2.9%                 |
| Trade, Transportation, Utilities | 66,100 | 2.3%                  |
| Educational & Health Services    | 53,000 | 11.3%                 |
| Health Care                      | 41,700 | 24.5%                 |
| Local Government                 | 40,300 | -1.2%                 |
| Leisure & Hospitality            | 35,900 | 5.0%                  |
| Retail Trade                     | 34,900 | -4.9%                 |
| Professional & Business Services | 28,800 | -4.3%                 |
| Trans/Warehouse/Utilities        | 24,800 | 15.3%                 |
| State Government                 | 23,900 | -9.8%                 |
| Food Services & Drinking Places  | 23,500 | 11.9%                 |
| Local Education                  | 20,300 | -10.2%                |
| Construction                     | 18,500 | 3.9%                  |
| Federal Government               | 15,500 | 4.0%                  |
| Mining                           | 12,700 | -25.7%                |
| Mining and Logging               | 12,500 | -27.7%                |
| Other Services                   | 12,100 | 6.1%                  |
| Manufacturing                    | 11,900 | -17.9%                |
| Accommodation                    | 10,900 | 28.2%                 |
| Financial Activities             | 10,800 | -10.7%                |
| Seafood Processing               | 8,600  | -18.9%                |
| Oil & Gas                        | 8,300  | -43.9%                |
| State Education                  | 6,900  | -13.8%                |
| Air Transportation               | 6,800  | 15.3%                 |
| Wholesale Trade                  | 6,500  | 1.6%                  |
| Tribal Government                | 5,400  | 45.9%                 |
| Food & Beverage Stores           | 5,100  | -15.0%                |
| Information                      | 4,400  | -30.2%                |
| Telecommunications               | 2,900  | -29.3%                |

Source: Alaska Department of Labor and Workforce Development Monthly Employment Statistics

**Freight-intensive** industries include mining, manufacturing, utilities, construction, wholesale trade, transportation, and warehousing. These sectors produce, extract, or handle physical goods and generate large outbound shipments, inbound materials, or intermodal transfers, which produce high freight volumes per job. In contrast, **freight-service based** industries include retail, accommodation and food services, health care, education, and other service sectors that all primarily consume goods. They generate freight demand through the volume of inbound supplies needed to serve residents and visitors.

Location Quotients (LQ) are provided in **Table 3**, which measure how concentrated an industry's employment is in Alaska relative to the United States. They indicate whether Alaska has a larger or smaller share of jobs in a

given industry than the national average. An LQ above 1.0 indicates greater industry concentration in Alaska and likely reflects regional specialization. An LQ below 1.0 indicates that the industry is less concentrated than the national average. **Table 3** also pairs LQs with a freight lens to distinguish freight-intensive industries from freight-demand drivers.

**Table 3:** Industry location quotients in Alaska, 2023

| North American Industry Classifying System (NAICS) | Industry                                                                 | Statewide LQ | Change (2019-2023) | Freight Implication      |
|----------------------------------------------------|--------------------------------------------------------------------------|--------------|--------------------|--------------------------|
| <b>21</b>                                          | <b>Mining, quarrying, and oil and gas extraction</b>                     | <b>7.7</b>   | <b>-0.1</b>        | <b>Freight Intensive</b> |
| <b>11</b>                                          | <b>Agriculture, forestry, fishing, and hunting</b>                       | <b>3.6</b>   | <b>2.1</b>         | <b>Freight Intensive</b> |
| 99                                                 | Industries not classified                                                | 3.3          | 2.7                | -                        |
| <b>48-49</b>                                       | <b>Transportation and warehousing</b>                                    | <b>1.9</b>   | <b>0.1</b>         | <b>Freight Intensive</b> |
| <b>22</b>                                          | <b>Utilities</b>                                                         | <b>1.8</b>   | <b>0.5</b>         | <b>Freight Intensive</b> |
| 53                                                 | Real estate and rental and leasing                                       | 1.4          | 0.3                | Service Based            |
| 44-45                                              | Retail trade                                                             | 1.2          | 0.1                | Service Based            |
| <b>23</b>                                          | <b>Construction</b>                                                      | <b>1.2</b>   | <b>0.04</b>        | <b>Freight Intensive</b> |
| 62                                                 | Health care and social assistance                                        | 1.2          | -0.1               | Service Based            |
| 81                                                 | Other services (except public administration)                            | 1.1          | 0.2                | Service Based            |
| 51                                                 | Information                                                              | 1.0          | 0.1                | Service Based            |
| 72                                                 | Accommodation and food services                                          | 0.9          | -0.03              | Service Based            |
| 54                                                 | Professional, scientific, and technical services                         | 0.9          | -0.2               | Service Based            |
| <b>42</b>                                          | <b>Wholesale trade</b>                                                   | <b>0.9</b>   | <b>0.2</b>         | <b>Freight Intensive</b> |
| 71                                                 | Arts, entertainment, and recreation                                      | 0.9          | -0.3               | Service Based            |
| 55                                                 | Management of companies and enterprises                                  | 0.7          | -0.1               | Service Based            |
| 56                                                 | Administrative and support and waste management and remediation services | 0.7          | -0.1               | Service Based            |
| 52                                                 | Finance and insurance                                                    | 0.5          | -0.1               | Service Based            |
| <b>31-33</b>                                       | <b>Manufacturing</b>                                                     | <b>0.5</b>   | <b>-0.1</b>        | <b>Freight Intensive</b> |
| 61                                                 | Educational services                                                     | 0.4          | -0.02              | Service Based            |

Source: U.S. Census, American Community Survey 2019 and 2023 5-year Estimates

Alaska's industrial specializations are concentrated in freight-intensive sectors, including resource extraction, marine-oriented activities, and select logistics hubs. Statewide LQs show extremely high specialization in mining, agriculture/forestry/fishing, transportation, and warehousing, with utilities and construction also above parity. Wholesale trade is near-parity statewide but still entails moderately intensive freight handling. On the freight demand side, retail and health care exceed parity and can sustain a steady flow of inbound goods, while accommodation/food and other services also exceed parity but contribute to more seasonal and local demand cycles.

## **Select Major Industries Affecting Statewide Freight**

Alaska's most freight-relevant industries reflect a combination of long-term employment trends and strong geographic specialization. TTU employment has grown modestly over the past five, 10, and 20 years, with transportation, warehousing, and utilities, and air transportation both posting the strongest gains. Construction employment has increased over the most recent five-year period, reflecting ongoing project activity that supports inbound material movements. Resource-extracting jobs remain above early-2000s levels but below mid-2010s peaks, while manufacturing and seafood-processing employment remain below 2014 highs despite their continued freight-related significance.

LQ patterns complement these job trends. Resource extraction remains the strongest statewide specialization, with the highest concentrations in the northernmost Arctic boroughs and a regional hub in the east of the Southeast Fairbanks Census Area. Transportation and warehousing specializations are moderate throughout the state, but the highest LQs are in the southwest within the Bethel Census Area, Kenai Peninsula Borough, and the Aleutians West Census Area. Alaska's manufacturing industry, though less specialized than at the national level, is heavily concentrated in coastal areas such as the Aleutians, Petersburg Borough, and Kodiak Island Borough, owing to their seafood manufacturing presence. Alaska's freight activity remains anchored in goods movement through a limited number of specialized corridors and hubs, with tourism-linked communities contributing seasonal retail and accommodation demand.

## **Major Employers**

The state's largest employers reflect a mix of health care, seafood processing, tourism, transportation, and resource development. Health systems and tribal health organizations account for several of the top positions, seafood processors employ large seasonal workforces in coastal communities, and tourism operators contribute significant peak-season staffing. Freight-relevant firms are prominent within the top employers list, including air carriers, marine carriers, rail, and pipeline operators, which together align with observed increases in transportation jobs and the concentration of logistics activity in key nodes.

The presence of major oil and gas, mining, and industrial services employers also mirrors the long-run role of extraction and project work in Alaska's economy, while retail/wholesale companies illustrate ongoing distribution needs for consumer goods. Overall, the employer composition is consistent with the employment and LQ patterns summarized above: health and tourism support steady inbound flows, seafood and manufacturing concentrate coastal processing, and transportation providers and resource companies anchor multimodal freight movements statewide.<sup>6</sup> **Table 4** provides an overview of the top 10 employers in Alaska by total number of workers and their share of the total workforce.

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<sup>6</sup> Alaska Business Magazine, Corporate 100

**Table 4:** Top 10 companies by total employees who work in Alaska, 2025

| Rank | Company Name                                      | Business Focus         | Total Employees |
|------|---------------------------------------------------|------------------------|-----------------|
| 1    | Providence Alaska                                 | Health & Wellness      | 5,200           |
| 2    | Princess Cruises, Holland America Line & Seabourn | Travel & Tourism       | 4,000           |
| 3    | Alaska Native Tribal Health Consortium            | Health & Wellness      | 3,700           |
| 4    | Arctic Slope Regional Corporation                 | Native Organization    | 3,673           |
| 5    | Trident Seafoods Corporation                      | Seafood                | 3,641           |
| 6    | Nana Regional Corporation                         | Native Organization    | 3,368           |
| 7    | Southcentral Foundation                           | Health & Wellness      | 2,800           |
| 8    | Carrs Safeway                                     | Retail/Wholesale Trade | 2,507           |
| 9    | Alaska Airlines                                   | Transportation         | 2,100           |
| 10   | Walmart/Sam's Club                                | Retail/Wholesale Trade | 1,950           |

Source: Alaska Business Magazine, Corporate 100, 2025

## Roadway & Bridge Network

Alaska's roadway and bridge network serves as a critical foundation for the state's freight system, linking remote communities, resource-rich regions, and major economic hubs across some of the nation's most challenging terrain. These corridors support the movement of essential goods, enable industry and commerce, and provide vital connections where alternatives are limited or non-existent. Strengthening and maintaining Alaska's roads and bridges is central to providing reliable freight mobility, supporting economic growth, and sustaining the well-being of communities statewide. The following section highlights various key aspects of roadway and bridge infrastructure across Alaska.

### Priority Networks

#### National Highway System (NHS)

National Highway System (NHS) roads are classified into distinct categories that determine their eligibility for federal funding and reporting requirements. Federal funds are targeted toward the NHS, the Interstate Highway System, and other roads important to the nation's economy, defense, and mobility. The subsystems of the NHS are described below, while **Table 5** provides an overview of total mileage in each subsystem across the state by region.

**Table 5:** Total mileage by roadway subsystem, 2024

| Roadway Classification | Central Region | Northern Region | Southcoast Region | Total Miles |
|------------------------|----------------|-----------------|-------------------|-------------|
| Interstate             | 387.6          | 692.6           | 0                 | 1080.2      |
| Principal Arterial     | 239.8          | 627.3           | 71.8              | 938.9       |
| Minor Arterial         | 142.9          | 408.3           | 80.4              | 631.6       |

### Interstates

The Alaska Interstate system consists of 1,082.2 miles of roadway and comprises four interstate routes (**Table 6**). Standards for Alaska's interstates are defined in U.S.C. Title 23 and are different from those in the lower 48 states. **Figure 6** provides an in-depth look at the locations of each interstate.

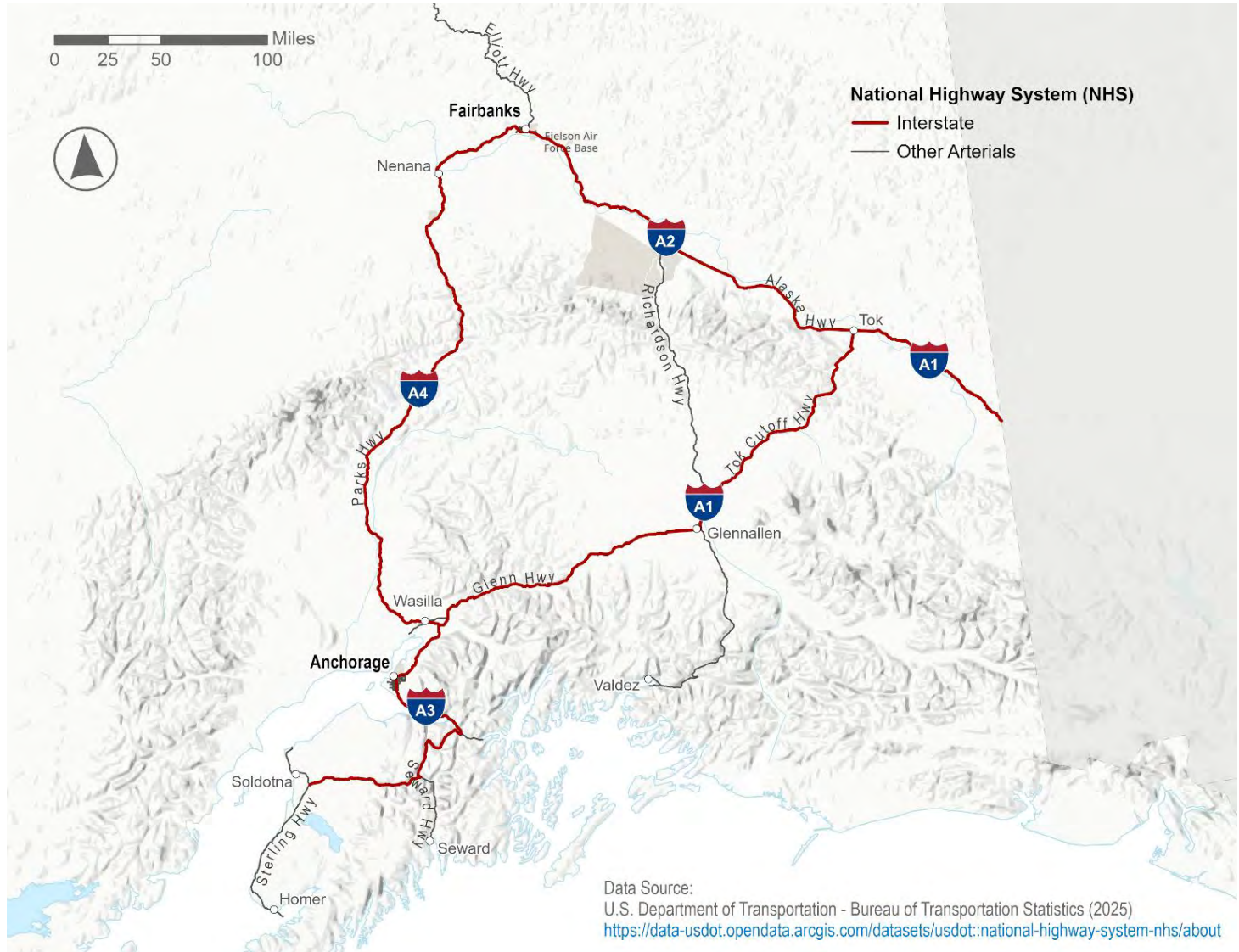
**Table 6:** Interstate designations

| Interstate Designation                                                              | Interstate Name                               | Total Mileage | Cities                                                                                                      | Southern/Eastern Terminus   | Northern/Eastern Terminus         |
|-------------------------------------------------------------------------------------|-----------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------------------|
|  | Glenn Highway, Tok Cutoff, and Alaska Highway | 408.2         | <ul style="list-style-type: none"> <li>• Anchorage</li> <li>• Palmer</li> <li>• Tok Junction</li> </ul>     | Anchorage (A-3)             | Canadian Border - Yukon Territory |
|  | Richardson Highway and Alaska Highway         | 202.2         | <ul style="list-style-type: none"> <li>• Fairbanks</li> <li>• North Pole</li> <li>• Tok Junction</li> </ul> | Tok Junction (A-1)          | Fairbanks (A-4)                   |
|  | Sterling Highway and Seward Highway           | 148.1         | <ul style="list-style-type: none"> <li>• Soldotna</li> <li>• Anchorage</li> </ul>                           | Soldotna (Sterling Highway) | Anchorage (A-1)                   |

| Interstate Designation                                                            | Interstate Name | Total Mileage | Cities                                                                                                           | Southern/Eastern Terminus | Northern/Eastern Terminus |
|-----------------------------------------------------------------------------------|-----------------|---------------|------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|
|  | Parks Highway   | 323.7         | <ul style="list-style-type: none"> <li>• Wasilla</li> <li>• Denali National Park</li> <li>• Fairbanks</li> </ul> | Palmer (A-1)              | Fairbanks (A-2)           |

Source: Alaska DOT&PF and [Interstate Guide](#)

**Figure 6: Alaska interstate system**



Source: U.S. Department of Transportation

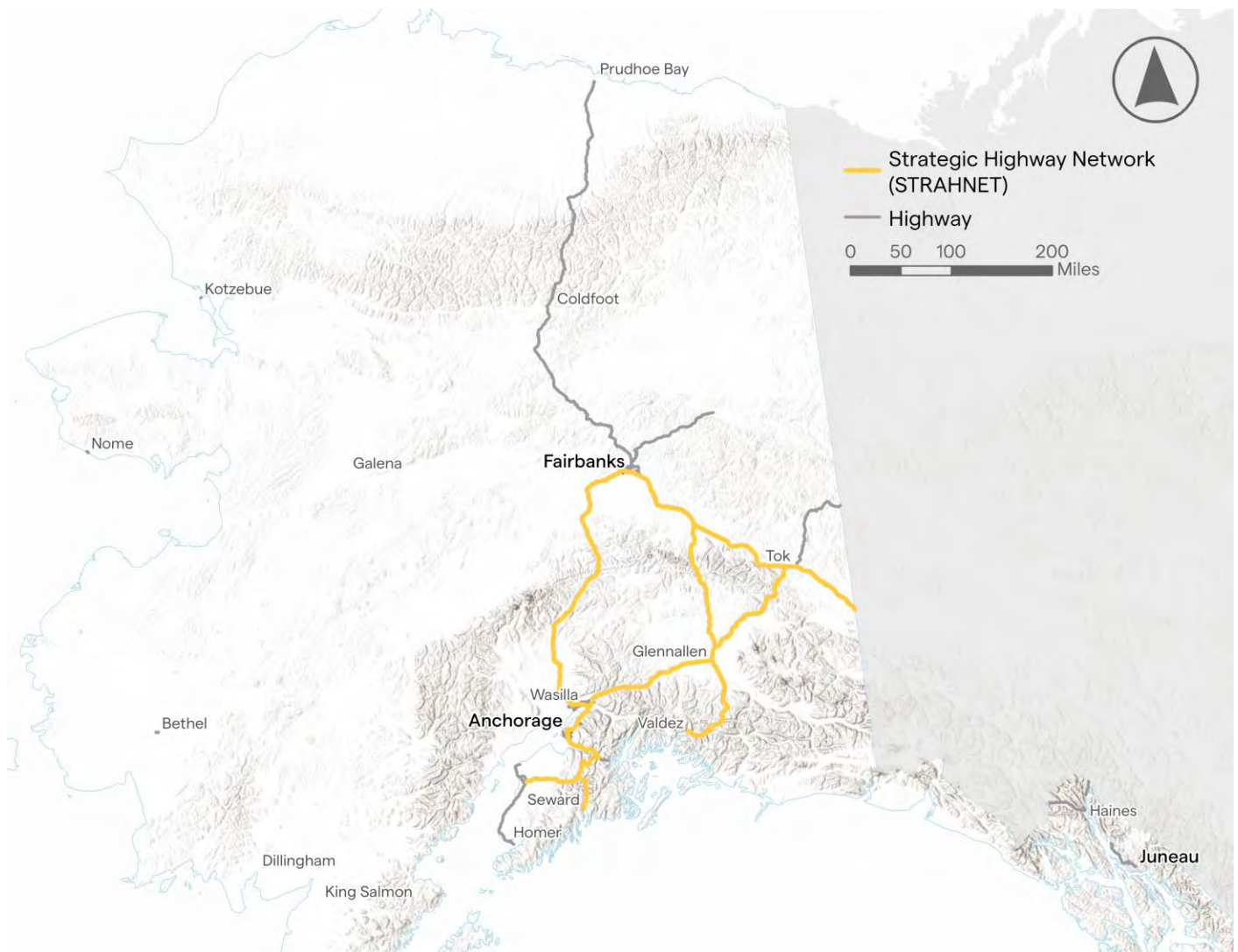
### Other Principal Arterials

These are highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility. Sections of the Dalton, Richardson, Sterling, Seward, Klondike, Haines, and Elliot Highways are part of this NHS subsystem.

### Strategic Highway Network (STRAHNET)

STRAHNET is a network of highways important to the United States' strategic defense and that provide defense access, continuity, and emergency capabilities. Alaska has 1,376 miles of roadway designated on the STRAHNET, including the Richardson Highway, Sterling Highway, Glenn Highway, Parks Highway, Seward Highway, Alaska Highway, and the Tok Cutoff Highway. **Figure 7** provides an overview of the STRAHNET in Alaska.

**Figure 7: Alaska Strategic Highway Network (STRAHNET)**



Source: US DOT/ Alaska DOT&PF

## Intermodal Connectors

Intermodal Connectors are essential components of transportation infrastructure, providing connections between different modes. They play a critical role in ensuring freight can move seamlessly between modes of transportation. Intermodal connectors typically serve as the “last mile” link that enables the transfer of freight between transportation hubs. As of this writing, Alaska has 29 NHS Intermodal Connectors, distributed across airports, ports, and ferry facilities. These NHS Connectors accommodate both passenger and freight traffic at any facilities that serve both transport user types. **Table 7, 8, and 9** provide an overview of the Intermodal Connectors, including their geographic limits and lengths (miles), while **Figure 8** shows where the intermodal connectors are located in Alaska.

