



➤ AGC Alaska
April 24, 2026

Brian Lindamood, Vice President, Chief Engineer



Photo courtesy: Dillon Goble

➤ Structure



The Alaska Railroad (ARRC) is an independent corporation owned by State of Alaska

- Purchased from federal government in 1985 to operate as self-sustaining entity; excluded from Executive Budget Act, and responsible for financial and legal obligations
- Does not provide dividend to State; provides safe, reliable rail transportation infrastructure and services at no cost to State budget
- Managed by seven-member board appointed by Governor, with legislative approval required for key actions specified in statute

Operating Data

- 683 Total miles of track
- 1030 Freight cars (owned & leased)
- 45 Passenger cars
- 55 Locomotives
- Port facilities in Seward and Whittier

Employees

- 695 Full-time year-round employees
- 109 Seasonal hires
- 2/3 are members of 5 unions

➤ Mission

Through excellent customer service and sound business management practices, provide safe, efficient and economical transportation and real estate services that support and grow economic development opportunities for the State of Alaska.



Photo courtesy: Frank Keller

ALASKA
RAILROAD

➤ Ongoing Improvements to Increase Capacity

Terminal Improvements

- \$25M Freight Dock expansion
Passenger Dock surge capacity
- Undergrounding utilities
- Increased laydown space in Seward and Fairbanks

Bridge Rehabilitation Program

- \$500M, decade-long program improving 100+ bridges
- Will increase ARRC's load capacity from 263,000 lbs to industry standard 286,000 lbs, improving operational efficiency

Increased Service & Equipment

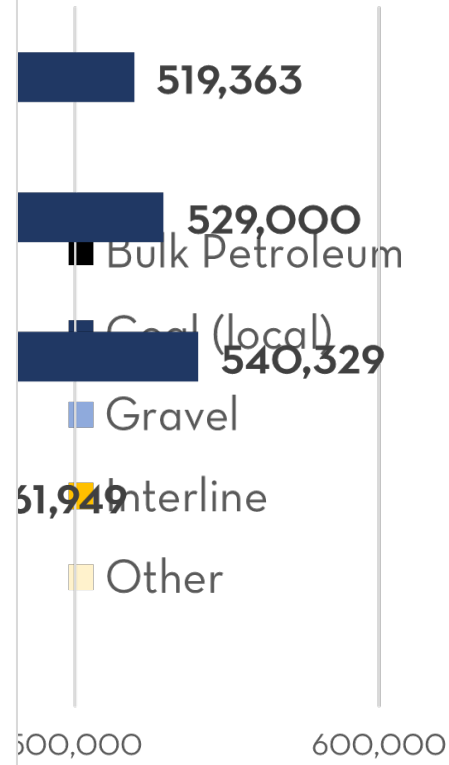
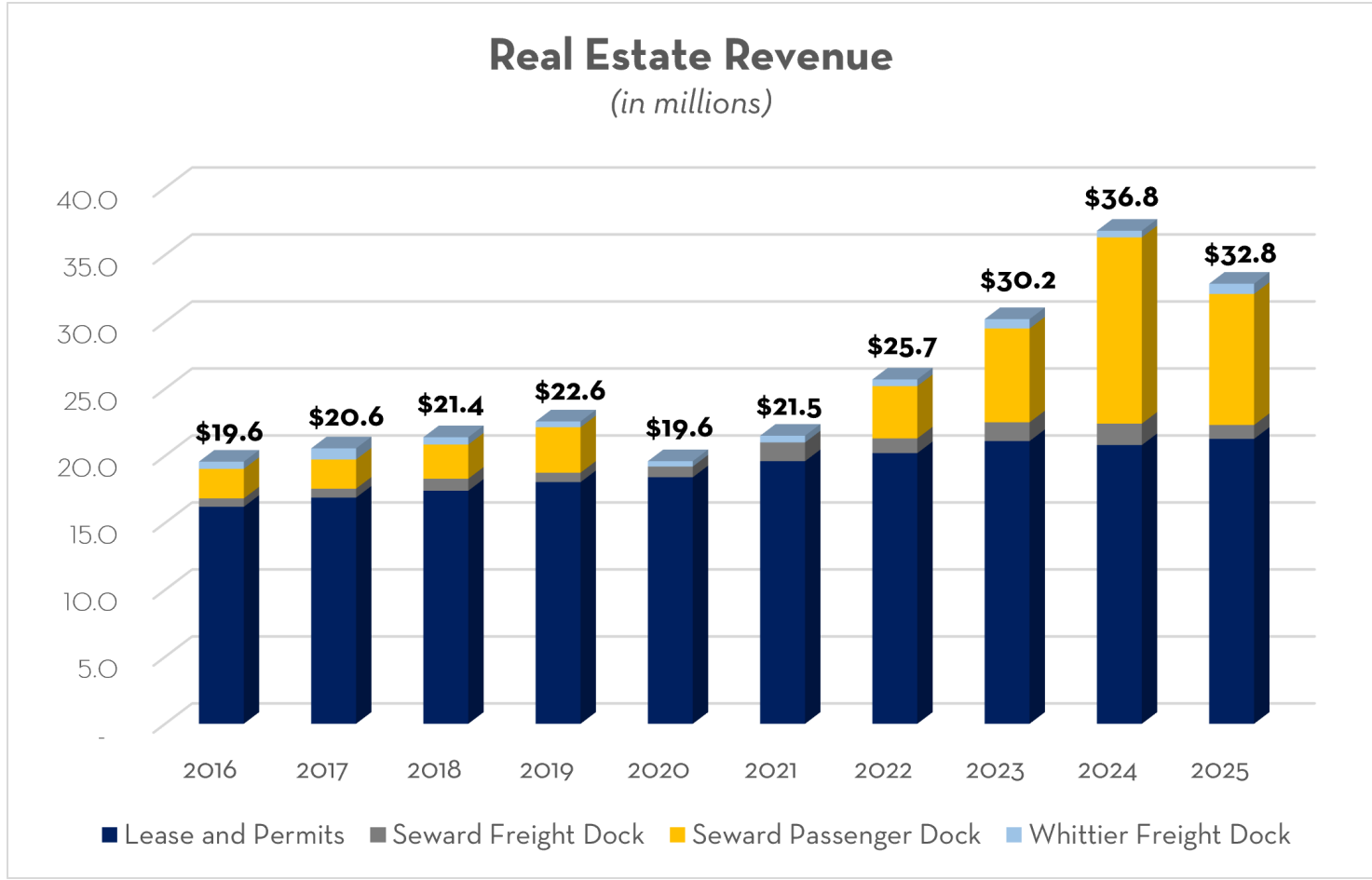
- 2024: \$10M investment in four SD70Mac locomotives and thirty flatcars
- Increase to 6 day/week freight service Anchorage-Fairbanks



