



Delivering Alaska Railroad's Infrastructure

Agency Day - Associated General Contractors of Alaska

May 2, 2025



[AlaskaRailroad.com](https://www.alaskarailroad.com)

➤ Mission Statement

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.



➤ Safety Minute



Quick Facts

Organization (following State purchase)

- Independent corporation owned by State
- Managed by a seven-member board of directors appointed by Governor
- Outside of state operating budget; responsible for financial and legal obligations

Operating Data

- 683 Total miles of track
- 1030 Freight cars (owned & leased)
- 45 Passenger cars
- 55 Locomotives

Operating Statistics

- Half a million+ passengers
- 3.7 million tons of freight (2022)

Employees (January 2023)

- 646 full-time year-round employees
- 15% registered 'Veteran' Status
- 2/3 are members of 5 unions



Net Income and Revenue Sources

ARRC Net Income Over Past Decade

(in millions of dollars)

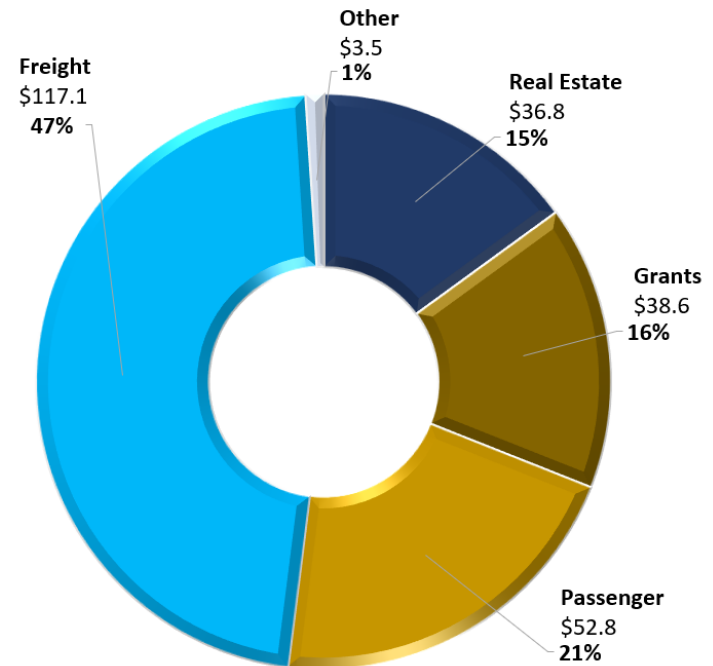
**net income for 2024 is preliminary and unaudited*



2024 REVENUE SOURCES

(IN MILLIONS OF DOLLARS)