**Table 7:** Airport Intermodal Connectors

| Facility                            | Connector Description                                                                                                                                    | Length (Miles) |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Anchorage International Airport     | From Minnesota Dr via International Airport Rd, Airport arrival ramp, Airport departure ramp                                                             | 3.3            |
| Fairbanks International Airport     | From Parks Hwy via Airport Way, Wien Rd, Wein NB-Airport Way EB ramp                                                                                     | 2.5            |
| Juneau International Airport        | From Glacier/Douglas Hwy NHS via Yandukin Rd, Shell Simmons Dr                                                                                           | 1.4            |
| Kenai Municipal Airport             | Served indirectly (Proximate Connection) from the Kenai Spur Rd NHS Intermodal Port Connector Route                                                      | 0              |
| Ketchikan International Airport     | From Ketchikan Ferry Terminal Rd via North Tongass, Ketchikan Airport Shuttle Access Rd to the waterway. From the waterway via Gravina Island Airport Rd | 0.9            |
| Kodiak Benny Benson Airport         | From Marine Way via Rezanof Dr, Kodiak Airport Terminal Rd                                                                                               | 4.9            |
| Petersburg James A. Johnson Airport | From Petersburg Ferry Terminal Road, commencing at Mitkof Hwy, along Nordic Dr and Haugen Dr to airport entrance                                         | 1.9            |
| Sitka Rocky Gutierrez Airport       | From Halibut Point Rd via Lake St, Harbor Dr                                                                                                             | 1.8            |
| Wrangell Airport                    | From Wrangell Ferry Terminal along Church/2nd St, Wrangell Ave, Bennett St, and Airport Rd to Wrangell Airport entrance                                  | 1.8            |
| <b>Total</b>                        |                                                                                                                                                          | <b>18.5</b>    |

Source: FHWA Office of Planning

**Table 8:** Ferry Terminal Intermodal Connectors

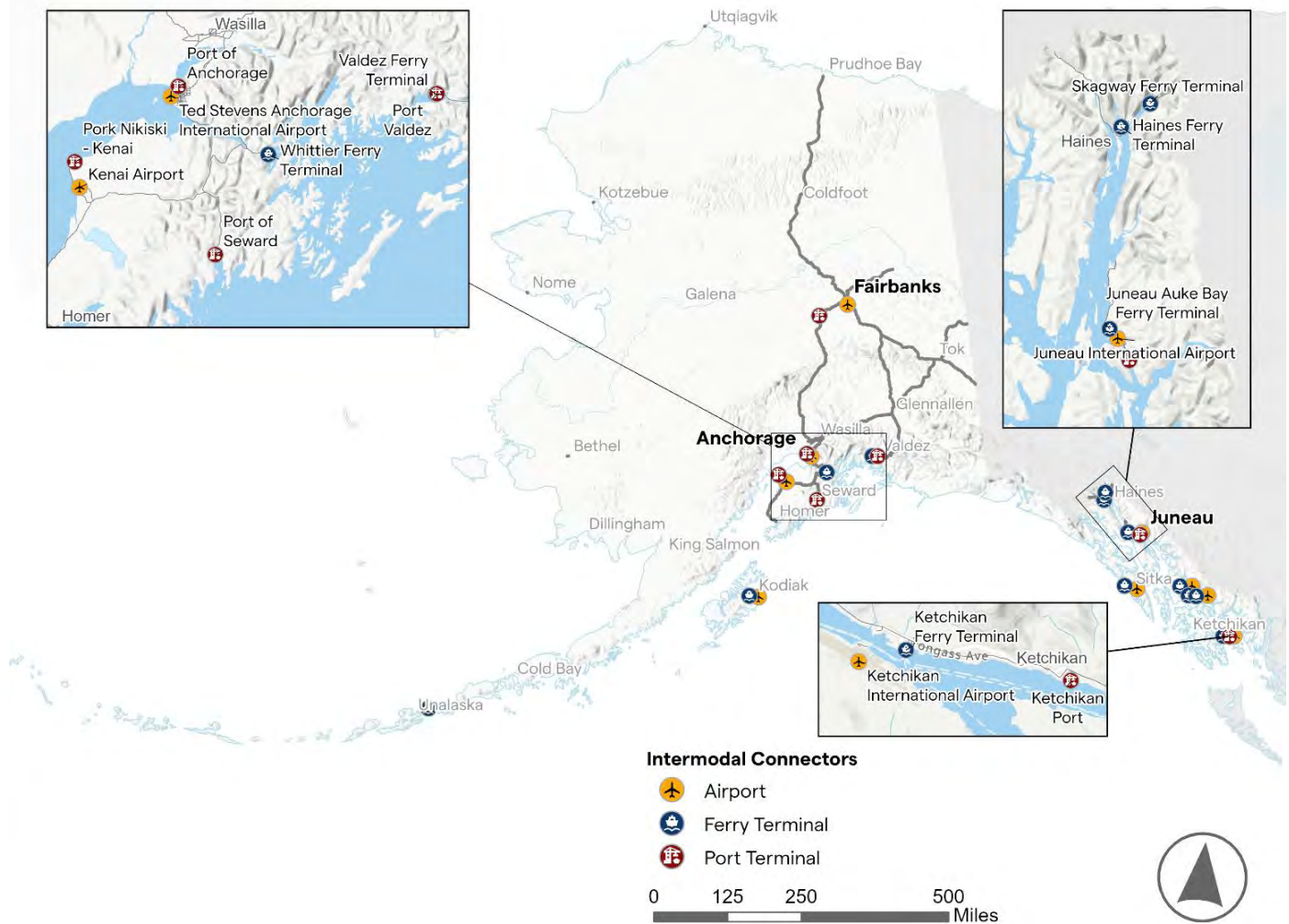
| Facility                    | Connector Description                                                                               | Length (Miles) |
|-----------------------------|-----------------------------------------------------------------------------------------------------|----------------|
| Haines Ferry Terminal       | From Haines Hwy NHS via Haines/Lutak Rd, Ferry Terminal Rd                                          | 4.5            |
| Homer Ferry Terminal        | From Sterling Hwy NHS via Homer Ferry Terminal Rd                                                   | 0.0            |
| Ketchikan Ferry Terminal    | From Tongass Hwy via Ketchikan Ferry Terminal Rd                                                    | 0.2            |
| Kodiak Ferry Terminal       | From Rezanof Dr via Marine Way, Marine Hwy Access                                                   | 0.4            |
| Petersburg Ferry Terminal   | From Mitkof Hwy via Petersburg Ferry Terminal Rd                                                    | 0.2            |
| Sitka Ferry Terminal        | From Lake St via Halibut Point Rd, Sitka Ferry Access Rd                                            | 6.7            |
| Skagway Ferry Terminal      | Served by the Klondike Highway NHS Route                                                            | 0.0            |
| South Mitkof Ferry Terminal | From Petersburg Ferry Terminal Road via Mitkof Hwy, South Mitkof Ferry Terminal Rd                  | 23.8           |
| Valdez Ferry Terminal       | From Richardson Hwy NHS/Meals Av via Egan Dr, Hazelet Av, and Ferry Way                             | 0.7            |
| Whittier Ferry Terminal     | From Seward Hwy NHS via Portage/Glacier Rd, Whittier Access Rd, Camp Rd, Whittier Ferry Terminal Rd | 11.1           |
| Wrangell Ferry Terminal     | From Stikine/Evergreen Av via Wrangell Ferry Terminal Spur Rd                                       | 0.1            |
| <b>Total</b>                |                                                                                                     | <b>47.7</b>    |

Source: FHWA Office of Planning

**Table 9:** Port Terminal Intermodal Connectors

| Facility             | Connector Description                                                                 | Length (Miles) |
|----------------------|---------------------------------------------------------------------------------------|----------------|
| Ketchikan Port       | From Ketchikan Ferry Terminal Rd via South Tongass Hwy to Bawden St                   | 2.2            |
| Port Nikiski - Kenai | From Sterling Hwy via Kenai Spur Rd, Nikishka Beach Rd                                | 27.3           |
| Port of Anchorage    | From 6th Av via A St/C St couplet, C St, Ocean Dock Rd, and C St/Ocean Dock ramps     | 1.8            |
| Port of Juneau       | From Thane Road NHS/Egan Drive (MP 0) via Thane Road to Mount Roberts Drive (MP 1.03) | 1.0            |
| Port of Nenana       | From Parks Hwy via 6th St, Nenana St, Front St, Dock Rd                               | 1.1            |
| Port of Seward       | From Seward Hwy NHS/STRAHNET                                                          | 0.0            |
| Port of Skagway      | Served by the Klondike Hwy NHS Route                                                  | 0.0            |
| Port of Valdez       | From Richardson Hwy NHS via Dayville Rd                                               | 5.8            |
| <b>Total</b>         |                                                                                       | <b>39.2</b>    |

Source: FHWA Office of Planning

**Figure 8: Intermodal Connectors**

Source: US DOT/ Alaska DOT&amp;PF

### National Highway Freight Network

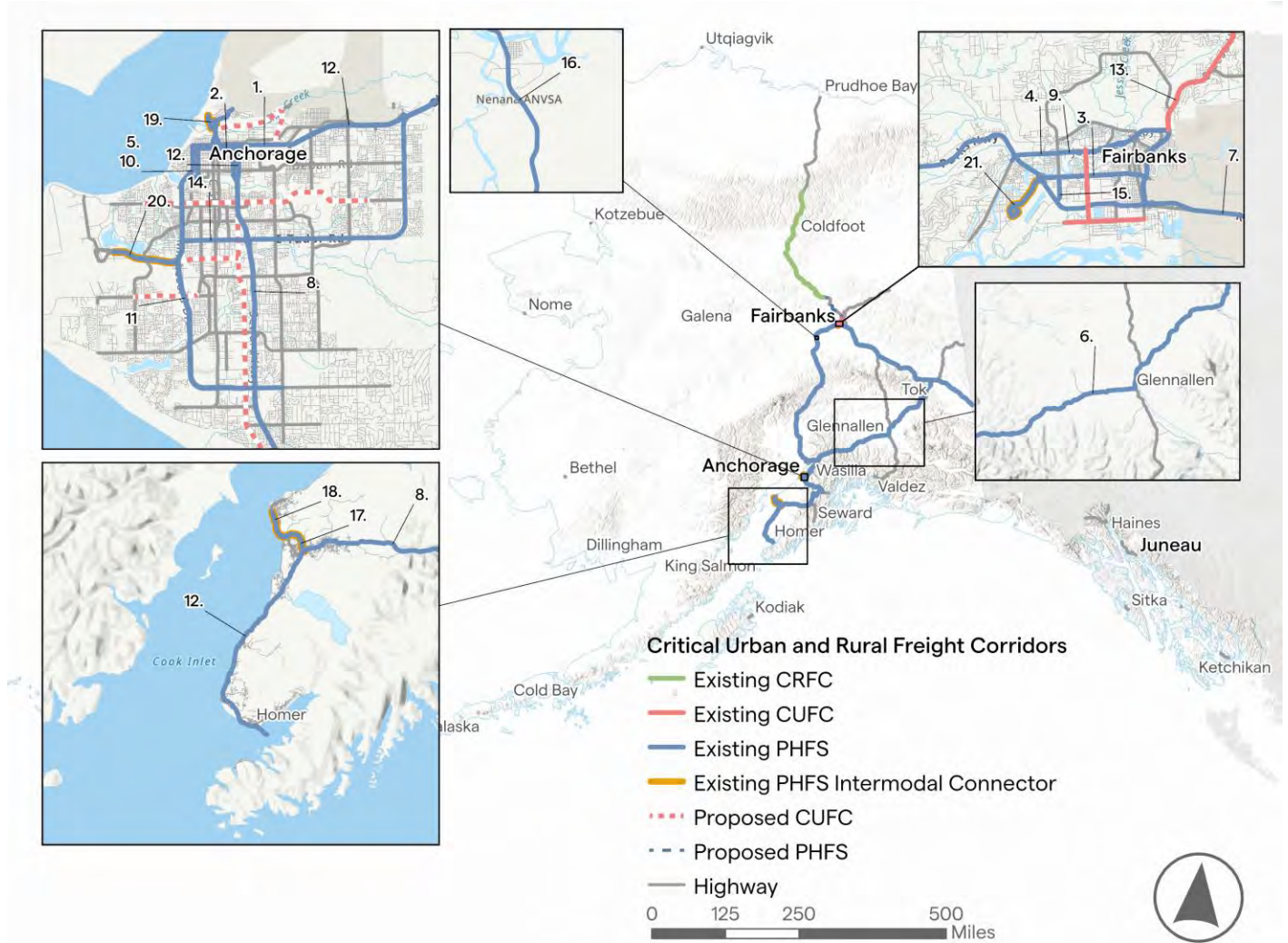
The National Highway Freight Network (NHFN) was established under the FAST Act in 2015 to strategically direct federal resources and policies toward improved performance of the highway portions of the U.S. freight transportation system. The NHFN includes the following road subsystems.

**Primary Highway Freight System (PHFS)** is the network of highways identified as the most critical highway portions of the U.S. freight transportation system, determined by measurable and objective national data. In Alaska, the PHFS totals 1,219.7 miles. **Table 10** below provides descriptions of the PHFS in Alaska, and **Figure 9** shows the locations of the PHFS roadways.

**Table 10:** Primary Highway Freight System routes, 2022

|                   | Route / Facility Name                  | Start Point         | End Point                       | Length (miles) |
|-------------------|----------------------------------------|---------------------|---------------------------------|----------------|
| 1                 | 5th Avenue                             | L Street            | State Route 1 South             | 1.1            |
| 2                 | 6th Avenue                             | L Street            | State Route 1 South             | 1.1            |
| 3                 | Airport Way                            | Interstate Alaska 4 | State Route 2 South             | 3.8            |
| 4                 | Geist Road                             | Interstate Alaska 4 | Johanson Expressway             | 1.5            |
| 5                 | L Street                               | Minnesota Drive     | 5th Ave                         | 0.7            |
| 6                 | Interstate Alaska 1                    | State Route 1 South | Interstate Alaska 2             | 466.2          |
| 7                 | Interstate Alaska 2                    | State Route 2 South | Alaska/Yukon Territory Border   | 292.3          |
| 8                 | Interstate Alaska 3                    | Interstate Alaska 1 | Interstate Alaska 2             | 323.5          |
| 9                 | Johansen Expressway                    | Geist Rd            | State Route 2 South             | 4.2            |
| 10                | L Street                               | Minnesota Drive     | 5th Avenue                      | 0.68           |
| 11                | Minnesota Drive                        | Interstate Alaska 1 | L Street                        | 8.1            |
| 12                | State Route 1 South                    | Interstate Alaska 1 | Homer Point Lions Ferry         | 75.6           |
| 13                | State Route 2 South                    | Interstate Alaska 2 | Johanson Expressway             | 2              |
| 14                | Tudor Rd                               | Minnesota Drive     | Interstate Alaska 1             | 9              |
| 15                | University Ave                         | Interstate Alaska 3 | Airport Way                     | 0.9            |
| 16                | AK15P- Port of Nenana                  | Parks Highway       | Port of Nenana                  | 1.1            |
| 17                | AK17A - Kenai Airport                  | Sterling Highway    | Kenai Airport                   | 10.6           |
| 18                | AK18P - Port Nikiski - Kenai           | AK17A               | Port Nikiski - Kenai            | 11.9           |
| 19                | AK1P - Port of Anchorage               | 6th Ave             | Port of Anchorage               | 1.4            |
| 20                | AK2A - Anchorage International Airport | Minnesota Drive     | Anchorage International Airport | 1.8            |
| 21                | AK3A - Fairbanks International Airport | Parks Highway       | Fairbanks International Airport | 2.3            |
| <b>PHFS Total</b> |                                        |                     |                                 | <b>1,220</b>   |

Source: FHWA Freight Management and Operations

**Figure 9: Priority freight corridors**

Source: FHWA/Alaska DOT&amp;PF (2025)

- **Other Interstate portions not on the PHFS (non-PHFS)** are the remaining portion of interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of this writing, Alaska has no roadways designated as non-PHFS.
- **Critical Rural Freight Corridors (CRFCs)** are public roads not in an urbanized area that provide access and connections to the PHFS and the Interstate. When designating these corridors, the DOT&PF considered roads that provide immediate links as first- and last-mile freight corridors to key rural freight facilities, including manufacturing centers, agricultural processing centers, farms, and intermodal facilities. As of this writing, the mileage cap for CRFCs for Alaska is 600 miles, and the DOT&PF has designated 235 miles of rural corridors statewide.
- **Critical Urban Freight Corridors (CUFCs)** are priority freight segments located within an urbanized area and typically consist of first-or last-mile connector routes from high-volume freight corridors to freight-intensive land uses or freight facilities. The Federal Highway Administration (FHWA) established

a mileage cap of 150 miles of CUFCs in Alaska. As of this writing, Alaska has designated 15 miles of urban freight corridors in consultation with Anchorage and Fairbanks MPOs.

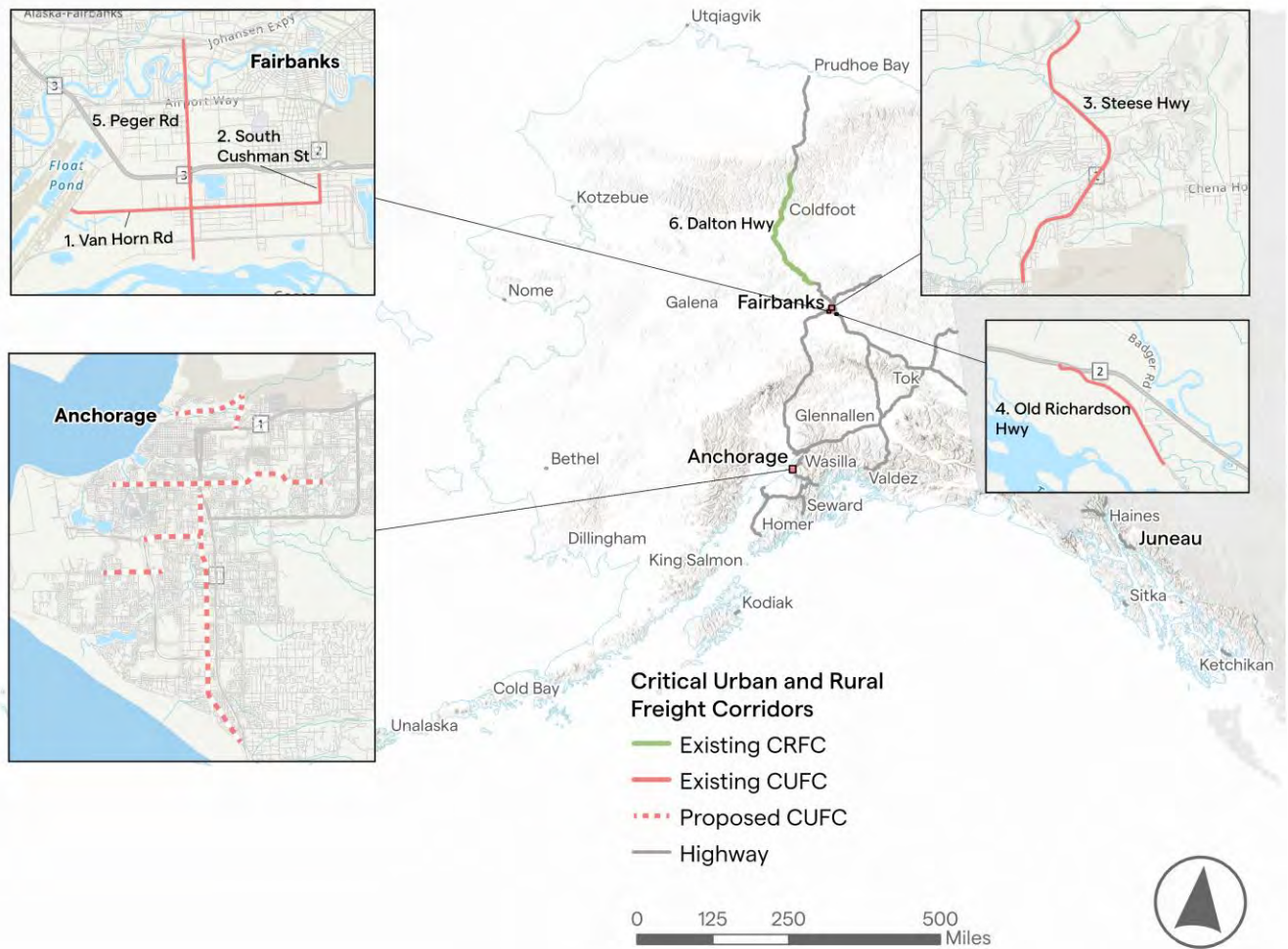
**Table 11** provides an overview of the Critical Urban and Rural freight corridors in Alaska, while **Figure 10** provides context for where each corridor is located

**Table 11:** Critical urban and rural freight corridors

|                                         | Route Name             | Start Point         | End Point            | Length (Miles) |
|-----------------------------------------|------------------------|---------------------|----------------------|----------------|
| <b>Critical Urban Freight Corridors</b> |                        |                     |                      |                |
| 1                                       | Van Horn Road          | University Avenue S | South Cushman Street | 3.9            |
| 2                                       | South Cushman Street   | Richardson Highway  | Van Horn Road        | 0.5            |
| 3                                       | Steese Highway         | Johanson Expressway | Hagelbarger Avenue   | 4.4            |
| 4                                       | Old Richardson Highway | Richardson Highway  | Petro Star Refinery  | 2.9            |
| 5                                       | Peger Road             | Johanson Expressway | Tria Road            | 3.1            |
| <b>Critical Rural Freight Corridor</b>  |                        |                     |                      |                |
| 6                                       | Dalton Highway         | Elliot Highway      | Chandalar            | 235            |

Source: Alaska DOT&PF

**Figure 10: Critical Urban and Rural Freight Corridors**



Source: US DOT and Alaska Department of Transportation and Public Facilities (2025)

## Commodity Flows by Truck

The following figures summarize key information on the movement of goods by truck as a domestic freight mode.