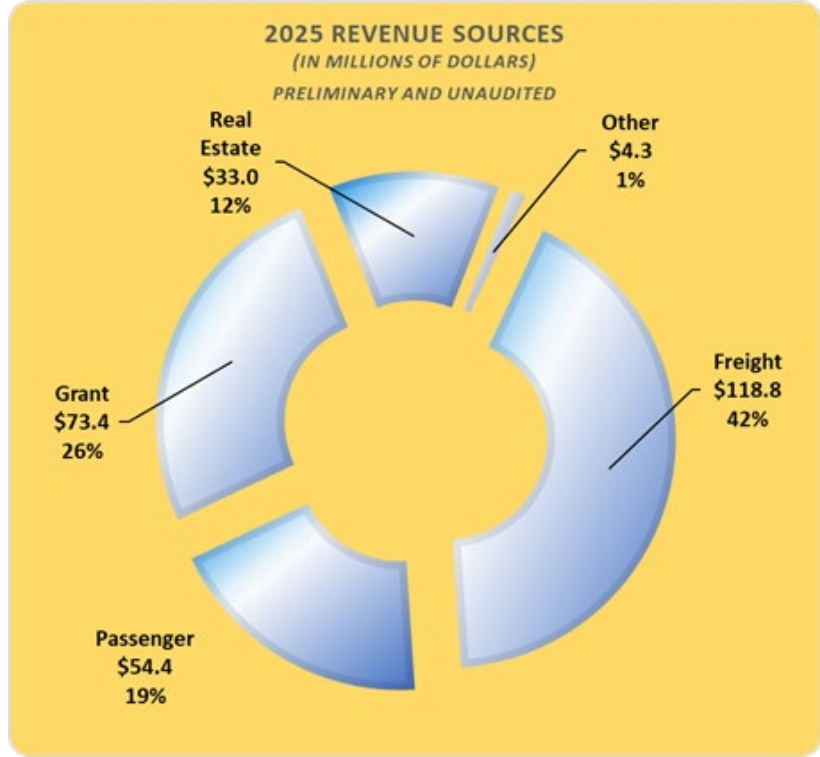
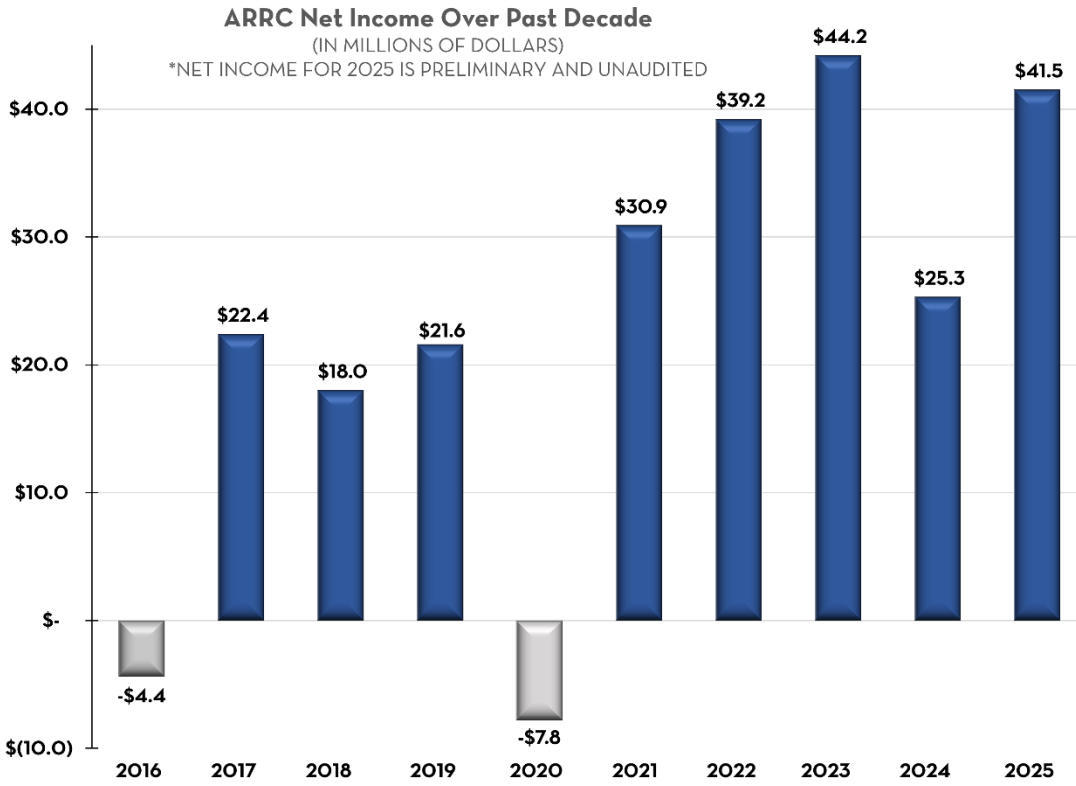
Photo courtesy: John Combs