PRELIMINARY AND UNAUDITED



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

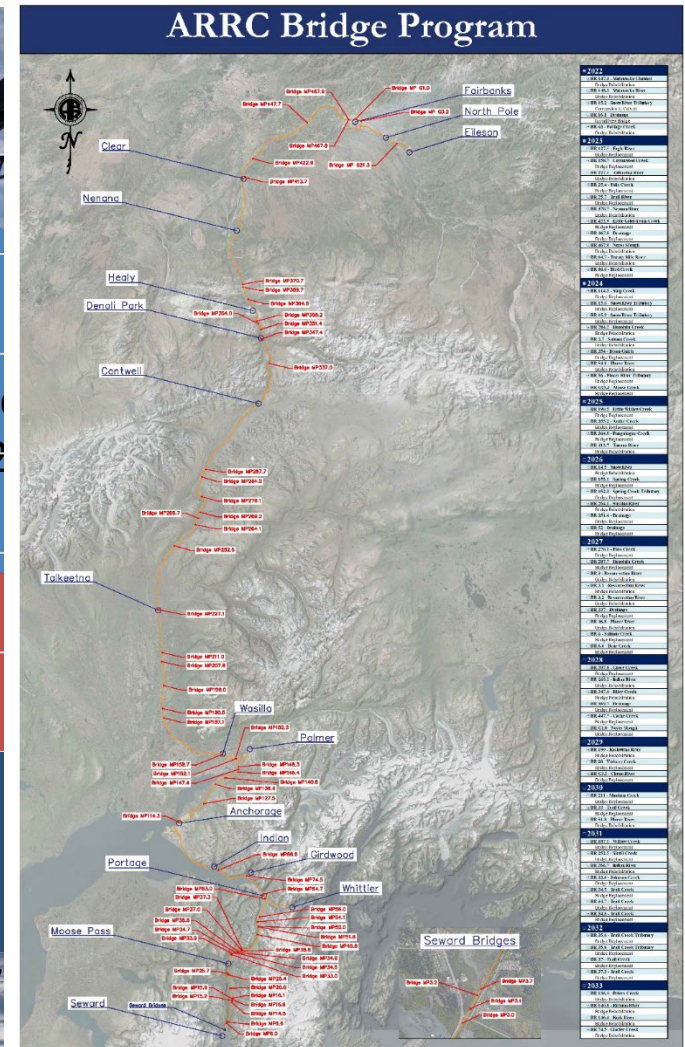
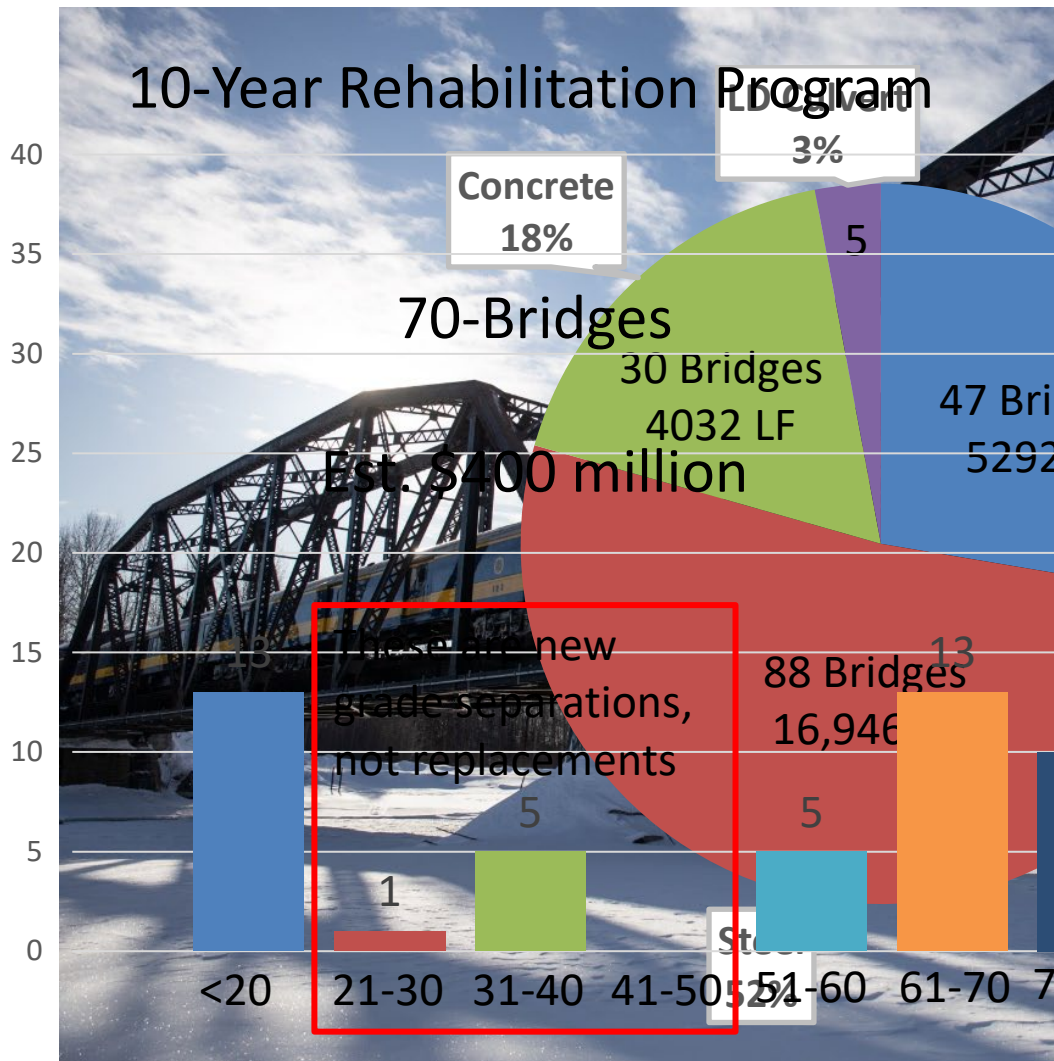
➤ 5-Year Capital Investment Plan