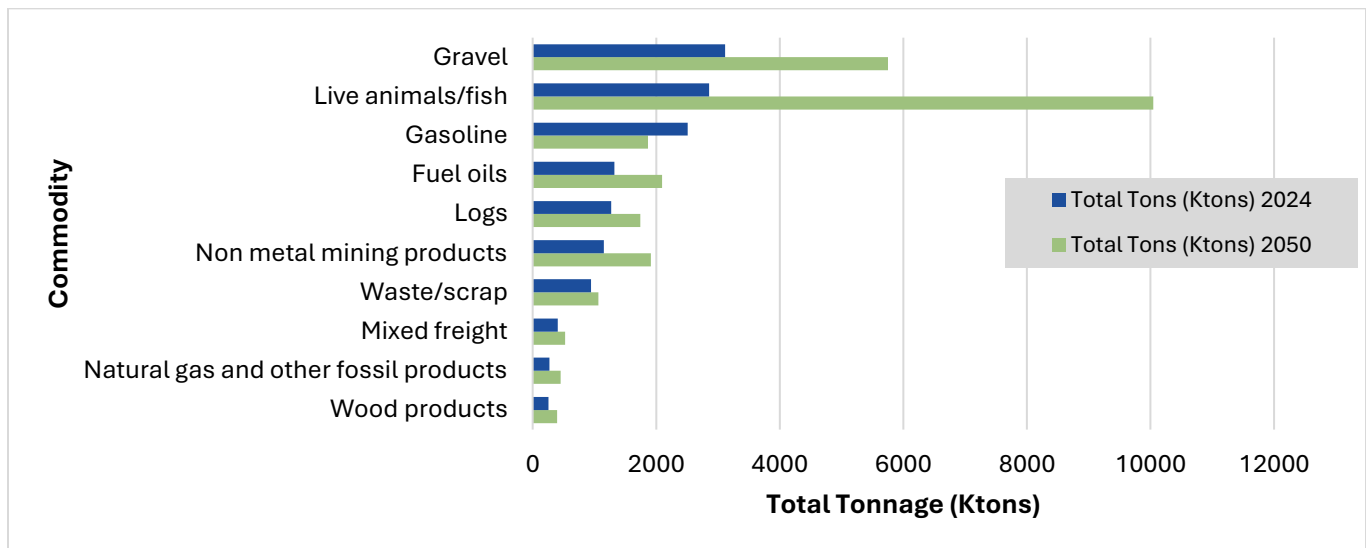
**Table 12** provides an overview of the top 10 commodities that are shipped by truck, either for export, import, or movement within Alaska. As noted in the table, there are primarily two commodities (gravel and live animals/fish) that are moved by truck throughout Alaska. In addition, **Figure 11** provides an additional view of the top commodities transported by truck in Alaska in 2024, along with projections for 2050.

**Table 12:** Top 10 commodities by truck (tonnage and value), 2024-2050

| Commodity                             | Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|---------------------------------------|-------------------------|--------------------------|-------------------------|--------------------------|
| Gravel                                | 3,115.40                | 36.8                     | 5,752.6                 | 67.9                     |
| Live animals/fish                     | 2,855.8                 | 1,647.2                  | 10,044.9                | 5,793.1                  |
| Gasoline                              | 2,506.5                 | 1,332.1                  | 1,865.6                 | 1,064.7                  |
| Fuel oils                             | 1,322.0                 | 768.2                    | 2,096.7                 | 1,195.9                  |
| Logs                                  | 1,270.1                 | 34.1                     | 1,740.7                 | 48.3                     |
| Non-metal mining products             | 1,152                   | 178.6                    | 1,914.8                 | 305.7                    |
| Waste/scrap                           | 946.5                   | 0.1                      | 1,064.2                 | 0                        |
| Mixed freight                         | 406.6                   | 1,133.1                  | 527.1                   | 1,476.3                  |
| Natural gas and other fossil products | 270.5                   | 159.3                    | 450.8                   | 263.1                    |
| Wood products                         | 254                     | 214.7                    | 397.7                   | 322.6                    |

Source: Freight Analysis Framework, Version 5.7.1

**Figure 11:** Top 10 commodity exports by truck, 2024 and 2050



Source: Freight Analysis Framework, Version 5.7.1

**Table 13** provides an in-depth look at the top 10 states to which Alaska exports goods by truck. The table includes the total tonnage (Ktons) and value (\$ Millions) for 2024 and 2050.

**Table 13:** Top 10 exports by truck (tonnage and value), 2024 and 2050

| Origin | Destination  | Total Tons (Ktons)<br>2024 | Value (\$ Millions)<br>2024 | Total Tons (Ktons)<br>2050 | Value (\$ Millions)<br>2050 |
|--------|--------------|----------------------------|-----------------------------|----------------------------|-----------------------------|
| Alaska | Alaska       | 15,658.9                   | 10,888.4                    | 28,313.0                   | 19,658.2                    |
|        | Washington   | 24.0                       | 68.9                        | 0.0                        | 0.0                         |
|        | Texas        | 3.8                        | 14.6                        | 0.2                        | 0.1                         |
|        | Colorado     | 0.4                        | 0.0                         | 0.0                        | 0.0                         |
|        | Maine        | 0.3                        | 0.6                         | 0.0                        | 0.0                         |
|        | North Dakota | 0.2                        | 1.6                         | 0.0                        | 0.0                         |
|        | Michigan     | 0.2                        | 1.3                         | 0.0                        | 0.0                         |
|        | Utah         | 0.2                        | 0.4                         | 0.0                        | 0.0                         |
|        | Alabama      | 0.2                        | 0.4                         | 0.0                        | 0.0                         |
|        | California   | 0.2                        | 1.5                         | 0.0                        | 0.0                         |

Source: Freight Analysis Framework, Version 5.7.1

**Table 14** provides an in-depth look at the top 10 states from which goods are imported by truck into Alaska. The table includes the total tonnage (Ktons) and value (\$ Millions) for 2024 and 2050

**Table 14:** Top 10 imports by truck (tonnage and value), 2024 and 2050

| Origin       | Destination | Total Tons (Ktons)<br>2024 | Value (\$ Millions)<br>2024 | Total Tons (Ktons)<br>2050 | Value (\$<br>Millions) 2050 |
|--------------|-------------|----------------------------|-----------------------------|----------------------------|-----------------------------|
| Alaska       | Alaska      | 15,658.9                   | 10,888.4                    | 28,313.0                   | 19,658.2                    |
| Washington   |             | 20.6                       | 56.4                        | 0.2                        | 0.0                         |
| Texas        |             | 2.5                        | 6.6                         | 0.0                        | 0.0                         |
| Michigan     |             | 2.2                        | 15.9                        | 0.0                        | 0.0                         |
| Montana      |             | 1.3                        | 29.6                        | 0.0                        | 0.0                         |
| Idaho        |             | 0.7                        | 3.7                         | 0.0                        | 0.0                         |
| New York     |             | 0.5                        | 16.5                        | 0.0                        | 0.0                         |
| Maryland     |             | 0.3                        | 0.6                         | 0.0                        | 0.0                         |
| North Dakota |             | 0.2                        | 1.2                         | 0.0                        | 0.0                         |
| Indiana      |             | 0.1                        | 0.0                         | 0.0                        | 0.0                         |

Source: Freight Analysis Framework, Version 5.7.1

**Table 15** provides an overview of total tonnage and value of goods moved within Alaska by Truck for 2024 and 2050.

**Table 15:** Total tonnage and value within Alaska, 2024 and 2050

| Total Tons (Ktons)<br>2024 | Value (\$ Millions)<br>2024 | Total Tons (Ktons)<br>2050 | Value (\$ Millions)<br>2050 |
|----------------------------|-----------------------------|----------------------------|-----------------------------|
| 15,658.9                   | 10,888.4                    | 28,313.0                   | 19,658.2                    |

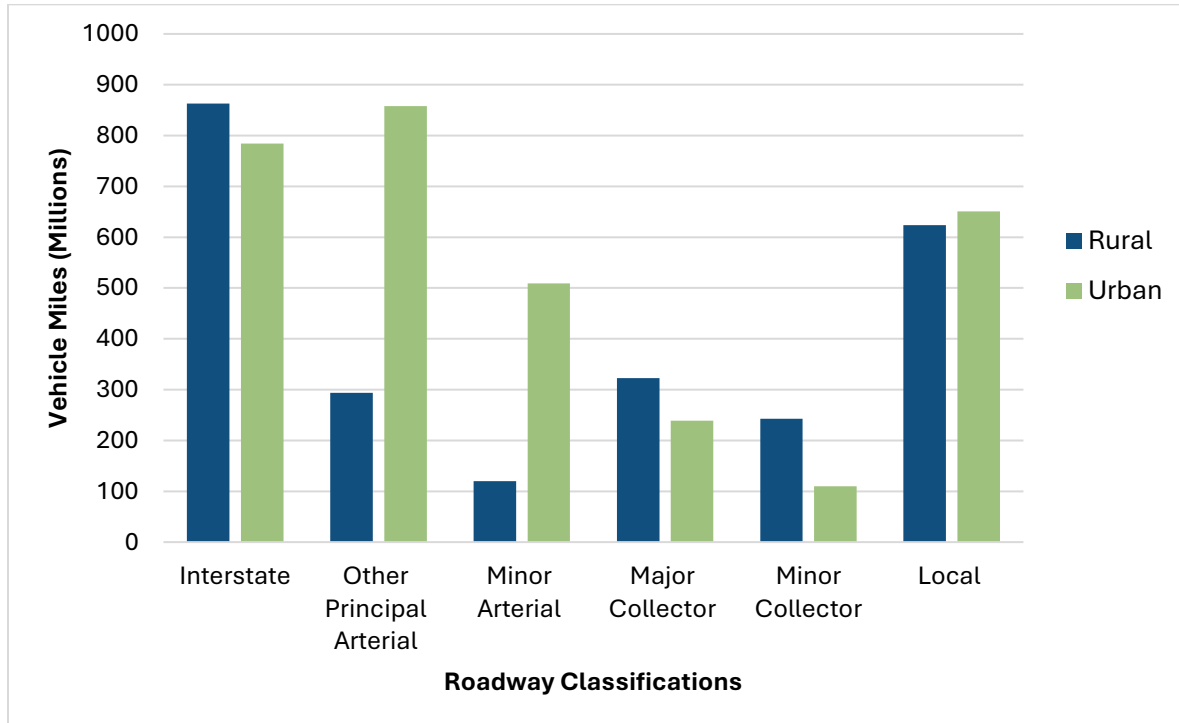
Source: Freight Analysis Framework, Version 5.7.1

## System Performance

### Vehicle Miles Traveled (VMT)

Vehicle miles traveled (VMT) refers to the total number of miles traveled by motor vehicles in the state over the course of a year. In 2023, Interstate VMT accounted for nearly a quarter (24.9%) of the state's total VMT, and local VMT accounted for 22.7 percent. **Figure 12** provides an in-depth overview of 2023 VMT by roadway functional class on all DOT&PF roadways statewide.

**Figure 12:** Annual VMT by functional class



Source: FHWA Highway Statistics, 2023

### Truck Travel Time Reliability (TTTR)

Per federal requirements (23 CFR 490), state DOTs must establish two- and four-year targets for Truck Travel Time Reliability (TTTR). The targets should represent the anticipated condition/performance at the midpoint and end of the four-year performance period. State DOTs set targets at the start of each four-year performance period and report on progress every two years.

The Truck Travel Time performance measure for freight movement on the interstate uses truck speed and travel-time reliability data to calculate the TTTR Index. TTTR is calculated and averaged for the entire interstate highway system in the state. Again, low truck volumes and large areas with poor cellular coverage continue to make the National Performance Management Research Data Set (NPMRDS) data for Alaska a relatively poor indicator of actual performance. The network remains extremely sensitive to routine activities such as construction projects, summer tourism, and weather events.

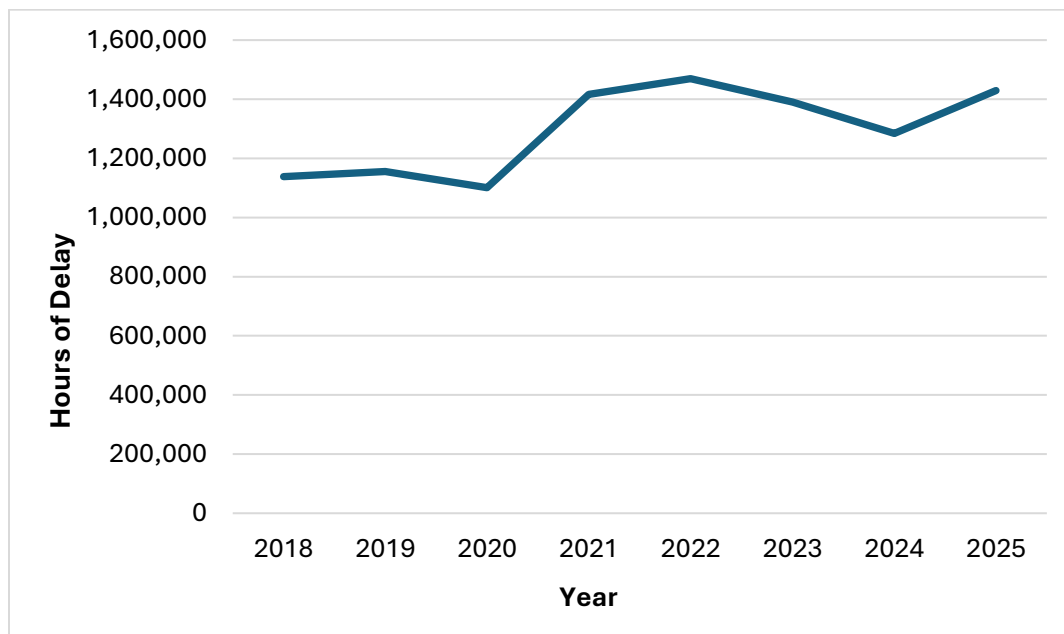
**Table 16** presents TTTR's annual performance metrics over the past 5 years. TTTR values of 1.50 or less generally indicate a well-performing, reliable system, while values between 1.25 and 1.75 indicate fair-to-marginal travel conditions. Values above 1.75 indicate major unreliability of the roadway network. DOT&PF has identified a statewide target of less than 2.0 for 2023 and 2025. Although performance over the past five years indicates the system is unreliable, it could also be contributed to the lack of data that is available in some of the more rural areas of Alaska. **Figure 13** provides historical trends in commercial vehicle hours of delay from 2018 to 2025.

**Table 16:** Interstate highway truck travel time reliability (TTTR) index

| Truck Travel Time Reliability Index | 2021 | 2022 | 2023 | 2024 | 2025 |
|-------------------------------------|------|------|------|------|------|
| Condition/Performance               | 1.6  | 1.7  | 1.9  | 1.8  | 1.7  |
| Target                              | -    | -    | 2.0  | -    | 2.0  |

Source: FHWA /NPMRDS System

**Figure 13:** Commercial vehicle hours of delay, 2018-2025



Source: NPMRDS /INRIX

## Freight Bottlenecks

The FAST Act emphasized the importance of identifying and addressing freight bottlenecks on the multimodal freight system. Alaska defines a freight bottleneck as a part of the transportation system that imposes disproportionately high costs on the freight industry through delays and unreliability. TTTR is often used to identify and quantify freight truck bottlenecks on interstate highways. The 2018 Alaska Truck Bottlenecks Report identified 18 segments associated with 11 bottleneck locations, primarily in Anchorage and Fairbanks, based on truck delay and travel-time reliability data from NPMRDS. A 2020 addendum to this analysis, using

2019 NPMRDS data, concluded that improvement projects improved performance at two locations. Conditions declined at one location. **Table 17** provides an overview of the freight bottlenecks across the state.

**Table 17: Alaska Freight Bottlenecks, 2018**

| Rank | Location                                             | Roadway Name        | Direction |
|------|------------------------------------------------------|---------------------|-----------|
| 1    | Access off the Glenn Highway from Muldoon Road       | Glenn Highway       | SB        |
| 2    | Parks Highway through Wasilla (Segment 1)            | W Parks Highway     | SB        |
| 3    | Parks Highway through Wasilla (Segment 1)            | W Parks Highway     | NB        |
| 4    | Access off the Glenn Highway from Muldoon Road       | Glenn Highway       | NB        |
| 5    | Tudor Road / Lake Otis Parkway intersection          | E Tudor Road        | WB        |
| 6    | 3rd Street / Steese Highway intersection             | Steese Highway      | WB        |
| 7    | Geist Road / Johansen Expressway / University Avenue | Johansen Expressway | WB        |
| 8    | Parks Highway through Wasilla (Segment 2)            | W Parks Highway     | NB        |
| 9    | Parks Highway through Wasilla (Segment 2)            | W Parks Highway     | SB        |
| 10   | Geist Road/Johansen Expressway/University Avenue     | University Avenue   | NB        |
| 11   | Geist Road/Johansen Expressway/University Avenue     | University Avenue   | SB        |
| 12   | Johansen Expressway/Steese Highway                   | Steese Highway      | EB        |
| 13   | Johansen Expressway/Steese Highway                   | Johansen Expressway | EB        |
| 14   | Geist Road/Johansen Expressway/University Avenue     | University Avenue   | SB        |
| 15   | Tudor Road/Lake Otis Parkway intersection            | E Tudor Road        | SB        |
| 16   | Tudor Road/Minnesota Drive intersection              | W Tudor Road        | WB        |
| 17   | Tudor Road/Minnesota Drive intersection              | W Tudor Road        | EB        |
| 18   | Tudor Road/Minnesota Drive intersection              | W Tudor Road        | SB        |

Source: 2018 Alaska Truck Bottlenecks Report

## Roadway Safety

The current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), places a significant emphasis on transportation safety and improving safety for all roadway users. It continued the Highway Safety Improvement Plan (HSIP) as a core federal program while also introducing several discretionary grant programs (e.g., Safe Streets and Roads for All). The HSIP requires all states to have a current Strategic Highway Safety Plan (SHSP) that guides investments of HSIP funds through a diverse data-driven project selection process. The latest SHSP was revised in 2024 and covers the years 2023-2027.

The SHSP's primary goal is to move toward zero deaths and serious injuries on Alaska's roadways and defines four broad emphasis areas for improving roadway safety through the Safe System Approach.

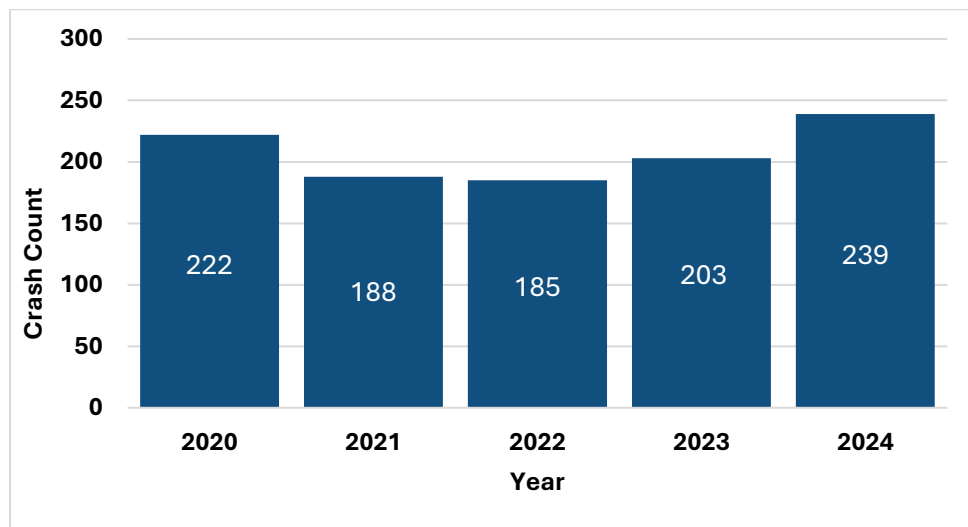
- **Safe Road Users** seek to encourage responsible, cautious, and courteous behaviors for all motorized and non-motorized users on Alaska's roadways. This emphasis area includes pedestrians and bicyclists, and other active transportation users, young drivers, older drivers, dangerous driving, and occupant protection.

- **Safe Roads and Safe Speeds** seek to increase safety by lessening the most common types of fatal and serious injury crashes at intersections and due to lane or roadway departures. It also incorporates education, outreach, and enforcement about the transportation environment and safe driving behaviors, such as speed management.
- **Safe Vehicles** acknowledges that different types of vehicles and safety technologies can influence the occurrence and severity of crashes. In addition, Safe Vehicles means that commercial vehicle drivers drive responsibly, while other roadway users operate safely around commercial vehicles. Vehicle safety also plays a key role in mitigating the harm of crashes with both long-standing and emerging safety technologies. It is important that vehicle operators know how to use – and do not turn off – their vehicle’s safety features.
- **Post Crash Care** promotes the timely arrival and on-scene protection of emergency medical services, law enforcement, tow operators, and fire department responders. It also includes collecting, sharing, and linking crashes and traffic information with other key data repositories to support informed decision-making by all traffic safety stakeholders.

### Heavy Truck/Commercial vehicle crashes and trends

From 2020 to 2024, Alaska DOT&PF reported 1,037 commercial-vehicle crashes, an average of 207 per year. The number of commercial vehicle crashes is illustrated in **Figure 14**.