Services

- Freight
- Passenger
- Real Estate



➤ Net Income and Revenue Sources



All ARRC income is invested in capital program to maintain and improve infrastructure and operations



5-Year Capital Plan

- Supported by ARRC internal funds generated by business activities, federal formula funds and federal competitive grants
- Supports railroad facilities, infrastructure and equipment
- Will use internal forces, along with contractors and suppliers
- Over \$395.9M budgeted in 2026; includes planned competitive grants pending award
- Over \$2B capital investment projected over 5 years:
 - May add funding sources as competitive federal grants, partnerships, and other financial opportunities become available for large projects

Fund Source	2026	2027	2028	2029	2030	5Y Total
Federal Transit Administration Funds (net of preventative maintenance)	\$ 48.2	\$ 48.9	\$ 49.7	\$ 50.4	\$ 51.2	\$ 248.3
Prior Year FTA funds allocated to projects	6.0	0.6	-	-	-	6.6
CRISI STC	9.4	9.4	-	-	-	18.8
Capital Cash Available for Internal Projects and Rail Expansion Reserve	23.1	20.1	22.5	23.1	24.4	113.1
Competitive Grants & Debt	309.3	87.2	121.0	124.0	1,041.0	1,682.5
Total Capital Program	\$ 395.9	\$ 166.2	\$ 193.1	\$ 197.5	\$1,116.5	\$2,069.4



➤ Federal Grant Funding

2026 Federal Formula Funds

- FTA Formula Funds - \$48.2M
- FRA CRISI STC Funds - \$9.4M

Pending Competitive Federal Grants:

- FTA National Railroad Partnership: Hurricane Gulch Bridge (\$32M)
- MARAD PIDP: Whittier Tunnel Clearance (\$22M)
- USDOT Build: Seward Freight Dock (\$8.5M)

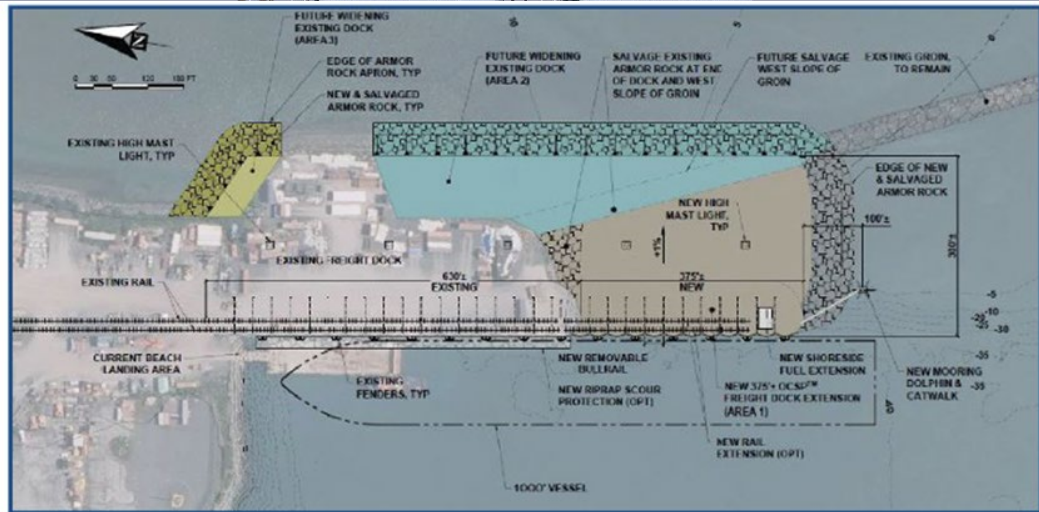


➤ Bridge Program

- Ongoing initiative to replace or rehab 100+ bridges
- Expected \$500M+ program
- Critical to ensure ongoing viability of rail line, and enhance mainline capacity to Lower 48 standards
- Recently awarded competitive grants:
 - Fed-State Partnership (Bridge 190.5, Willow) - \$10.6M
 - CRISI (Bridge 413.7, Nenana) - \$48M
 - INFRA (Bridge G3.3, Fairbanks) - \$17.1M
- Recently under construction:
 - Bridge 114.3 (Ship Creek) - \$15.4M
 - Bridge 127.5 (Eagle River) – \$43.3M
- Anticipated 2026 Bids:
 - Bridge 158.7
 - Bridge 422.9



➤ Docks



Seward Passenger Dock

- \$137M new Seward Passenger Dock and Terminal Facility
- Double-berth pier with floating barge dock will be able to accommodate wide range of vessels, including Quantum class cruise ships and side-loading marine highway vessels
- At 41,500 sq ft of enclosed space \$50M shore power project funded by EPA grant with developer match

Seward Freight Dock Phase 1: Lengthen Freight Dock to 1,000 ft

- \$25M project
- Funded by \$19.7M MARAD PIDP grant with \$5.5M ARRC match
- Will allow for larger vessels and greater efficiency



➤ Thank You



Photo courtesy: Ray Bulson