**Figure 14:** Commercial vehicle crashes, 2020-2024



Source: Alaska DOT&PF

**Table 18** provides an overview of the total number of commercial-vehicle crashes by borough.

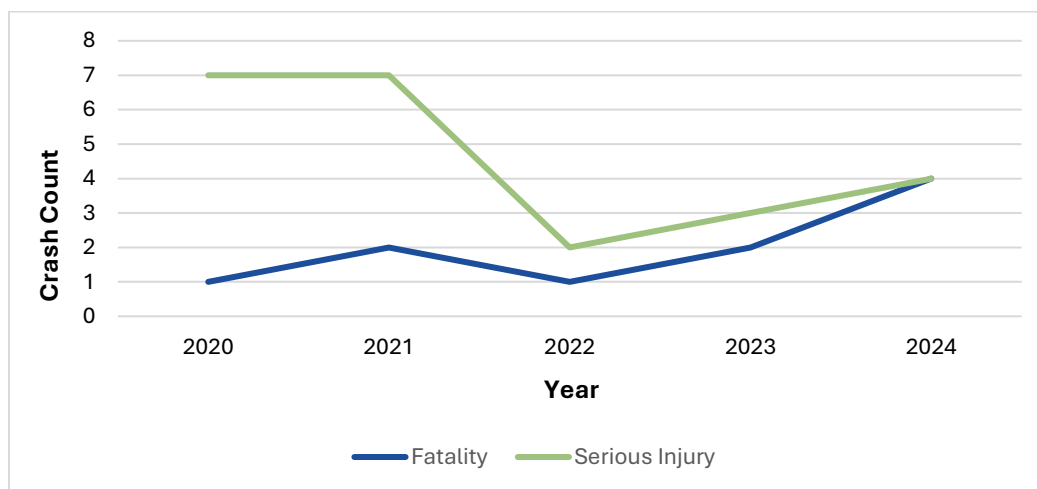
**Table 18:** Commercial vehicle crashes by borough, 2020-2024

| Borough                      | Total Crashes |
|------------------------------|---------------|
| Anchorage Municipality       | 602           |
| Bristol Bay Borough          | 2             |
| Denali Borough               | 20            |
| Fairbanks North Star Borough | 85            |
| Haines Borough               | 1             |
| Juneau City and Borough      | 1             |
| Kenai Peninsula Borough      | 84            |
| Ketchikan Gateway Borough    | 3             |
| Kodiak Island Borough        | 5             |
| Matanuska-Susitna Borough    | 140           |
| North Slope Borough          | 19            |
| Northwest Arctic Borough     | 1             |
| Petersburg Borough           | 0             |
| Sitka City and Borough       | 6             |
| Skagway Municipality         | 1             |
| Unorganized Boroughs         | 66            |
| Yakutat City and Borough     | 1             |

Source: Alaska DOT&amp;PF

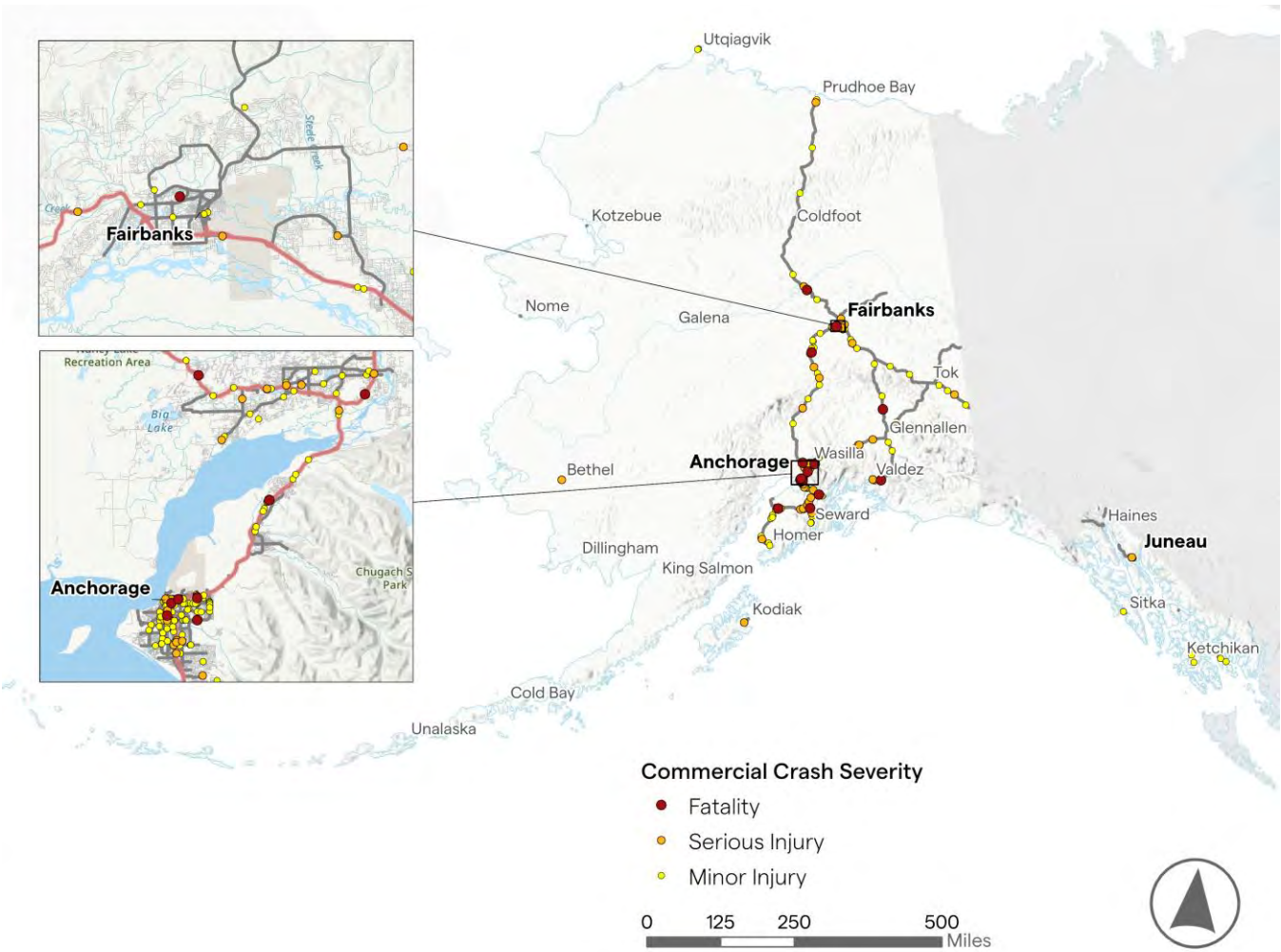
### Fatalities vs Suspected Serious Injury Crashes

**Figure 15** provides an overview of commercial-vehicle fatal and serious-injury crashes across the state over the past five years (2020-2024). As both crash severities tend to fluctuate from year to year, since 2022, both fatalities and serious injury crashes have been on a steady incline, with fatalities reaching a five-year high in 2024, with four fatalities. **Figure 16** provides an overview of where fatal and serious injury crashes have occurred over the past five years.

**Figure 15:** Fatalities and Serious Injury crashes, 2020-2024

Source Alaska DOT &amp; PF

Figure 16: Crashes involving commercial vehicles, 2020-2024



Source: Alaska DOT&PF

## Pavement Conditions

As of December 2024, DOT&PF owns and maintains 17,653.8 centerline miles statewide, of which 6,200.5 miles (35.1%) are paved, and 11,451.4 miles (64.9%) are unpaved. The Central and Southcoast Regions have seen major increases in total centerline miles over previous years.<sup>7</sup> **Table 19** summarizes paved and unpaved mileage by region. Regional mileage values include rural and urban interstates, principal arterials, minor arterials, major collectors, and local roads.

**Figure 17: Alaska Regions**



Source: Alaska DOT&PF

<sup>7</sup> Alaska DOT&PF Certified Public Road Mileage (2024)

**Table 19:** Highway and roadway pavement status (2024)

| Region            | Paved Centerline Miles | Unpaved Centerline Miles | Total Centerline Miles |
|-------------------|------------------------|--------------------------|------------------------|
| Northern Region   | 2,242.0                | 4,926.6                  | 7,169.4                |
| Central Region    | 3,047.5                | 3,890.3                  | 6,937.8                |
| Southcoast Region | 911.0                  | 2,634.4                  | 3,546.6                |
| <b>Statewide</b>  | <b>6,200.5</b>         | <b>11,451.4</b>          | <b>17,653.8</b>        |

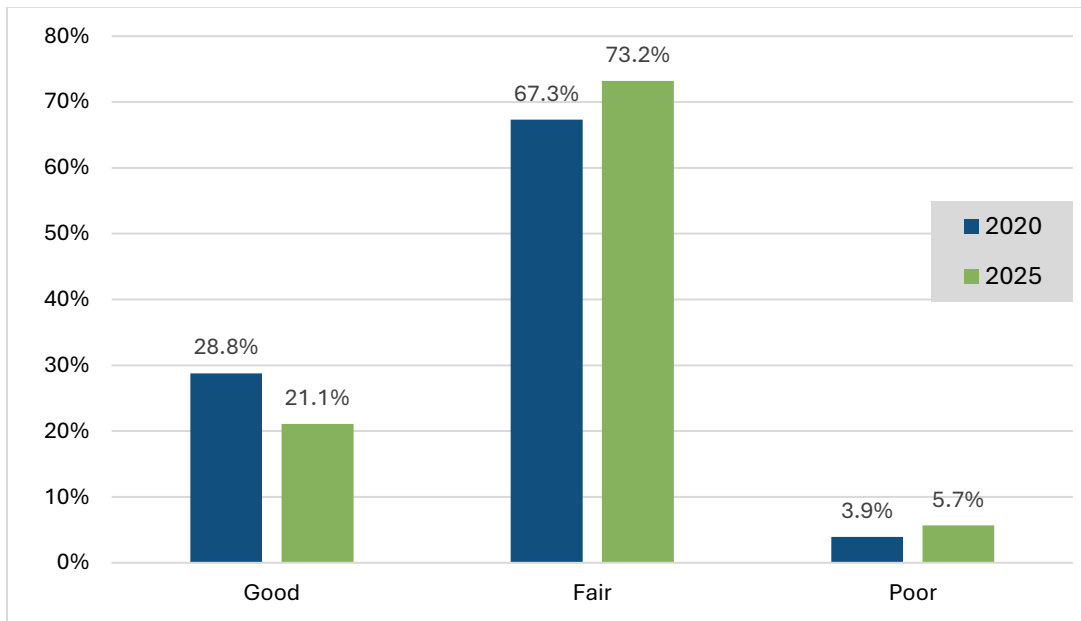
Source: Alaska DOT&amp;PF Certified Public Road Mileage (2024)

**Figure 18** provides a review of the overall pavement conditions for all DOT&PF-owned roadways across the state, while **Figure 19** examines 2025 pavement conditions on the NHS. Overall, 21.1 percent of paved mileage is in good condition, 73.2 percent in fair, and 5.7 percent in poor, based on international roughness index (IRI) thresholds consistent with the highway performance monitoring system (HPMS) reporting. **Figure 20** maps all recorded tenth-mile segments with IRI ratings for the year 2024. Boroughs and census areas that have a higher proportion of roads rated good in comparison to both fair and poor include the Chugach Census Area, Denali Borough, Kenai Peninsula Borough, Matanuska-Susitna Borough, North Slope Borough, and the Prince of Wales-Hyder Census Area. These boroughs and census areas are concentrated in the middle of the state, apart from North Slope Borough (situated in the northernmost part of the state) and the Prince of Wales-Hyder Census Area (situated in the southeast panhandle region).<sup>8</sup>

**Table 20** compares roadway pavement conditions on the NHS for 2020 and 2025. On NHS Interstates, the total mileage rated good declined from 28.6 percent to 24.1 percent. Fair conditioned pavement increased from 67.8 percent to 74.4 percent, and poor conditions decreased from 3.6 percent to 1.5 percent. On NHS Non-Interstates, pavement rated as good declined from 28.9 percent to 18 percent while fair condition increased from 66.9 percent to 75.3 percent of the total roadway miles. Pavement rated as poor condition increased from 4.2 percent to 6.7 percent of the total Non-Interstate NHS. These changes indicate miles have shifted from good to fair across the NHS overall, with Interstates showing a reduction in poor mileage and Non-Interstates showing a modest increase.

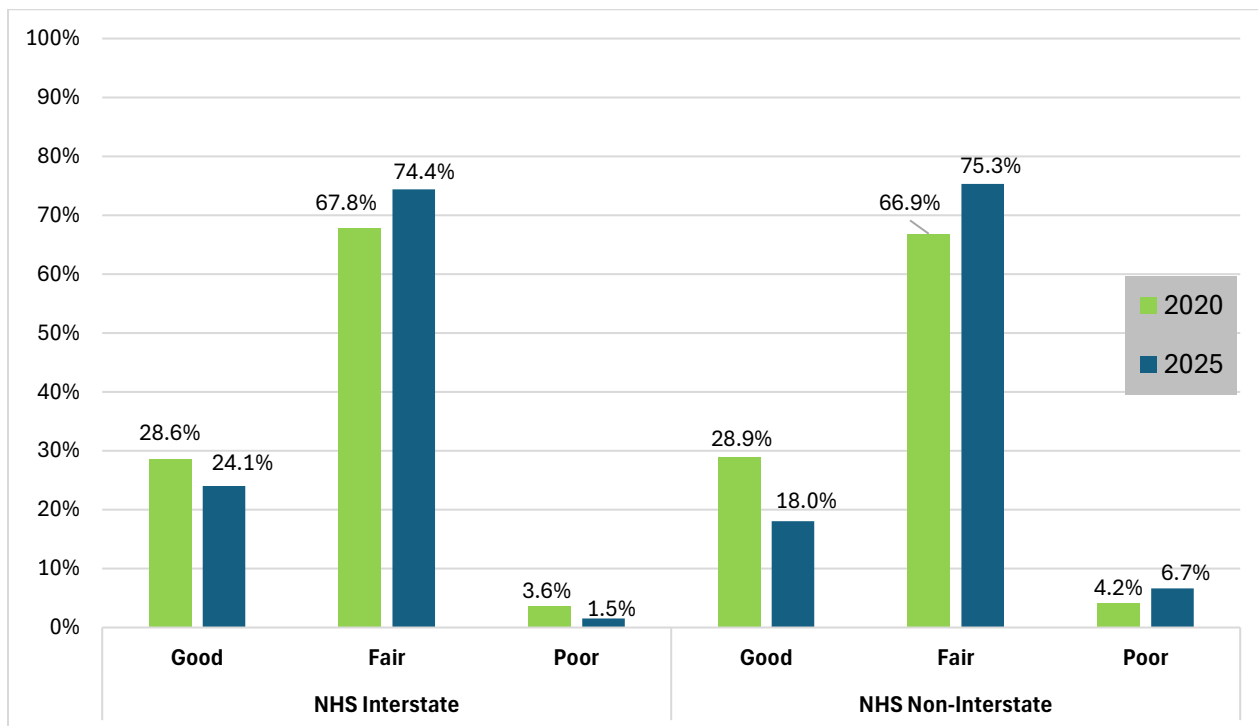
<sup>8</sup> Alaska DOT&PF. Pavement Condition Data Tenth Mile 2024 [GIS Shapefile]. Pavay, 2024.

**Figure 18:** Overall pavement conditions for all DOT&PF-owned roadways, 2025



Source: Alaska DOT&PF, Statewide Design and Engineering Services

**Figure 19:** Pavement conditions for NHS, 2025



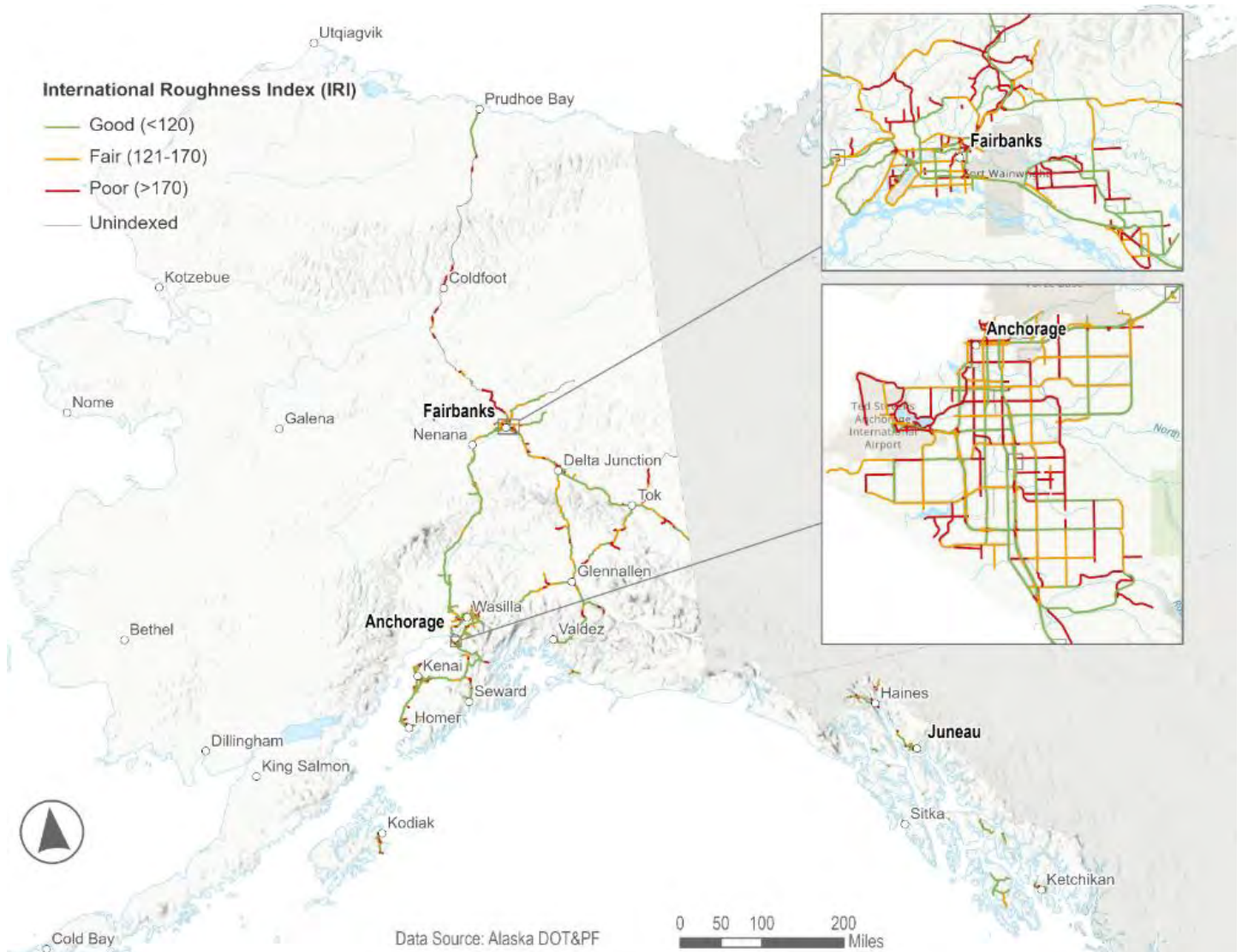
Source: Alaska DOT&PF, Statewide Design and Engineering Services

**Table 20:** NHS pavement condition comparison (2020 - 2025)

| Pavement Condition | NHS Interstate |       | NHS Non-Interstate |       |
|--------------------|----------------|-------|--------------------|-------|
|                    | 2020           | 2025  | 2020               | 2025  |
| Good Condition     | 28.6%          | 24.1% | 28.9%              | 18.0% |
| Fair Condition     | 67.8%          | 74.4% | 66.9%              | 75.3% |
| Poor Condition     | 3.6%           | 1.5%  | 4.2%               | 6.7%  |

Source: Alaska DOT&PF, Statewide Design and Engineering Services

**Figure 20: IRI Ratings, 2024**

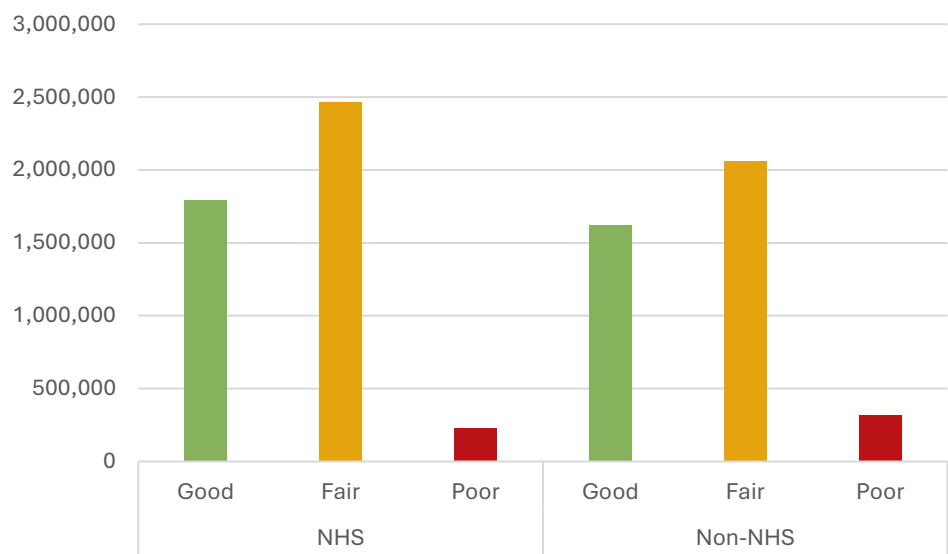


Source: Alaska DOT&PF

Bridge

Based on the 2024 bridge data, summarized in **Figure 20**, a majority of the deck area on both NHS and non-NHS bridges is in fair condition. Of approximately 4.5 million square feet of NHS deck area, 40 percent are in good condition.<sup>9</sup>

Figure 21: NHS and non-NHS bridge conditions by deck area, 2024



Source: FHWA

<sup>9</sup> FHWA, Bridge Condition by Highway System (2024)

## Marine / Riverine

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### *Alaskan Port System*

Maritime freight transportation plays a critical role in Alaska's economy, given its extensive coastline and physical separation from the Lower 48 states. Two key elements of the marine transport system are the port terminals that serve traditional ocean vessels and service, and the ferry routes that function as part of Alaska's unique Marine Highway System. The state is served by more than 30 seaports and river ports, as shown in **Figure 22**. The principal ports illustrated in **Figure 22** include the following:

#### **Don Young Port of Alaska in Anchorage (Port of Alaska)**

This is a major multimodal port in the state's largest metropolitan area, with road and rail connections to hinterland points and a major air cargo hub. It is the largest marine port in Alaska, with more than half of all inbound freight to the state moving through its facilities. It is Alaska's only designated Foreign Trade Zone (FTZ #180). Key assets include 4,500 feet of dock frontage, three general cargo terminals, three petroleum terminals, 125 acres of cargo handling and storage capacity, a 35-foot dredged berth depth, and a two-mile rail spur connecting to the Alaska Railroad.

#### **Port of DeLong Mountain Transportation System (DMTS)**

This is the northernmost major seaport in Alaska. It was developed by the Alaska Industrial Development and Export Authority (AIDEA) in 1989 to support the development of the Red Dog Mine. In addition to the marine infrastructure to support barge exports of zinc, the facility includes a 52-mile gravel haul road connecting the port to the mine.

#### **Port of Juneau**

This is a major multi-use port on the Alaska Panhandle, serving both passenger and cargo vessels. The port has about 2,500 feet of berth space, containerized, roll-on/roll-off, bulk and break-bulk cargo handling capabilities, and refrigerated storage. Its channel depth of 50 to 65 feet accommodates the largest vessels in service today, and its sheltered location in the protected Inside Passage provides favorable weather conditions.

#### **Port of Kenai**

This port is situated on the eastern shore of Cook Inlet, providing direct access to the Gulf of Alaska. It serves primarily as a local hub for the oil and gas industry, commercial fishing, and a minor cargo terminal. With a maximum draft of 30 feet, it serves small and mid-sized commercial vessels.

#### **Port of Unalaska (also known as Dutch Harbor)**

This port is located in the Aleutian Island chain and serves as a local hub for containerized and bulk cargo, an active fishing industry, and the U.S. Coast Guard. Its location between the Pacific Ocean and the Bering Sea makes it a strategic port for domestic freight transportation along Alaska's south and west coasts.

#### **Port of Valdez**

This port is strategically located at the southern terminus of the Trans-Alaska Pipeline System (TAPS), with access to the Richardson Highway and the Alaska Marine Highway System (AMHS) for hub-and-spoke distribution service to minor ports along the Alaska coast. It is the northernmost ice-free port in the U.S., serving trade routes to the Pacific Northwest, western Canada, and the Pacific Rim.

**Figure 22** Illustrates another essential element of Alaska’s maritime transportation system: the three designated routes under the U.S. Maritime Administration (MARAD) Marine Highways Program. The Marine Highways are a competitive grant program for projects that offer a sound, efficient, sustainable alternative to landside transportation along corridors with heavy highway congestion or limited alternative transport options.

**Figure 22: Alaska ports & Marine Highways, 2025**



Source: US DOT/ Alaska DOT&PF

The three Marine Highway routes in Alaska collectively include more than 6,600 miles of waterway along the coastlines of the U.S. and Canada. The three routes are as follows:

- **M-A1 Route** — includes the Upper Cook Inlet, the Matanuska and Susitna Rivers, and their associated harbors and channels. It functions as an extension of the AMHS.
- **M-5 Route** — includes Alaska’s coastal waters of the Pacific Ocean, connecting Puget Sound in the State of Washington to the Port of Unalaska in the Aleutian Islands.
- **M-11 Route** — spans the coastline of southwestern and northern Alaska, along with the interior navigable rivers that empty into the Bering, Beaufort, and Chukchi Seas. This route was formally designated in 2023, after the publication of the previous Alaska Freight Plan.

The Port MacKenzie Rough Terrain Cargo Crane Project in Matanuska-Susitna Borough was the recipient of a \$950,000 Marine Highway grant in 2023.

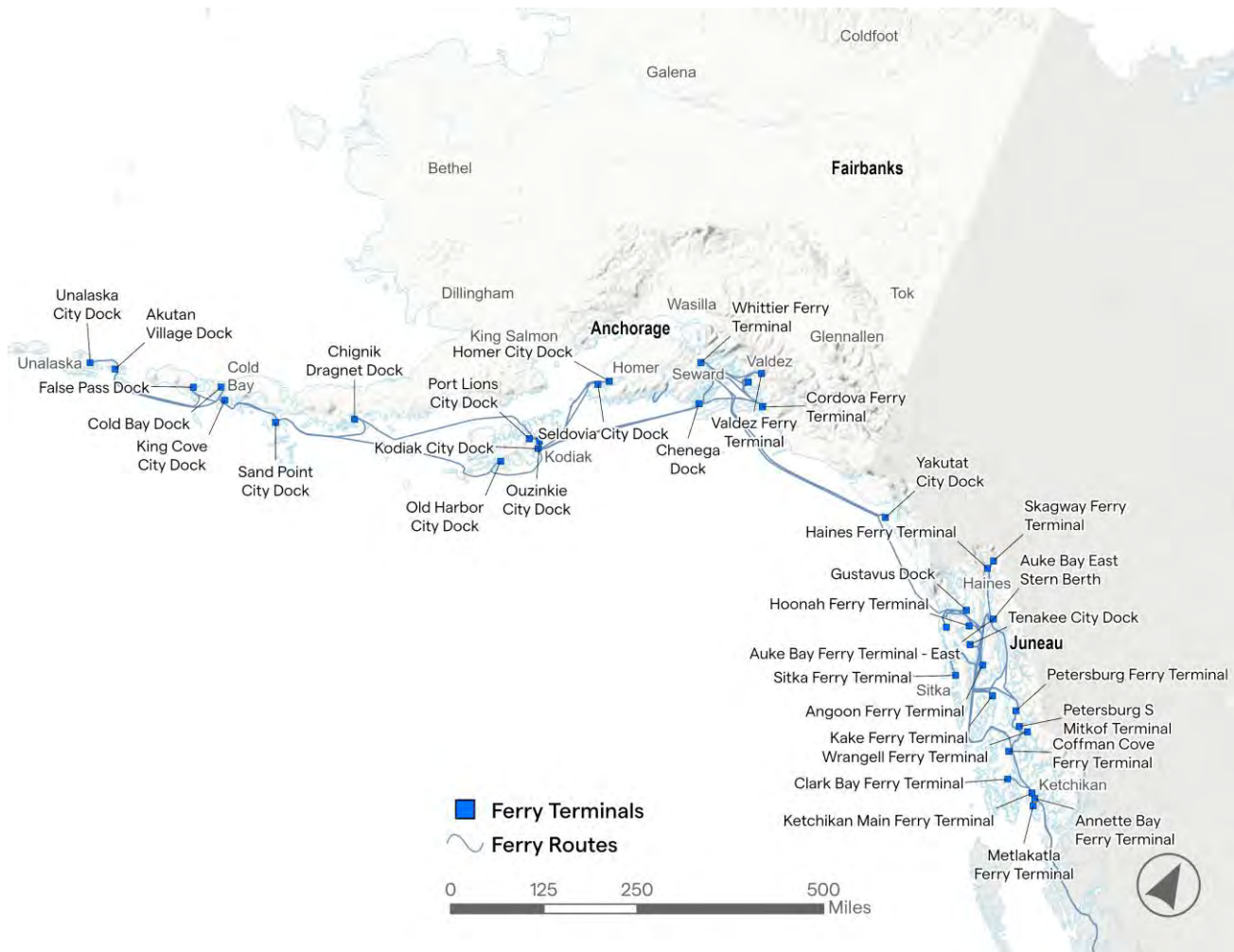
### Alaska Marine Highway System

The AMHS is comprised of a series of ferry terminals and routes that connect 33 communities across most of the state's southern coast and panhandle. The two regions and their main ferry terminal locations are as follows (see **Figure 23**):

- **Southeast System** – Bellingham (Washington), Ketchikan, Wrangell, Petersburg, Juneau, Sitka, Haines, and Skagway.
- **Southwest System** – Whittier, Chenega Bay, Valdez, Homer, Seldovia, Kodiak, Chignik, Sand Point, King Cove, Cold Bay, False Pass, Akutan, and Dutch Harbor.

The ferry route connecting these two regions – the cross-gulf route between Juneau and Whittier via Yakutat – was out of service in 2025. This was due to ongoing upgrades to the AMHS vessel which must be certified for ocean operation, is required to meet current U.S. Coast Guard standards for ocean travel, and meet international standards for service to Prince Rupert, British Columbia.

**Figure 23:** Alaska ferry routes and terminals



Source: Alaska DOT&PF

The AMHS publishes a comprehensive traffic volume report for its system that includes passenger and vehicular traffic by region and terminal for both passengers and motor vehicles. Trucks and other vehicles carrying cargo are not categorized separately in these statistics. The most recent data published by AMHS is for 2024. A total of about 64,000 vehicles used the AMHS system in 2024, representing a 1.6 percent increase over 2023 traffic but still substantially lower than the 77,200 vessel boardings in the last pre-COVID year of 2019. The historical peak year for vehicle traffic on the AMHS system was 2012, with more than 115,000 vehicle boardings.

The busiest terminals for embarking vehicular traffic in the AMHS system in 2024 were as follows:

- Juneau – 12,500 vehicles
- Haines – 8,700 vehicles
- Ketchikan – 6,400 vehicles
- Skagway – 5,300 vehicles

For the Southwest System, the busiest terminals were Whittier (4,700 vehicles) and Homer (3,650 vehicles). The terminals at Cordova, Kodiak and Valdez all had vehicle boardings exceeding 2,000.

The peak season for the AMHS system – for both vehicles and passengers – runs from June through September.

### ***Commodity Flows – Marine/Riverine***

The USDOT Freight Analysis Framework (FAF) is a commodity flow database that documents baseline and projected commodity flows (in five-year increments) across multiple parameters, including commodity type, geographic origins and destinations, and transport modes. For this report, baseline 2024 conditions and a 2050 forecast horizon were included to document existing conditions. These figures are summarized in **Table 21** through **Table 26**. Highlights of this information are as follows:

- Crude petroleum is the main commodity exported from Alaska by water, and by a wide margin. More than 13.5 million tons of petroleum were exported in 2024, and this figure is projected to more than double to nearly 29 million tons in 2050.
- In addition to crude petroleum, meat/seafood and gasoline are among the most valuable maritime export commodities for the state. The value of these exports in 2024 were \$1.5 billion and \$1.0 billion, respectively.
- While exports of some major commodities such as gasoline and meat/seafood are projected to decline between 2024 and 2050, metallic ores are forecasted to grow considerably in terms of both tonnage (232,000 tons to 806,000 tons) and value (\$615 million to \$1.1 billion) by 2050.
- Measured by tonnage, the largest import commodities to Alaska are gasoline and fuel oils. Gasoline imports are projected to decline between 2024 and 2050, while fuel oil imports are projected to grow from 917,000 tons to 1.65 million tons.
- Among the U.S. states, California is the largest maritime export and import market by both tonnage and value. Alaska exports to California totaled more than 11 million tons and \$3.5 billion in value in 2024. These figures are projected to grow to 24.5 million tons and \$7.7 billion in 2050.

- California, Alaska, Washington, and Hawaii comprise the bulk of Alaska's marine exports. Other states are very minor trading partners in comparison.
- Alaska is its own source of most of its maritime imports, totaling 4.3 million tons and \$3.05 billion in value in 2024. These figures are projected to grow to 5.7 million tons and \$3.8 billion, respectively, by 2050. Washington is the only other U.S. state that is a major trading partner for Alaska's marine imports.

The following figures summarize key information on marine/riverine freight movement as a domestic mode.

**Table 21:** Top 10 commodity exports by water (tonnage and value), 2024 and 2050

| Commodity                             | Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|---------------------------------------|-------------------------|--------------------------|-------------------------|--------------------------|
| Crude petroleum                       | 13,536.9                | 4,271.2                  | 28,777.0                | 9,079.7                  |
| Gasoline                              | 2,152.1                 | 1,034.5                  | 1,396.8                 | 782.2                    |
| Fuel oils                             | 916.7                   | 369.7                    | 1,487.4                 | 564.3                    |
| Meat/seafood                          | 641.4                   | 1,528.5                  | 368.5                   | 1,214.3                  |
| Natural gas and other fossil products | 471.4                   | 175.9                    | 801.6                   | 295.3                    |
| Metallic ores                         | 232.3                   | 614.6                    | 805.7                   | 1,089.5                  |
| Waste/scrap                           | 68.4                    | 0.1                      | 13.4                    | 1.4                      |
| Nonmetal mining products              | 39.0                    | 2.3                      | 17.8                    | 1.4                      |
| Animal feed                           | 18.4                    | 27.6                     | 91.0                    | 83.8                     |
| Other foodstuffs                      | 13.4                    | 18.0                     | 38.0                    | 41.9                     |

Source: Freight Analysis Framework, Version 5.7.1

**Table 22:** Top 10 commodity imports by water (tonnage and value), 2024 and 2050

| Commodity                             | Total Tons (Ktons)2024 | Value (\$ Millions) 2024 | Total Tons (Ktons)2050 | Value (\$ Millions)2050 |
|---------------------------------------|------------------------|--------------------------|------------------------|-------------------------|
| Gasoline                              | 2,670.4                | 1,266.1                  | 1,971.4                | 1,030.7                 |
| Fuel oils                             | 916.7                  | 369.7                    | 1,646.4                | 614.6                   |
| Natural gas and other fossil products | 485.5                  | 181.2                    | 816.6                  | 300.3                   |
| Crude petroleum                       | 419.4                  | 132.3                    | 782.7                  | 247.0                   |
| Meat/seafood                          | 213.3                  | 730.4                    | 242.5                  | 818.4                   |
| Metallic ores                         | 53.8                   | 484.9                    | 805.7                  | 919.2                   |
| Nonmetal mining products              | 40.4                   | 4.1                      | 59.0                   | 6.2                     |
| Mixed freight                         | 27.5                   | 109.3                    | 59.2                   | 220.1                   |
| Articles-base metal                   | 20.4                   | 32.3                     | 4.7                    | 8.8                     |
| Other foodstuffs                      | 15.5                   | 28.5                     | 45.9                   | 68.8                    |
| Machinery                             | 12.0                   | 44.7                     | 4.6                    | 50.8                    |

Source: Freight Analysis Framework, Version 5.7.1

**Table 23:** Top 10 commodities within Alaska, 2024 total tonnage (Ktons) and value (\$ millions)

| Commodity                             | Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|---------------------------------------|-------------------------|--------------------------|-------------------------|--------------------------|
| Gasoline                              | 2,152.1                 | 1,034.5                  | 1,395.8                 | 781.5                    |
| Fuel oils                             | 916.7                   | 369.7                    | 1,486.4                 | 563.8                    |
| Natural gas and other fossil products | 471.3                   | 175.9                    | 800.9                   | 295.0                    |
| Crude petroleum                       | 417.6                   | 131.7                    | 781.5                   | 246.6                    |
| Meat/seafood                          | 211.4                   | 723.9                    | 219.8                   | 761.7                    |
| Metallic ores                         | 53.7                    | 484.9                    | 805.6                   | 919.2                    |
| Nonmetal mining products              | 39.0                    | 2.3                      | 17.7                    | 1.3                      |
| Other foodstuffs                      | 13.2                    | 17.9                     | 37.9                    | 41.8                     |
| Animal feed                           | 11.5                    | 24.1                     | 65.4                    | 73.4                     |
| Articles-base metal                   | 10.4                    | 17.7                     | 0.8                     | 1.3                      |

Source: Freight Analysis Framework, Version 5.7.1

**Table 24:** Top 10 exports by water, 2024

| Destination | Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|-------------|-------------------------|--------------------------|-------------------------|--------------------------|
| California  | 11,066.8                | 3,491.8                  | 24,475.2                | 7,722.5                  |
| Alaska      | 4,325.2                 | 3,057.8                  | 5,729.1                 | 3,783.6                  |
| Washington  | 2,348.9                 | 1,467.2                  | 3,397.7                 | 1,658.4                  |
| Hawaii      | 387.6                   | 122.3                    | 295                     | 93.1                     |
| Texas       | 1.6                     | 4.3                      | 1.4                     | 18.0                     |
| Louisiana   | 1.1                     | 0.4                      | 37.6                    | 8.2                      |
| Alabama     | 0.4                     | 0.3                      | 7.2                     | 5.2                      |
| New York    | 0.1                     | 0.1                      | 32.8                    | 8.7                      |
| New Jersey  | 0.0                     | 0.0                      | 0.3                     | 1.2                      |
| Florida     | 0.0                     | 0.0                      | 0.3                     | 0.9                      |

Source: Freight Analysis Framework, Version 5.7.1

**Table 25:** Top state imports by water, 2024

| Origin     | Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|------------|-------------------------|--------------------------|-------------------------|--------------------------|
| Alaska     | 4,325.2                 | 3,057.8                  | 5,729.0                 | 3,783.6                  |
| Washington | 580.3                   | 385.2                    | 814.8                   | 659.8                    |
| Oregon     | 17.6                    | 40.5                     | 30.2                    | 84.4                     |
| Louisiana  | 6.8                     | 6.9                      | 0.0                     | 1.1                      |
| Florida    | 4.6                     | 18.0                     | 0.0                     | 0.2                      |
| Texas      | 2.1                     | 4.8                      | 2.0                     | 8.7                      |
| Hawaii     | 1.0                     | 0.4                      | 0.3                     | 0.9                      |
| California | 0.8                     | 1.1                      | 175.2                   | 52.0                     |
| New Jersey | 0.7                     | 2.9                      | 0.7                     | 7.2                      |
| Illinois   | 0.0                     | 0.0                      | 0.0                     | 0.0                      |

Source: Freight Analysis Framework, Version 5.7.1

**Table 26:** Total tonnage and value within Alaska by water, 2024 and 2050

| Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|-------------------------|--------------------------|-------------------------|--------------------------|
| 4,325.2                 | 3,057.8                  | 5,729.0                 | 3,783.6                  |

Source: Freight Analysis Framework, Version 5.7.1

**Table 27** demonstrates total international imports to Alaska by marine/riverine, in both tonnage and value, for the years 2024 and 2050. As shown, there is significant movement of freight by marine/riverine from Eastern Asia and Canada.

**Table 27: International Marine/Riverine imports (Tonnage and Value), 2024 and 2050**

| Origin            | Destination | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|-------------------|-------------|------------------------|--------------------------|------------------------|--------------------------|
| Eastern Asia      | Alaska      | 2699.8                 | 845.6                    | 1260                   | 657                      |
| Canada            |             | 803.9                  | 280.4                    | 312.6                  | 91.5                     |
| SE Asia & Oceania |             | 89.4                   | 24.2                     | 2.7                    | 8.1                      |
| Europe            |             | 43.9                   | 130.4                    | 110.3                  | 105.8                    |
| Mexico            |             | 21.7                   | 11.6                     | 26.6                   | 2.4                      |
| Rest of Americas  |             | 14.2                   | 83.3                     | 50.1                   | 29.5                     |
| SW & Central Asia |             | 5.5                    | 9.1                      | 26.5                   | 14.7                     |
| Africa            |             | 0                      | 0.2                      | 0.5                    | 0.5                      |

Source: Freight Analysis Framework, Version 5.7.1

**Table 28** demonstrates Alaska's total international exports to various countries around the world by marine/riverine, in both tonnage and value, for the years 2024 and 2050. Similar to imports, Eastern Asia is the primary country of exports as well, which is projected to significantly increase through 2050.

**Table 28: International Marine/River exports (Tonnage and Value), 2024 and 2050**

| Origin | Destination       | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|--------|-------------------|------------------------|--------------------------|------------------------|--------------------------|
| Alaska | Eastern Asia      | 377.8                  | 717.9                    | 571.6                  | 1,071.6                  |
|        | Europe            | 168.9                  | 272.9                    | 402.8                  | 430.2                    |
|        | SE Asia & Oceania | 39                     | 81.8                     | 759.3                  | 308.7                    |
|        | Canada            | 18.1                   | 109                      | 50.8                   | 75.7                     |
|        | Rest of Americas  | 4.6                    | 8.8                      | 50.9                   | 18.4                     |
|        | SW & Central Asia | 2.6                    | 5                        | 19.4                   | 24.7                     |
|        | Africa            | 0.3                    | 0.6                      | 0.7                    | 2.1                      |
|        | Mexico            | 0                      | 0                        | 18.5                   | 22.6                     |

Source: Freight Analysis Framework, Version 5.7.1

**Table 29** provides an overview of the top commodities that are exported from Alaska to countries around the world by marine/riverine. As shown in the table, Eastern Asia and Europe are the primary trading partners for the two commodities: meat/seafood and metallic ores. Although the export of meat/seafood to Eastern Asia is projected to decrease through 2050, exports of metallic ores to Eastern Asia are projected to double in total tonnage.

**Table 29: Top 10 International Exports by Commodity (Tonnage and Value), 2024 and 2050**

| Origin | Commodity        | Destination       | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|--------|------------------|-------------------|------------------------|--------------------------|------------------------|--------------------------|
| Alaska | Meat/seafood     | Eastern Asia      | 235.5                  | 355.6                    | 151.5                  | 411.3                    |
|        | Metallic ores    | Eastern Asia      | 130.3                  | 339.6                    | 301.1                  | 568.2                    |
|        | Metallic ores    | Europe            | 84.9                   | 132.2                    | 379.0                  | 357.0                    |
|        | Meat/seafood     | Europe            | 83.0                   | 139.6                    | 22.7                   | 69.8                     |
|        | Meat/seafood     | SE Asia & Oceania | 34.7                   | 44.1                     | 13.0                   | 34.9                     |
|        | Metallic ores    | Canada            | 13.1                   | 105.2                    | 35.7                   | 73.3                     |
|        | Animal feed      | Eastern Asia      | 11.5                   | 22.2                     | 65.2                   | 73.4                     |
|        | Metallic ores    | SE Asia & Oceania | 4.0                    | 37.6                     | 89.9                   | 91.1                     |
|        | Wood products    | Canada            | 3.6                    | 0.7                      | 14.7                   | 0.8                      |
|        | Other foodstuffs | Rest of Americas  | 2.4                    | 6.0                      | 1.0                    | 1.2                      |

Source: Freight Analysis Framework, Version 5.7.1

**Table 30** provides an overview of the top 10 commodities imported into Alaska from around the world. As shown below, the primary imported commodities are gasoline and fuel oils, primarily from Eastern Asia and Canada. Similar to meat/seafood exports from Alaska, the total tonnage of gasoline and fuel oils from Canada and Eastern Asia is projected to significantly decrease through 2050.

**Table 30: Top 10 International Imports by Commodity (Tonnage and Value) 2024 and 2050**

| Origin            | Destination | Commodity            | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|-------------------|-------------|----------------------|------------------------|--------------------------|------------------------|--------------------------|
| Eastern Asia      | Alaska      | Gasoline             | 887.5                  | 261.3                    | 339.0                  | 160.2                    |
| Canada            |             | Fuel oils            | 215.2                  | 53.2                     | 37.3                   | 17.5                     |
| Eastern Asia      |             | Fuel oils            | 58.8                   | 14.5                     | 45.9                   | 21.7                     |
| Canada            |             | Gasoline             | 54.4                   | 22.4                     | 7.1                    | 4.0                      |
| SE Asia & Oceania |             | Nonmetal min. prods. | 22.0                   | 1.3                      | 0.0                    | 0.0                      |
| Eastern Asia      |             | Nonmetal min. prods. | 17.4                   | 1.1                      | 45.4                   | 2.6                      |
| Europe            |             | Machinery            | 10.3                   | 24.9                     | 1.1                    | 19.2                     |
| SE Asia & Oceania |             | Gasoline             | 6.6                    | 2.0                      | 0.0                    | 0.0                      |
| Europe            |             | Articles-base metal  | 6.5                    | 10.8                     | 0.0                    | 0.3                      |
| Mexico            |             | Nonmetallic minerals | 5.2                    | 0.3                      | 25.7                   | 0.8                      |

Source: Freight Analysis Framework, Version 5.7.1

## Aviation / Air Cargo

Alaska has 26 FAA-certificated Part 139 airports. Under 14 CFR Part 139, the FAA issues Airport Operating Certificates to airports serving scheduled passenger operations with aircraft less than nine seats, and unscheduled passenger operations with aircraft less than or equal to 31 seats. Alaska airports that only serve scheduled operations of small aircraft are exempt while not serving large-aircraft operations. **Table 31** lists Alaska's certificated airports while **Figure 24** highlights where the airports are located across the state.

**Table 31:** Part 139 certified airports

| City        | Airport Name                | Airport Code |
|-------------|-----------------------------|--------------|
| ADAK ISLAND | ADAK                        | ADK          |
| BETHEL      | BETHEL                      | BET          |
| COLD BAY    | COLD BAY                    | CDB          |
| DEADHORSE   | DEADHORSE                   | SCC          |
| DILLINGHAM  | DILLINGHAM                  | DLG          |
| FAIRBANKS   | FAIRBANKS INTL              | FAI          |
| GUSTAVUS    | GUSTAVUS                    | GST          |
| HOMER       | HOMER                       | HOM          |
| JUNEAU      | JUNEAU INTL                 | JNU          |
| KENAI       | KENAI MUNI                  | ENA          |
| KETCHIKAN   | KETCHIKAN INTL              | KTN          |
| KING SALMON | KING SALMON                 | AKN          |
| KODIAK      | KODIAK                      | ADQ          |
| CORDOVA     | MERLE K (MUDHOLE) SMITH     | CDV          |
| NOME        | NOME                        | OME          |
| PETERSBURG  | PETERSBURG JAMES A JOHNSON  | PSG          |
| KOTZEBUE    | RALPH WIEN MEML             | OTZ          |
| RED DOG     | RED DOG                     | DGG          |
| SAND POINT  | SAND POINT                  | SDP          |
| SITKA       | SITKA ROCKY GUTIERREZ       | SIT          |
| ANCHORAGE   | TED STEVENS ANCHORAGE INTL  | ANC          |
| UNALASKA    | UNALASKA                    | DUT          |
| VALDEZ      | VALDEZ PIONEER FLD          | VDZ          |
| UTQIAGVIK   | WILEY POST-WILL ROGERS MEML | BRW          |
| WRANGELL    | WRANGELL                    | WRG          |
| YAKUTAT     | YAKUTAT                     | YAK          |

SOURCE: FAA Airport Database Information Portal (ADIP), January 2026

**Figure 24: Alaska airports**

Source Alaska DOT&amp;PF (2025)

The Alaska International Airport System (AIAS) comprises Ted Stevens Anchorage International (ANC) and Fairbanks International (FAI). Juneau International (JNU) is municipally owned and not part of the AIAS. The AIAS reports that ANC ranks second in North America by landed cargo weight and projected approximately two percent additional cargo growth into FY2025. AIAS also reports full recovery from pandemic-era declines, noting approximately 140 cargo landings per day and approximately 3.4 million passenger enplanements systemwide, comparable to 2019 peaks.<sup>10</sup>

**Table 32** summarizes CY2023-2024 enplanements for key Alaska airports. The FAA finalized CY2024 passenger-boarding and all-cargo data in September 2025 and uses these data for FY2026 Airport Improvement Program (AIP) categorizations.

<sup>10</sup> DOT&PF Annual Report (2024)

**Table 32:** Top 15 airports by passenger enplanements

| Rank | Airport ID | City        | Airport Name                        | 2023 Enplanements | 2024 Enplanements | % Change |
|------|------------|-------------|-------------------------------------|-------------------|-------------------|----------|
| 1    | ANC        | Anchorage   | Ted Stevens Anchorage International | 2,681,818         | 2,767,856         | 3.2%     |
| 2    | FAI        | Fairbanks   | Fairbanks International             | 548,679           | 574,012           | 4.6%     |
| 3    | JNU        | Juneau      | Juneau International                | 440,279           | 436,457           | -0.9%    |
| 4    | BET        | Bethel      | Bethel                              | 153,548           | 165,846           | 8.0%     |
| 5    | KTN        | Ketchikan   | Ketchikan International             | 148,645           | 152,082           | 2.3%     |
| 6    | SIT        | Sitka       | Sitka Rocky Gutierrez               | 96,214            | 98,066            | 1.9%     |
| 7    | SCC        | Deadhorse   | Deadhorse                           | 82,296            | 96,967            | 17.8%    |
| 8    | ADQ        | Kodiak      | Kodiak                              | 85,183            | 86,579            | 1.6%     |
| 9    | ENA        | Kenai       | Kenai Municipal                     | 67,062            | 75,395            | 12.4%    |
| 10   | OME        | Nome        | Nome                                | 66,883            | 69,593            | 4.1%     |
| 11   | OTZ        | Kotzebue    | Ralph Wien Memorial                 | 60,124            | 60,547            | 0.7%     |
| 12   | BRW        | Barrow      | Wiley Post-Will Rogers Memorial     | 41,579            | 43,364            | 4.3%     |
| 13   | AKN        | King Salmon | King Salmon                         | 38,021            | 39,289            | 3.3%     |
| 14   | DLG        | Dillingham  | Dillingham                          | 34,815            | 34,656            | -0.5%    |
| 15   | MRI        | Anchorage   | Merrill Field                       | 32,219            | 32,601            | 1.2%     |

SOURCE: FAA Passenger Boarding (Enplanement) Data for U.S. Airports (CY2024 Passenger Boarding), Accessed January 2026

Beyond the AIAS, the Rural Airport System (RAS) includes approximately 235 state-owned commercial and general aviation airports operated by DOT&PF (with some local or tribal co-operations),<sup>11</sup> within a statewide system in which approximately 82 percent of communities lack road access and rely on aviation.<sup>12</sup>

Non-DOT&PF airports within the RAS comprise public, military, and private aviation facilities, including:

- 388 public facilities, including 290 airports, 86 seaplane bases, and 12 heliports owned by municipalities and federal government.
- 21 military facilities, including 20 airports and one heliport owned by the U.S. Department of Defense.
- 313 (known) private facilities, including 241 airports, 43 seaplanes bases, and 29 heliports.<sup>13</sup>

<sup>11</sup> Alaska International Airport System Annual Report (2024)

<sup>12</sup> Alaska Aviation System Plan

<sup>13</sup> Alaska Moves 2050, Final Version, August 2022

## Commodity Flows by Air

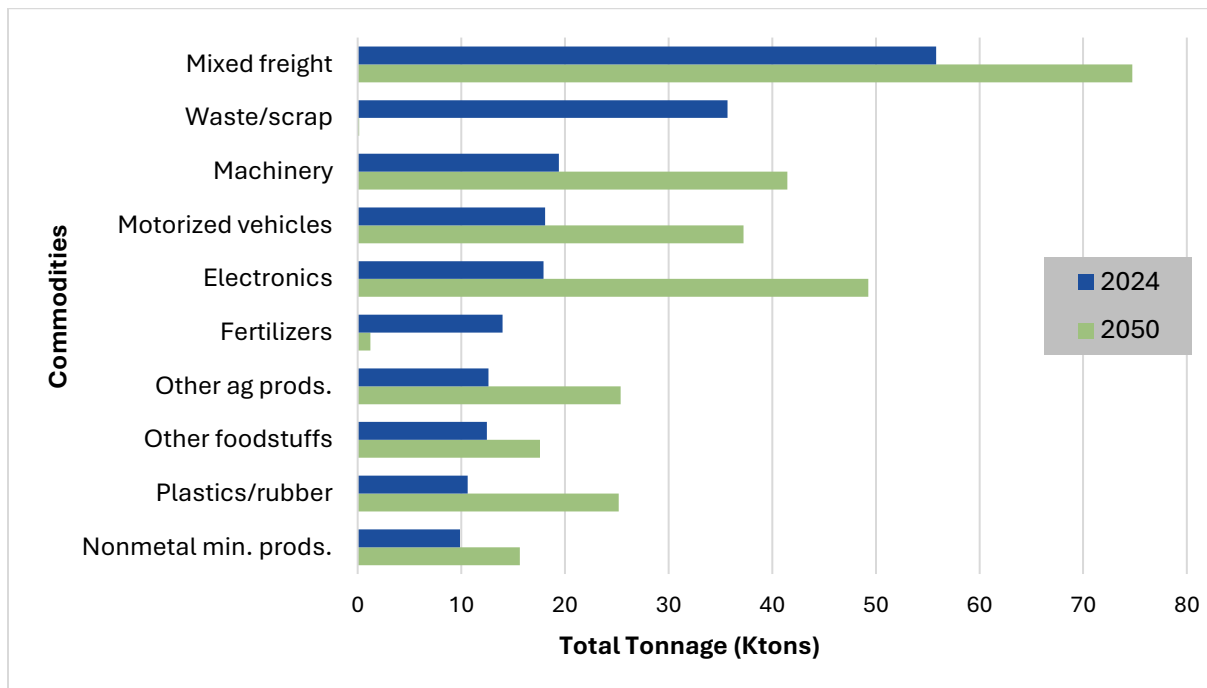
Alaska's strategic location makes it an ideal international gateway for air cargo and commerce, providing vital connections to the lower 48 states. With roughly 90 percent of the industrialized Northern Hemisphere within a 9.5-hour flight of Anchorage, significant volumes of air cargo are routed through ANC and FAI. As of 2024, ANC is the fourth-largest airport in the world for cargo throughput and the largest in the United States for landed weight. **Table 33** below provides an overview of cargo landed weight from 2022 to 2024. **Figure 25** provides an overview of the top air-imported commodities by total tonnage (Ktons).

**Table 33:** Cargo landed weight

| Airport Name                                  | City      | 2022 Landing Weight (Ktons) | 2023 Landed Weight (Ktons) | 2024 Landed Weight (Ktons) |
|-----------------------------------------------|-----------|-----------------------------|----------------------------|----------------------------|
| Ted Stevens International Airport (Anchorage) | Anchorage | 12,132.7.1                  | 12,817.6                   | 12,734.1                   |
| Fairbanks International Airport               | Fairbanks | 88.7                        | 69.1                       | 71.3                       |

Source: Final Calendar Year 2024 All-Cargo Landed Weight Percentage Change from CY23, September 4, 2025

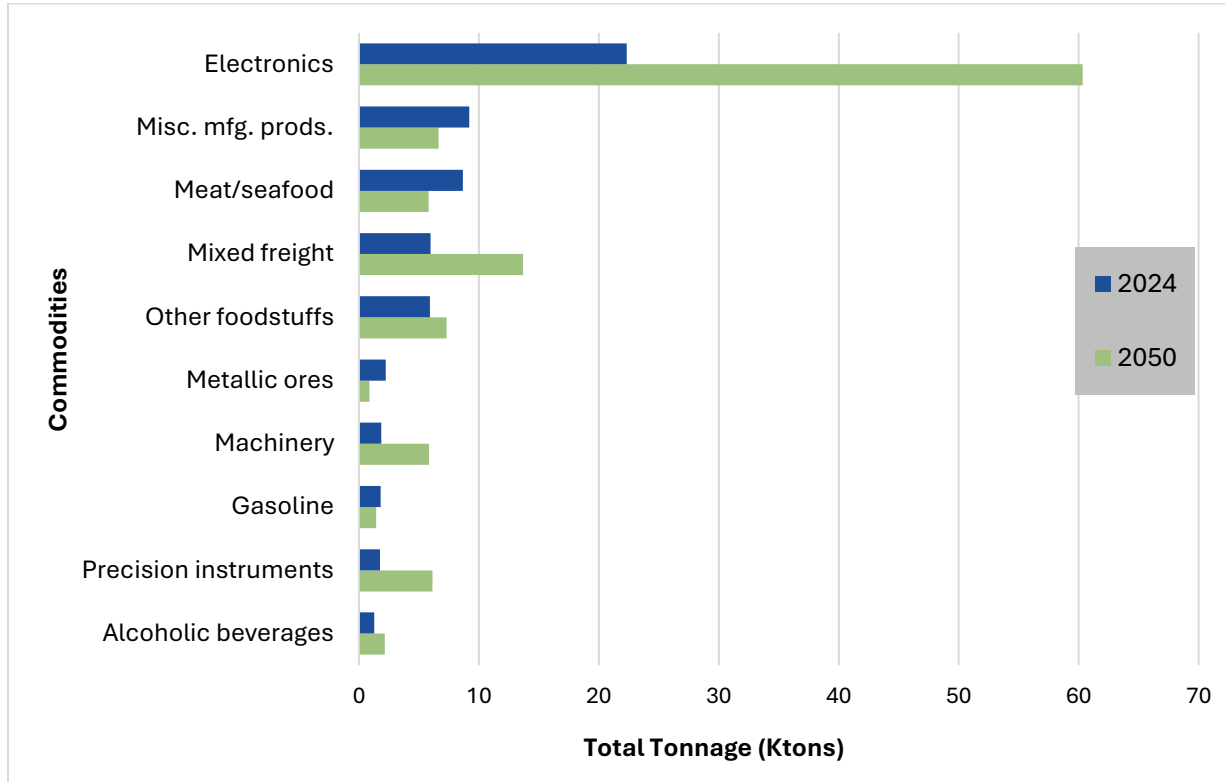
**Figure 25:** Top 15 commodity imports by air, 2024 and 2050 tonnage



Source: Freight Analysis Framework, Version 5.7.1

**Figure 26** provides an overview of the top 10 commodity exports from Alaska by total tonnage for 2024 and 2050. Electronics and mixed freight are projected to experience the largest increase in total tonnage exports from 2024 through 2050.

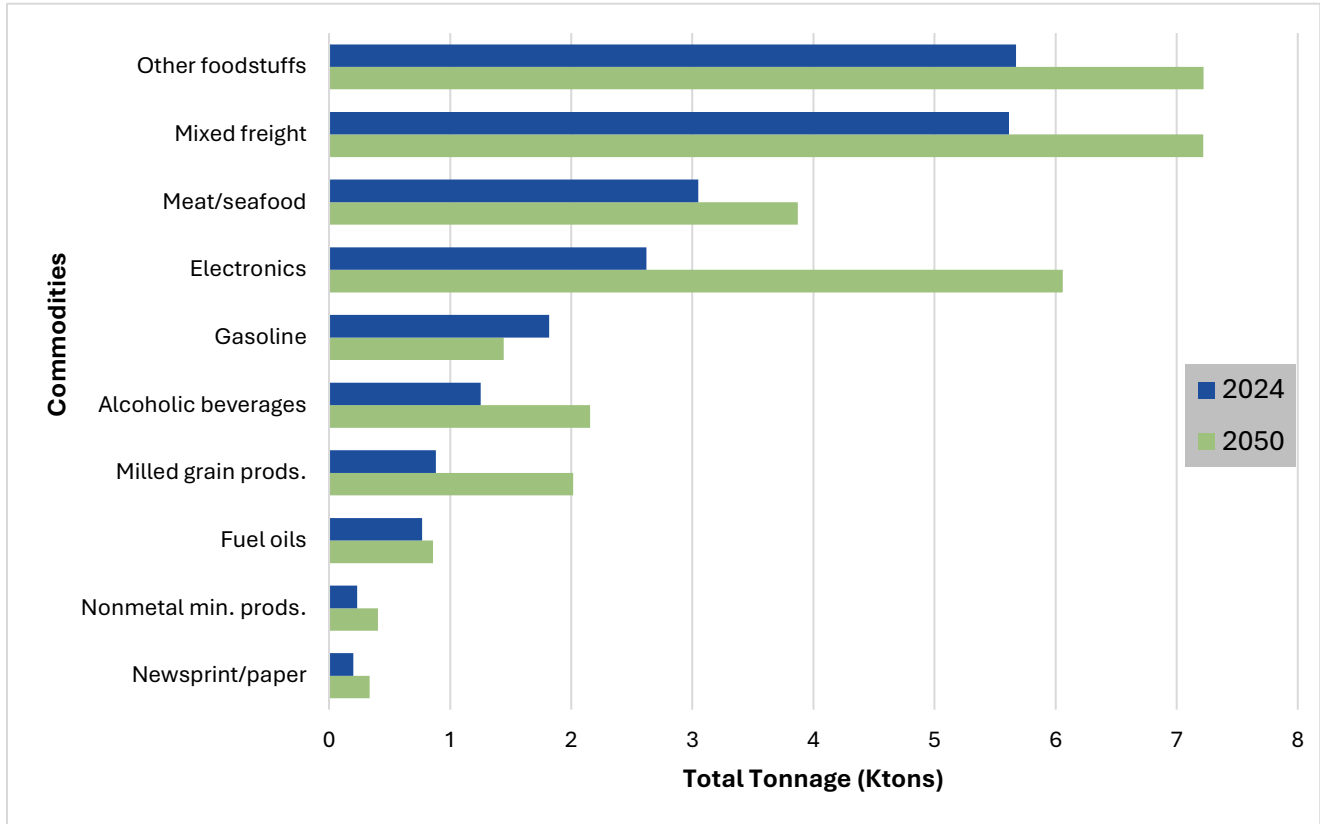
**Figure 26:** Top 10 commodity exports by air, 2024 and 2050 tonnage



Source: Freight Analysis Framework, Version 5.7.1

**Figure 27** provides an overview of the top 15 commodities transported within the state by air, with other foodstuffs, mixed freight, and meat/seafood as the top three. **Table 34** provides a look at domestic air imports, with a focus on the states that primarily import goods into Alaska.

**Figure 27:** Top 15 commodity intrastate transports by air, 2024 and 2050



**Table 34:** Top 10 domestic air imports by state, total tonnage, 2024

| Origin        | Destination | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Tons (Ktons) 2050 | Value (\$ Millions) 2050 |
|---------------|-------------|------------------------|--------------------------|-------------------------|--------------------------|
| Washington    | Alaska      | 64.6                   | 1,125.3                  | 149.4                   | 2,307.6                  |
| California    |             | 48.1                   | 2,940.6                  | 43.5                    | 3,477.0                  |
| Virginia      |             | 23.5                   | 215.4                    | 1.3                     | 310.2                    |
| Alaska        |             | 22.9                   | 333.7                    | 32.7                    | 523.7                    |
| Massachusetts |             | 15.3                   | 610.3                    | 7.8                     | 1,114.2                  |
| Tennessee     |             | 9.6                    | 914.0                    | 8.2                     | 1,196.5                  |
| Oregon        |             | 9.3                    | 423.6                    | 22.8                    | 985.9                    |
| Pennsylvania  |             | 6.7                    | 380.9                    | 11.9                    | 480.2                    |
| Florida       |             | 6.3                    | 656.9                    | 10.9                    | 932.1                    |
| Illinois      |             | 5.6                    | 409.5                    | 12.3                    | 1,251.7                  |

Source: Freight Analysis Framework, Version 5.7.1

**Table 35: Top 10 states for domestic air exports (Tonnage and Value), 2024 and 2050**

| Origin | Destination | Total Ton<br>(Ktons)<br>2024 | Value (\$<br>Millions)<br>2024 | Total Tons<br>(Ktons)<br>2050 | Value (\$<br>Millions)<br>2050 |
|--------|-------------|------------------------------|--------------------------------|-------------------------------|--------------------------------|
| Alaska | Alaska      | 22.9                         | 333.7                          | 32.7                          | 523.7                          |
|        | New York    | 19.1                         | 1,195.1                        | 29.5                          | 1,092.4                        |
|        | Washington  | 3.8                          | 100.4                          | 9.2                           | 789.1                          |
|        | California  | 3.3                          | 1,963.5                        | 17.6                          | 10,447.9                       |
|        | Tennessee   | 3.0                          | 1,689.3                        | 2.0                           | 615.8                          |
|        | Utah        | 2.7                          | 857.9                          | 1.8                           | 1,706.2                        |
|        | Texas       | 2.6                          | 782.5                          | 6.4                           | 3,199.8                        |
|        | Michigan    | 1.5                          | 83.5                           | 2.5                           | 130.3                          |
|        | Georgia     | 1.3                          | 176.3                          | 1.5                           | 194.4                          |
|        | Illinois    | 1.3                          | 313.6                          | 2.3                           | 292.9                          |

Source: Freight Analysis Framework, Version 5.7.1

**Table 36: International air imports (Tonnage and Value), 2024 and 2050**

| Origin            | Destination | Total Ton<br>(Ktons)<br>2024 | Value (\$<br>Millions)<br>2024 | Total Tons<br>(Ktons)<br>2050 | Value (\$<br>Millions)<br>2050 |
|-------------------|-------------|------------------------------|--------------------------------|-------------------------------|--------------------------------|
| SE Asia & Oceania | Alaska      | 1                            | 575.2                          | 0.5                           | 185.1                          |
| Europe            |             | 0.6                          | 42.5                           | 1                             | 136.3                          |
| Eastern Asia      |             | 0.5                          | 157.9                          | 2.8                           | 707.9                          |
| Canada            |             | 0.4                          | 37.9                           | 0.4                           | 90                             |
| Mexico            |             | 0                            | 2.7                            | 0                             | 2.1                            |
| Rest of Americas  |             | 0                            | 0.4                            | 0                             | 0.6                            |
| Africa            |             | 0                            | 0.3                            | 0                             | 3.5                            |
| SW & Central Asia |             | 0                            | 2                              | 0                             | 2.8                            |

Source: Freight Analysis Framework, Version 5.7.1

**Table 37: International Exports (Tonnage and Value), 2024 and 2050**

| Origin | Destination       | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|--------|-------------------|------------------------|--------------------------|------------------------|--------------------------|
| Alaska | SE Asia & Oceania | 7                      | 461.4                    | 0.8                    | 23.1                     |
|        | Europe            | 1.4                    | 294                      | 9                      | 63.1                     |
|        | Rest of Americas  | 0.3                    | 23.2                     | 0.3                    | 18.3                     |
|        | Canada            | 0.2                    | 15                       | 4.4                    | 645.7                    |
|        | Eastern Asia      | 0.2                    | 8.4                      | 0.9                    | 128.7                    |
|        | SW & Central Asia | 0.1                    | 2.5                      | 0.1                    | 7                        |
|        | Mexico            | 0                      | 0.1                      | 0                      | 0.4                      |
|        | Africa            | 0                      | 0.6                      | 0                      | 5.1                      |

Source: Freight Analysis Framework, Version 5.7.1

**Table 38: Top 10 Commodities Origin (Tonnage and Value) 2024 and 2050**

| Origin | Commodity           | Destination       | Total Tons (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|--------|---------------------|-------------------|-------------------------|--------------------------|------------------------|--------------------------|
| Alaska | Misc. mfg. products | SE Asia & Oceania | 6.74                    | 453.19                   | 0.00                   | 0.07                     |
|        | Misc. mfg. products | Europe            | 0.62                    | 222.88                   | 0.00                   | 0.14                     |
|        | Electronics         | Europe            | 0.22                    | 22.47                    | 0.01                   | 1.47                     |
|        | Transport equipment | Rest of Americas  | 0.18                    | 16.42                    | 0.00                   | 0.25                     |
|        | Meat/seafood        | Eastern Asia      | 0.11                    | 2.77                     | 0.34                   | 2.99                     |
|        | Transport equipment | Europe            | 0.10                    | 10.23                    | 0.02                   | 6.65                     |
|        | Mixed freight       | SE Asia & Oceania | 0.08                    | 0.42                     | 0.68                   | 10.60                    |
|        | Other ag products   | Europe            | 0.06                    | 0.08                     | 0.00                   | 0.00                     |
|        | Other foodstuffs    | SW & Central Asia | 0.06                    | 0.12                     | 0.00                   | 0.00                     |
|        | Textiles/leather    | SE Asia & Oceania | 0.06                    | 0.40                     | 0.00                   | 0.00                     |

Source: Freight Analysis Framework, Version 5.7.1

**Table 39: Top 10 Commodities Destination (Tonnage and Value), 2024 and 2050**

| Origin            | Destination | Commodity             | Total Ton (Ktons) 2024 | Value (\$ Millions) 2024 | Total Ton (Ktons) 2050 | Value (\$ Millions) 2050 |
|-------------------|-------------|-----------------------|------------------------|--------------------------|------------------------|--------------------------|
| SE Asia & Oceania | Alaska      | Electronics           | 0.75                   | 352.89                   | 0.12                   | 82.99                    |
| Europe            |             | Mixed freight         | 0.18                   | 1.18                     | 0.01                   | 2.09                     |
| Eastern Asia      |             | Electronics           | 0.15                   | 71.83                    | 1.22                   | 334.51                   |
| Eastern Asia      |             | Textiles/leather      | 0.12                   | 8.90                     | 0.37                   | 14.02                    |
| Europe            |             | Machinery             | 0.11                   | 14.75                    | 0.37                   | 48.42                    |
| Europe            |             | Nonmetal min. prods.  | 0.06                   | 0.13                     | 0.00                   | 0.02                     |
| Europe            |             | Articles-base metal   | 0.04                   | 0.79                     | 0.04                   | 0.91                     |
| Eastern Asia      |             | Machinery             | 0.04                   | 4.88                     | 0.22                   | 15.31                    |
| Europe            |             | Precision instruments | 0.04                   | 11.14                    | 0.17                   | 27.10                    |
| Europe            |             | Misc. mfg. prods.     | 0.03                   | 2.59                     | 0.03                   | 6.77                     |

Source: Freight Analysis Framework, Version 5.7.1

## Rail Freight

The Alaska Railroad Corporation (ARRC) provides freight and passenger rail services throughout Southcentral and Interior Alaska. The ARRC is a state-owned corporation that operates like a private business and is not under DOT&PF's purview. It must generate sufficient revenue from train and real estate services to cover workforce, operations, and infrastructure maintenance expenses.

ARRC operates over 683 track miles, serving Anchorage and Fairbanks, the ports of Whittier, Seward, and Anchorage, Denali National Park, and military installations; vessel and rail-barge connections are provided from Seattle, Washington.<sup>14</sup>

Major ARRC lines/traffic patterns include:

- **Barge/interlink services:** Trailers/containers on flatcars move north-south between Seward, Whittier, Anchorage, and Fairbanks.
- **Coal:** Coal from Usibelli Mine (Healy) moves to the Fairbanks area for local markets.
- **Gravel (seasonal):** April through October aggregate moves from Matanuska-Susitna Valley mines into Anchorage.
- **Miscellaneous:** Specialty over-dimension loads and in-state shipments (cement, scrap metal, military equipment, pipe).<sup>15</sup>
- **Petroleum:** Select products move from Anchorage to a fuel distribution center in North Pole, with a fuel distribution system (est. 2020) linking rail-served facilities in Anchorage and Fairbanks.

### ARRC Passenger Rail Services Overview

#### The Coastal Classic

- Main Use: To go between Anchorage and Seward
- Stops: Anchorage, Girdwood, Seward
- Length: Four (4) hours each way

#### The Denali Star

- Main Use: To go between Anchorage and Denali, or Denali to Fairbanks.
- Stops: Anchorage, Wasilla, Talkeetna, Denali, Fairbanks
- Length: Eight (8) hours from Anchorage to Denali; Four (4) hours from Denali to Fairbanks

#### The Glacier Discovery

- Main Use: Day trips to Prince William Sound or roadless wilderness areas.
- Stops: Anchorage, Girdwood, Whittier, Portage, Spencer
- Length: About five (5) hours each way

#### The Hurricane Turn

- Main Use: Excursions from Talkeetna for the off-the-beaten-path independent traveler. Operates only certain days of the week.
- Stops: Talkeetna, Hurricane
- Length: Two (2) hours each way

#### The Aurora Winter

- Main Use: Weekend getaways. Provides the same service as the Denali Star but runs during the winter season.
- Stops: Wasilla, Talkeetna, Anchorage, Fairbanks
- Length: 12 hours (full length)<sup>1</sup>

Total passenger ridership was 529,000 (down 2% from 540,329 in 2023), reflecting Riley Creek Fire service adjustments on the Denali Star. The Coastal Classic set a record (81,505 passengers; +7% vs. 2023), and the Aurora Winter Train also set a record (13,303; +13% vs. 2023), underscoring resilient tourism demand and off-season growth.<sup>1</sup>

<sup>14</sup> ARRC, 2024 Annual Report

<sup>15</sup> ARRC, 2024 Annual Report

In 2024, ARRC continued heavy reinvestment in the rail corridor with:

- 51,000 hardwood tie replacements
- 9 mainline culverts replaced
- Approximately 973,000 feet of resurfaced track
- Multiple bridge projects advanced (including a trestle replacement at MP 25.7, completed in March 2024, and ongoing work at MP 64.7)

The ARRC also implemented significant positive trail control (PTC) device replacements and software improvements, which have had positive results, including no overspeed derailments and no train-crew de-certifications for overspeed/authority violations in 2024.<sup>16</sup>

Error! Reference source not found. provides an overview of ARRC’s freight rail fleet.

**Table 40:** ARRC railcar types and purpose

| Railcar Type    | Purpose                                                                                                                | Fleet                               |
|-----------------|------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Tank Car        | Moves liquid bulk cargo, including jet fuel, gasoline, asphalt, vegetable oils, aircraft deicer, and various chemicals | 231 cars (privately owned & leased) |
| Flat Car        | Moves trailers and containers, pipe, lumber, and heavy equipment                                                       | 318 cars                            |
| Air Dump        | Side-dumping railcars are used primarily to transport ballast and other rock materials for track maintenance           | 31 cars                             |
| Open Top Hopper | Moves bulk solids, primarily coal and gravel, and unloads from the bottom                                              | 326 cars                            |
| Covered Hopper  | Moves dry bulk, including grain, fertilizer, and cement                                                                | 51 cars                             |
| Gondola         | Moves metal products (pipe, sheet pile, rebar) north and scrap south                                                   | 30 cars                             |

Source: ARRC Freight Business Facts 2024, August 2025

## Freight Rail System

Freight remains the largest operating revenue source for the ARRC. In 2024, freight generated \$117.1 million in operating revenue (passenger: \$52.9 million), and revenue mix by category was 46 percent freight, 19 percent passenger, 22 percent grant, 11 percent real estate, and two percent other. Net income totaled \$25.3 million

<sup>16</sup> ARRC, 2024 Annual Report

(lower than 2023 due to timing of \$15.4 million FTA preventative-maintenance grant awarded January 3, 2025, which shifted revenue recognition into 2025).<sup>17</sup>

Operationally, gravel moved for Southcentral construction saw year-over-year increases, and bulk petroleum transport reached 10-year high. These are both consistent with corridor construction activity and interior fuel needs. Freight movements connect population centers, military installations, and the Ports of Alaska (Anchorage), Seward, and Whittier, with onward rail-marine connections to Seattle. ARRC also maintains a Seattle barge operations office to support these flows. In 2024, the ARRC expanded locomotive capacity (purchases and leases) to meet peak-season demand and continued corridor reliability investments (track, bridges, and PTC), which together support safe, as-needed freight consists tailored to customer schedules and seasonal requirements.<sup>18</sup>

### ***Strategic Rail Corridor Network (STRACNET)***

The nation's Strategic Rail Corridor Network (STRACNET) is comprised of more than 38,000 miles of civil railroad main lines and connectors that are designated for military readiness to meet national defense needs. These lines are reviewed on a five-year cycle to make sure they satisfy U.S. Department of Defense requirements and meet minimum standards for defense readiness conditions. Rail traffic density, operating speed, maintenance condition, vertical clearance, and rail weight capacity are some of the key factors in establishing and maintaining STRACNET routes. Connectivity between major military facilities and marine ports is the primary military purpose of these STRACNET routes.

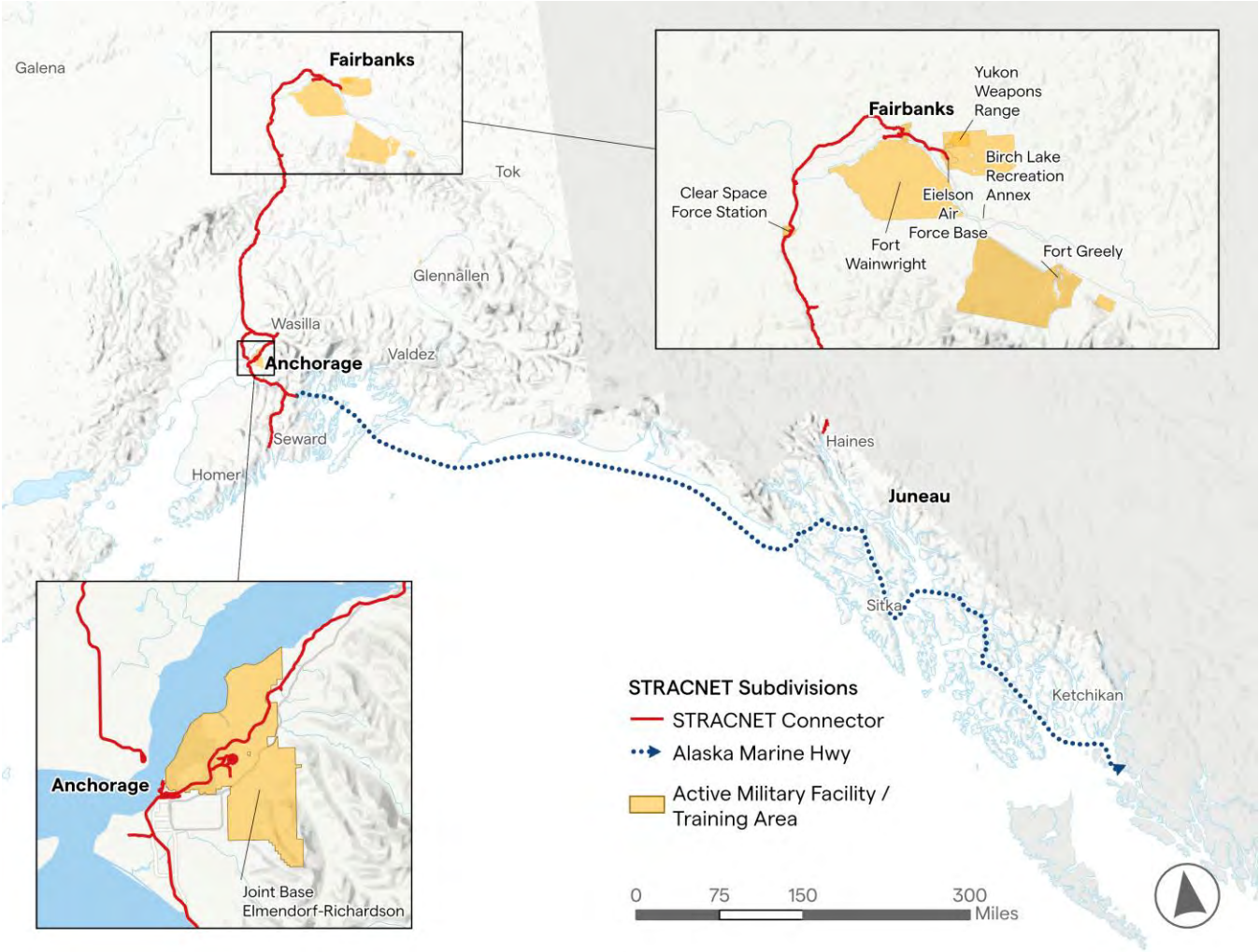
The STRACNET system for Alaska is shown in **Figure 28**. The main route connects the military facilities in the Anchorage and Fairbanks regions, and provides connections to Wasilla, Palmer, Whittier, and the Port of Seward. A STRACNET connector is also designated on the Panhandle at Haines.

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<sup>17</sup> ARRC, 2024 Annual Report

<sup>18</sup> ARRC, 2024 Annual Report

Figure 28: Strategic Rail Corridor Network



Source: Alaska DOT&PF

Figure 29: Alaska rail network



Source: Alaska Railroad Corporation, USDOT, & DOD (2025)

## Commodity Flows- Rail

The following tables and figures summarize key information on rail as a domestic freight mode.

**Table 41:** Top 10 commodities exported by rail, 2024-2050 (projected)

| Commodity            | Total Tonnage (Ktons) 2024 | Value (\$Millions)2024 | Total Tonnage (Ktons) 2050 | Value (\$Millions)2050 |
|----------------------|----------------------------|------------------------|----------------------------|------------------------|
| Gasoline             | 1,596.60                   | 619.3                  | 953.5                      | 447.3                  |
| Coal                 | 703.2                      | 35                     | 75.4                       | 3.8                    |
| Gravel               | 517.3                      | 13.1                   | 955.6                      | 24.2                   |
| Fuel oils            | 325.8                      | 134.3                  | 302                        | 155.4                  |
| Meat/seafood         | 124.2                      | 313                    | 74.9                       | 292.8                  |
| Metallic ores        | 54.6                       | 491.6                  | 5,699.10                   | 924.7                  |
| Animal feed          | 11.3                       | 22.6                   | 582.3                      | 72.5                   |
| Nonmetallic minerals | 4.2                        | 0.3                    | 9.1                        | 0.7                    |
| Other foodstuffs     | 2.6                        | 6.5                    | 98.6                       | 27.4                   |

Source: Freight Analysis Framework, Version 5.7.1

**Table 42:** Total tonnage and value exported by rail within Alaska, 2024-2050

| Total Tonnage (Ktons)-2024 | Value (\$Millions) 2024 | Total Tonnage (Ktons) 2024 | Value (\$Millions) 2050 |
|----------------------------|-------------------------|----------------------------|-------------------------|
| 3,352.60                   | 1,662.92                | 8,764.87                   | 1,959.28                |

Source: Freight Analysis Framework, Version 5.7.1

## Pipeline

### Infrastructure

**Trans Alaska Pipeline System (TAPS)** continues to serve as one of the state’s most critical pieces of freight and energy infrastructure. After more than 45 years of operation, it remains central to Alaska’s economy and energy system, supporting statewide revenues as of 2022 and transporting roughly 3.8 percent of U.S. oil production. TAPS is an 800-mile pipeline that transports Alaska North Slope crude oil from Pump Station 1 in Prudhoe Bay across three mountain ranges, major seismic zones, and hundreds of water crossings to the Valdez Marine Terminal. From Valdez, tankers ship about four percent of the nation’s crude oil supply to the market. More than half of TAPS is built above ground to protect Alaska’s permafrost, allowing the pipeline to operate safely and reliably across difficult terrain. This design supports uninterrupted movement of crude oil, a key component of Alaska’s freight system and ensures consistent delivery to the Valdez Marine Terminal.

Since its start-up in 1977, Alaska North Slope Crude (ANSC) transported by TAPS has generated an estimated \$180 billion in revenue to the State of Alaska. Engineers designed large portions of TAPS to be elevated on vertical support structures so that heat from the oil would not thaw the underlying permafrost, which becomes soft and unstable when it melts. To prevent this thawing, the supports are equipped with heat-dissipating thermosyphons that draw warmth away from the soil and help maintain its frozen stability. In areas where permafrost is absent or naturally stable, the pipeline can be safely buried underground, reducing its visual impact and protecting it from weather conditions. Despite these design strategies, Alaska's pipeline system continues to face increasing challenges as climate change accelerates permafrost thaw, necessitating ongoing maintenance and engineering adaptations to ensure long-term safety and performance.

There are 14 intermodal freight pipeline facilities across the state.

**Table 43:** Gas pipeline miles by system type, 2024

| System Type      | Miles | System Detail |
|------------------|-------|---------------|
| Gas Distribution | 3,683 | Main Miles    |
| Gas Distribution | 3,166 | Service Miles |
| Gas Gathering    | 111   | Miles         |
| Gas Transmission | 824   | Miles         |

Source: US DOT Pipeline and Hazardous Materials Safety Administration

**Table 44:** Liquid facilities by commodity, 2024

| Commodity                      | HL Total Pipe Miles | Tanks |
|--------------------------------|---------------------|-------|
| Crude Oil                      | 1,114.1             | 10    |
| Refined Petroleum Product (PP) | 127.5               | 1     |

Source: US DOT Pipeline and Hazardous Materials Safety Administration

## Production

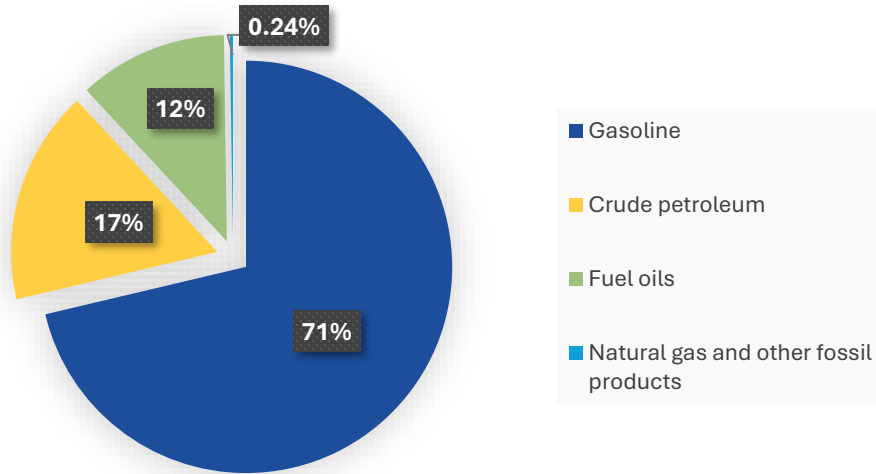
Alaska is the nation's fifth-largest natural gas producer, with more than 3.5 trillion cubic feet of gross withdrawals. However, North Slope production exceeds local demand, and with no pipeline to move this gas to consumers in southern Alaska, most of it is reinjected into existing oil fields to support and maintain crude oil production levels. The state holds nearly 3.4 billion barrels of proved crude oil reserves, the fourth-largest reserve base in the U.S. In 2024, Alaska produced an average of 421,000 barrels of oil per day, ranking fifth nationally. This sustained output continues to shape the demand for pipeline capacity, marine transport, and related freight infrastructure. Many of Alaska's remote communities depend on diesel-fueled generators for electricity. As a result, petroleum supplied about 15 percent of statewide power generation in 2024, second only to Hawaii in reliance on oil-fired electricity. Alaska has the highest per capita energy consumption in the U.S. Contributing factors include its small population, extreme winter conditions, and the energy-intensive nature of oil and natural gas operations. These conditions place unique demands on the freight network, as energy commodities and industrial equipment must move reliably across long distances and challenging terrain. TAPS was originally intended to run with 12 pump stations but began operations with only 11. Today, just four remain in service: Pump Stations 1, 4, 5, and 9. The Nuna and Pikka oil projects are expected to increase crude production, and the Energy Information Administration (EIA) projects Alaska's crude output will rise in 2026, the first annual increase since 2017.

Alaska operates five refineries with a combined capacity of about 166,000 barrels of crude oil per day. Two refineries in the Prudhoe Bay area provide fuel for drilling activities. The Kenai refinery, southwest of Anchorage, supplies most of Alaska's motor gasoline and some distillate fuel oil. The other two refineries in Valdez and near Fairbanks produce diesel and heating fuels.

Alaska ranks 13th among the states with the lowest total petroleum demand, but it has the second-highest per capita petroleum consumption, after Louisiana. The North Slope area of Alaska contains six of the 100 largest oil fields in the United States and one of the 100 largest natural gas fields. Alaska's Prudhoe Bay field is among the ten largest oil and natural gas fields in the nation.

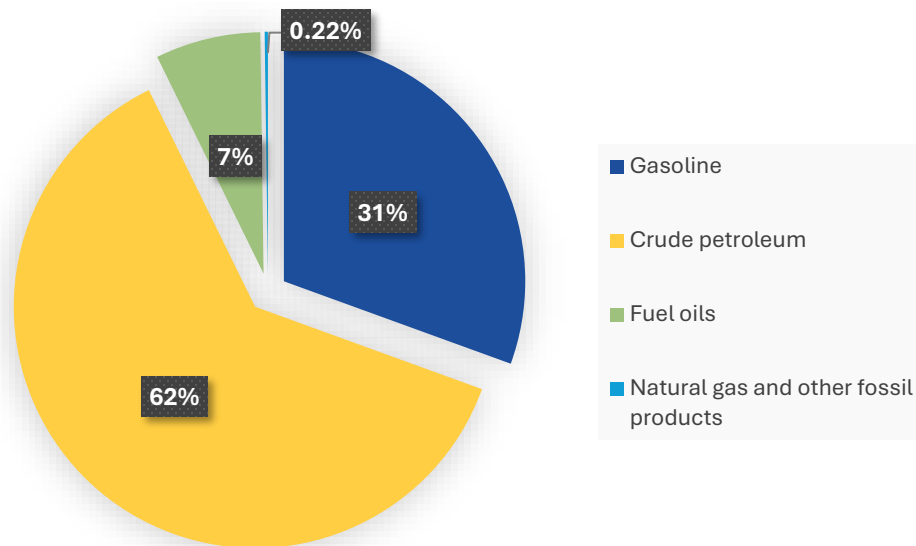
## Commodity Flows – Pipeline

**Figure 30:** Total pipeline flows by commodity within Alaska, 2024 tonnage



Source: Freight Analysis Framework, Version 5.7.1

**Figure 31:** Projected pipeline flows by commodity within Alaska, 2050 tonnage



Source: Freight Analysis Framework, Version 5.7.

**Table 45:** Total pipeline flows by commodity within Alaska, 2024 and 2050 tonnage

| Commodity                             | Total Tonnage (Ktons), 2024 | Value, 2024 (\$ Millions) | Total Tonnage (Ktons), 2050 | Value, 2050 (\$ Millions) |
|---------------------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|
| Gasoline                              | 2,018,380.6                 | \$ 921.7                  | 1,599,992                   | \$ 730.6                  |
| Crude petroleum                       | 475,208.6                   | \$ 375.0                  | 3,257,530                   | \$ 1,027.8                |
| Fuel oils                             | 330,359.1                   | \$154.9                   | 369,064                     | \$ 173.1                  |
| Natural gas and other fossil products | 6,801.8                     | \$ 2.9                    | 11,347                      | \$ 4.9                    |

Source: Freight Analysis Framework, Version 5.7.1

## Military Freight

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Military freight transport in Alaska is generally accomplished using dedicated elements of the civilian transportation infrastructure. These include the STRAHNET illustrated in **Figure 7**, the STRACNET shown in **Figure 28**, and the Ports of Alaska and Seward.

The major military facilities served by the STRAHNET and STRACNET networks include the following:

- **Anchorage Area:** Joint Base Elmendorf-Richardson
- **Fairbanks Area:** Fort Wainwright, Eielson Air Force Base, Fort Greely, Yukon Weapons Range, and Clear Space Force Station

## Appendix: Commodity Flow Analysis

Alaska's trade patterns and how the movement of goods relies on all modes of transportation. The Freight Analysis Framework (FAF) version 5.7.1, developed by the Bureau of Transportation Statistics and FHWA, provides an overview of modes used throughout Alaska.

**Table 46:** Shipment tonnage by type and mode, 2024

|              |                         | Within Alaska |         | Outbound from Alaska to other States |         | Inbound to Alaska from other states |         |
|--------------|-------------------------|---------------|---------|--------------------------------------|---------|-------------------------------------|---------|
| Trade Type   | Mode                    | Tons (Ktons)  | Percent | Tons (Ktons)                         | Percent | Tons (Ktons)                        | Percent |
| Domestic     | Truck                   | 14,463.3      | 51.5%   | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
|              | Rail                    | 2,220.0       | 7.9%    | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
|              | Water                   | 2,970.9       | 10.6%   | 13,385.4                             | 94.2%   | 426.7                               | 15.6%   |
|              | Air (include truck-air) | 22.5          | 0.1%    | 20.9                                 | 0.1%    | 112.7                               | 4.1%    |
|              | Multiple Modes & Mail   | 1,027.5       | 3.7%    | 304.6                                | 2.1%    | 1,685.8                             | 61.8%   |
|              | Pipeline                | 2,743.7       | 9.8%    | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
| <b>Total</b> |                         | 23,447.9      | 84%     | 13,710.9                             | 1.0     | 2,225.2                             | 0.8     |
| Export       | Truck                   | 277.7         | 1.0%    | 25.4                                 | 0.2%    | 5.5                                 | 0.2%    |
|              | Rail                    | 195.6         | 0.7%    | 0.9                                  | 0.0%    | 0.2                                 | 0.0%    |
|              | Water                   | 191.9         | 0.7%    | 419.4                                | 3.0%    | 25.4                                | 0.9%    |
|              | Air (include truck-air) | 0.2           | 0.0%    | 8.6                                  | 0.1%    | 153.0                               | 5.6%    |
|              | Multiple Modes & Mail   | 193.8         | 0.7%    | 8.4                                  | 0.1%    | 47.4                                | 1.7%    |
|              | Pipeline                | 87.1          | 0.3%    | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
|              | Other and unknown       | 71.8          | 0.3%    | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
| <b>Total</b> |                         | 1,018.0       | 0.0     | 462.8                                | 0.0     | 231.4                               | 0.1     |
| Import       | Truck                   | 917.8         | 3.3%    | 4.5                                  | 0.0%    | 23.3                                | 0.9%    |
|              | Rail                    | 937.0         | 3.3%    | 0.0                                  | 0.0%    | 75.9                                | 2.8%    |
|              | Water                   | 1,162.4       | 4.1%    | 1.9                                  | 0.0%    | 161.9                               | 5.9%    |
|              | Air (include truck-air) | 0.2           | 0.0%    | 20.3                                 | 0.1%    | 1.8                                 | 0.1%    |
|              | Multiple modes & mail   | 540.9         | 1.9%    | 5.4                                  | 0.0%    | 9.2                                 | 0.3%    |
|              | Other and unknown       | 11.1          | 0.0%    | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
|              | No domestic mode        | 22.1          | 0.1%    | 0.0                                  | 0.0%    | 0.0                                 | 0.0%    |
| <b>Total</b> |                         | 3,591.4       | 0.1     | 32.1                                 | 0.0     | 272.1                               | 0.1     |

Source: Freight Analysis Framework, Version 5.7.1

**Table 47:** Top 10 commodities by tonnage shipped within Alaska, 2024, all modes

| Commodity                             | Total Tonnage (Ktons) 2024 | Total Tonnage (Ktons) 2050 |
|---------------------------------------|----------------------------|----------------------------|
| Gasoline                              | 8,732.1                    | 6,029.3                    |
| Gravel                                | 3,632.7                    | 6,744.1                    |
| Fuel oils                             | 3,087.9                    | 4,730.1                    |
| Live animals/fish                     | 2,855.8                    | 10,045.0                   |
| Nonmetal mining products              | 1,868.4                    | 3,090.3                    |
| Logs                                  | 1,354.5                    | 53,267.7                   |
| Crude petroleum                       | 1,001.6                    | 566.8                      |
| Waste/scrap                           | 953.8                      | 10,730.2                   |
| Natural gas and other fossil products | 748.6                      | 32,324.7                   |
| Coal                                  | 706.0                      | 11,819.1                   |

Source: Freight Analysis Framework, Version 5.7.1

**Table 48:** Top 10 commodities by tonnage, exports, 2024

| Commodity                            | Total Tonnage (Ktons) 2024 | Total Tonnage (Ktons) 2050 |
|--------------------------------------|----------------------------|----------------------------|
| Crude petroleum                      | 13,119.3                   | 27,995.6                   |
| Meat/seafood                         | 617.2                      | 227.5                      |
| Metallic ores                        | 184.1                      | 0.9                        |
| Waste/scrap                          | 62.7                       | 8.7                        |
| Electronics                          | 51.9                       | 139.6                      |
| Animal feed                          | 32.5                       | 65.1                       |
| Mixed freight                        | 31.3                       | 170.3                      |
| Miscellaneous manufacturing products | 24.1                       | 62.1                       |
| Furniture                            | 22.9                       | 57.1                       |
| Motorized vehicles                   | 11.7                       | 15.6                       |

Source: Freight Analysis Framework, Version 5.7.1

**Table 49:** Top 10 commodities by tonnage, imports, 2024

| Commodity                | Total Tonnage<br>(Ktons) 2024 | Total Tonnage<br>(Ktons) 2050 |
|--------------------------|-------------------------------|-------------------------------|
| Mixed freight            | 603.8                         | 1,377.3                       |
| Gasoline                 | 554.2                         | 631.6                         |
| Fuel oils                | 256.1                         | 804.5                         |
| Other foodstuffs         | 213.4                         | 467.7                         |
| Paper articles           | 138.7                         | 308.0                         |
| Nonmetal mining products | 69.9                          | 133.7                         |
| Motorized vehicles       | 68.6                          | 114.0                         |
| Articles-base metal      | 67.4                          | 84.4                          |
| Nonmetallic minerals     | 63.2                          | 178.8                         |
| Chemical products        | 58.7                          | 205.0                         |

Source: Freight Analysis Framework, Version 5.7.1

## County/ Borough Level Freight Analysis Framework Analysis

The 2022 County-to-County Freight Analysis Framework (FAF) provides the most granular, nationwide view of U.S. freight flows by estimating shipment weight and value between individual counties. It builds on the broader FAF system by disaggregating state- and FAF-zone-level data into county-level flows to support local planning, investment, and policy decisions. Below are several tables highlighting freight movement by borough across Alaska.

**Table 50:** Borough origin by mode and tonnage (Ktons), 2022

| County Name                  | Rail    | Water   | Multiple Modes and Mail | Pipeline | Truck and Air | Grand Total |
|------------------------------|---------|---------|-------------------------|----------|---------------|-------------|
| Aleutians East Borough       |         | 98.1    | 37.4                    | 8.0      | 326.6         | 470.1       |
| Aleutians West Census        |         | 123.6   | 43.3                    | 199.6    | 386.1         | 752.5       |
| Anchorage Municipality       | 2,321.6 | 1,530.5 | 512.9                   | 653.8    | 4,630.4       | 9,649.2     |
| Bethel Census Area           |         | 92.2    | 34.6                    | 27.3     | 290.7         | 444.9       |
| Bristol Bay Borough          |         | 73.9    | 31.7                    | 14.4     | 266.8         | 386.7       |
| Chugach Census Area          |         | 100.7   | 36.8                    | 114.4    | 320.0         | 571.9       |
| Copper River Census          |         |         | 28.7                    | 30.4     | 244.3         | 303.4       |
| Denali Borough               | 13.2    |         | 34.2                    | 14.8     | 306.3         | 368.6       |
| Dillingham Census Area       |         | 81.3    | 33.9                    | 21.8     | 286.4         | 423.4       |
| Fairbanks North Star Borough | 436.2   |         | 135.9                   | 209.8    | 1,259.1       | 2,041.0     |
| Haines Borough               |         | 77.3    | 33.5                    | 2.4      | 280.6         | 393.9       |
| Hoonah-Angoon Census Area    |         | 73.3    | 28.7                    | 1.6      | 231.3         | 334.9       |
| Juneau City and Borough      |         | 218.8   | 75.0                    | 392.1    | 715.9         | 1,401.8     |
| Kenai Peninsula Borough      | 260.9   | 255.4   | 88.9                    | 189.7    | 836.5         | 1,631.5     |
| Ketchikan Gateway Borough    |         | 137.7   | 40.3                    | 158.3    | 352.4         | 688.7       |
| Kodiak Island Borough        |         | 126.7   | 47.1                    | 154.4    | 400.6         | 728.8       |
| Kusilvak Census Area         |         | 72.8    | 29.4                    | 34.0     | 236.6         | 372.9       |
| Lake and Peninsula Borough   |         | 73.3    | 31.5                    | 14.4     | 267.2         | 386.4       |
| Matanuska-Susitna Borough    | 385.4   |         | 121.3                   | 154.4    | 1,089.6       | 1,750.8     |
| Nome Census Area             |         | 94.9    | 42.9                    | 36.8     | 372.3         | 546.9       |
| North Slope Borough          |         | 617.9   | 43.8                    | 276.3    | 372.4         | 1,310.4     |

| County Name                       | Rail           | Water          | Multiple Modes and Mail | Pipeline       | Truck and Air   | Grand Total     |
|-----------------------------------|----------------|----------------|-------------------------|----------------|-----------------|-----------------|
| Northwest Arctic Borough          |                | 83.9           | 32.6                    | 29.3           | 265.9           | 411.8           |
| Petersburg Borough                |                | 82.0           | 33.2                    | 1.3            | 281.8           | 398.3           |
| Prince of Wales-Hyder Census Area |                | 82.4           | 51.6                    | 2.5            | 354.2           | 490.7           |
| Sitka City and Borough            |                | 104.7          | 40.5                    | 1.5            | 347.2           | 493.9           |
| Skagway Municipality              |                | 73.7           | 29.2                    | 1.9            | 235.7           | 340.6           |
| Southeast Fairbanks Census Area   |                |                | 39.7                    | 7.7            | 388.1           | 435.5           |
| Wrangell City and Borough         |                | 74.1           | 28.9                    | 0.5            | 231.3           | 334.9           |
| Yakutat City and Borough          |                | 70.7           | 28.1                    | 2.4            | 224.1           | 325.2           |
| Yukon-Koyukuk Census Area         | 4.7            | 81.1           | 34.1                    | 157.9          | 305.9           | 583.7           |
| <b>Total Tonnage (Ktons) 2022</b> | <b>3,422.1</b> | <b>4,501.1</b> | <b>1,829.6</b>          | <b>2,913.9</b> | <b>16,106.4</b> | <b>28,773.1</b> |

Source: Freight Analysis Framework, Version 5.7.1

**Table 51:** Borough destination by mode and tonnage (Ktons), 2022

| County Name                  | Rail    | Water   | Multiple Modes and Mail | Pipeline | Truck and Air | Grand Total |
|------------------------------|---------|---------|-------------------------|----------|---------------|-------------|
| Aleutians East Borough       |         | 102.5   | 19.4                    | 103.6    | 237.0         | 462.4       |
| Aleutians West Census        |         | 127.4   | 26.2                    | 116.2    | 310.5         | 580.3       |
| Anchorage Municipality       | 1,744.3 | 1,363.0 | 688.3                   | 190.6    | 5,851.0       | 9,837.2     |
| Bethel Census Area           |         | 142.5   | 35.0                    | 7.2      | 326.2         | 510.8       |
| Bristol Bay Borough          |         | 90.9    | 6.4                     | 111.4    | 75.1          | 283.8       |
| Chugach Census Area          |         | 123.8   | 17.4                    | 172.3    | 177.5         | 491.1       |
| Copper River Census          |         |         | 7.1                     | 45.8     | 76.5          | 129.3       |
| Denali Borough               | 9.6     |         | 10.6                    | 43.9     | 79.4          | 143.5       |
| Dillingham Census Area       |         | 102.0   | 13.2                    | 107.9    | 136.4         | 359.5       |
| Fairbanks North Star Borough | 578.7   |         | 209.5                   | 249.7    | 1,874.0       | 2,911.9     |
| Haines Borough               |         | 109.2   | 9.0                     | 102.3    | 97.1          | 317.5       |
| Hoonah-Angoon Census Area    |         | 81.7    | 6.8                     | 10.2     | 63.2          | 162.0       |

| County Name                       | Rail           | Water          | Multiple Modes and Mail | Pipeline       | Truck and Air   | Grand Total     |
|-----------------------------------|----------------|----------------|-------------------------|----------------|-----------------|-----------------|
| Juneau City and Borough           |                | 299.0          | 76.8                    | 181.1          | 689.9           | 1,246.7         |
| Kenai Peninsula Borough           | 368.4          | 330.2          | 135.0                   | 260.6          | 1,192.6         | 2,286.8         |
| Ketchikan Gateway Borough         |                | 166.8          | 30.7                    | 92.2           | 296.3           | 586.1           |
| Kodiak Island Borough             |                | 139.6          | 36.8                    | 113.1          | 376.1           | 665.6           |
| Kusilvak Census Area              |                | 102.6          | 16.8                    | 7.1            | 158.1           | 284.6           |
| Lake and Peninsula Borough        |                | 96.4           | 6.8                     | 113.1          | 76.9            | 293.1           |
| Matanuska-Susitna Borough         | 689.7          |                | 245.2                   | 153.0          | 2,171.9         | 3,259.9         |
| Nome Census Area                  |                | 134.5          | 25.5                    | 93.3           | 238.3           | 491.5           |
| North Slope Borough               |                | 167.8          | 25.7                    | 117.6          | 260.1           | 571.1           |
| Northwest Arctic Borough          |                | 98.9           | 15.6                    | 10.2           | 146.4           | 271.1           |
| Petersburg Borough                |                | 104.3          | 11.3                    | 97.3           | 123.8           | 336.8           |
| Prince of Wales-Hyder Census Area |                | 127.3          | 76.7                    | 91.5           | 357.1           | 652.7           |
| Sitka City and Borough            |                | 132.9          | 22.7                    | 98.6           | 230.8           | 485.0           |
| Skagway Municipality              |                | 77.8           | 5.2                     | 11.4           | 47.1            | 141.5           |
| Southeast Fairbanks Census Area   |                |                | 21.8                    | 44.7           | 177.5           | 244.0           |
| Wrangell City and Borough         |                | 81.0           | 6.5                     | 11.4           | 59.9            | 158.8           |
| Yakutat City and Borough          |                | 75.9           | 3.8                     | 10.2           | 35.8            | 125.6           |
| Yukon-Koyukuk Census Area         | 31.4           | 123.2          | 17.7                    | 146.6          | 164.1           | 483.0           |
| <b>Grand Total</b>                | <b>3,422.1</b> | <b>4,501.1</b> | <b>1,829.6</b>          | <b>2,913.9</b> | <b>16,106.4</b> | <b>28,773.1</b> |

Source: Freight Analysis Framework, Version 5.7.1

**Table 52:** Commodity type by individual mode, 2022 tonnage (Ktons)

| Commodity Group Codes<br>(Disaggregation)                             | Rail           | Water          | Multiple<br>Modes and<br>Mail | Pipeline       | Truck<br>and Air | Grand<br>Total  |
|-----------------------------------------------------------------------|----------------|----------------|-------------------------------|----------------|------------------|-----------------|
| Agricultural Products<br>(sctg0109)                                   | 177.6          | 291.8          | 219.1                         |                | 3,345.1          | 4,033.5         |
| Gravel and Mining Products<br>(sctg1014)                              | 667.8          | 59.0           | 13.0                          |                | 4,016.3          | 4,756.2         |
| Coal and Other Energy<br>Products (sctg1519)                          | 2,572.2        | 4,057.4        | 601.7                         | 2,913.9        | 4,160.0          | 14,305.2        |
| Chemical, Wood, and Metals<br>(sctg2033)                              | 4.2            | 76.2           | 954.9                         |                | 3,043.5          | 4,078.7         |
| Manufactured Goods, Mixed<br>Freight, Waste and Unknown<br>(sctg3499) | 0.3            | 16.7           | 40.9                          |                | 1,541.5          | 1,599.4         |
| <b>Grand Total</b>                                                    | <b>3,422.1</b> | <b>4,501.1</b> | <b>1,829.6</b>                | <b>2,913.9</b> | <b>16,106.4</b>  | <b>28,773.1</b> |

Source: Freight Analysis Framework, Version 5.7.1