- 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 \$160 million for 2025; \$86.9 million funded by competitive federal grant awards
- Over half-billion dollars invested over 5 years
 - May add funding sources as competitive federal grants, partnerships, and other financial opportunities become available for large projects
 - Numbers in below table do not include Seward investments discussed later (previously approved)

Funding Sources	2025	2026	2027	2028	2029	5-Year Total
FTA Formula Funds	\$ 48,128,796	\$ 48,850,729	\$ 49,583,490	\$ 50,327,242	\$ 51,082,150	\$ 247,972,406
Prior Year FTA Funds allocated to projected	\$ 6,082,006	\$ 6,730,378	\$ -	\$ -	\$ -	\$ 12,812,384
CRISI STC Grants	\$ 9,375,005	\$ 9,375,000	\$ 9,375,000	\$ -	\$ -	\$ 28,125,005
Internally Generated Funds	\$ 15,819,850	\$ 22,090,000	\$ 24,290,000	\$ 38,310,000	\$ 40,830,000	\$ 141,339,850
Competitive Grants (<i>estimated for out years</i>)	\$ 86,955,371	\$ 50,000,000	\$ 50,000,000	\$ -	\$ -	\$ 186,955,371
Total Capital Budget	\$ 166,361,028	\$ 137,046,107	\$ 133,248,490	\$ 88,637,242	\$ 91,912,150	\$ 617,205,016

Competitive Grants

Source	Project	Federal Funds	Match	Total	Status
2019 CRISI	Bridge 86.6 Replacement	\$ 5,393,519	\$ 3,871,913	\$ 9,265,432	Complete
2020 CRISI	Bridge 25.7 Replacement	\$ 4,110,480	\$ 4,110,480	\$ 8,220,960	Complete
2020 PIDP	Seward Freight Dock Expansion	\$ 19,779,425	\$ 5,500,000	\$ 25,279,425	NEPA Review
2021 CRISI	Bridge 422.9 Replacement	\$ 3,475,262	\$ 3,475,262	\$ 7,165,286	NEPA Review
2021 PIDP	Whittier Terminal Master Plan	\$ 1,173,600	\$ 293,400	\$ 1,467,000	Draft Public Comment
2022 CIDP	ARRC Passenger Corridors	\$ 6,000,000	\$ 500,000	\$ 6,500,000	Scoping Review
2022 Fed-St. Partnership	Bridge 190.5 Replacement	\$ 8,200,558	\$ 2,050,140	\$ 10,250,698	Awaiting Grant
2023 IFRA	Bridge G3.3 Replacement	\$ 17,174,610	\$ 11,432,407	\$ 28,581,017	Awaiting Grant
2024 CRISI	Bridge 413.7 Rehabilitation	\$ 43,071,887	\$ 10,767,972	\$ 53,839,859	Awaiting Grant



➤ 2025 Under Construction

Bridge 127.3



➤ 2025 Planned for Bid

Bridge 422.9



> In the Pipe

Drill No 411207
Bridge 65054



➤ Other Investments

- Healy Canyon
- Portage Tunnel Rehabilitation
- MP 52 Stabilization
- Fairbanks and Seward Yard Rehabilitation
- Buildings and Facilities



PLANNED INVESTMENTS IN SEWARD MARINE INFRASTRUCTURE



\$25^m
FREIGHT EXPANSION

\$137^m
NEW CRUISE FACILITY

- \$25 million Freight Dock expansion (funded by MARAD grant and ARRC match)
- \$137 million Passenger Dock and terminal replacement (funded by ARRC revenue bonds)

➤ Looking Back and Looking Forward...



- The railroad is a critical piece of transportation infrastructure in a state lacking in transportation infrastructure
- Almost all large development projects in Alaska will need the Railroad
- Addressing challenges, the Railroad will continue moving forward

A photograph of an Alaska Railroad train traveling through a dense forest covered in snow. The train consists of a yellow and black locomotive with "ALASKA" written on its side, followed by a passenger car. The locomotive is pulling the car, and the train is moving along a snow-covered track. The background is filled with snow-laden evergreen trees.

▶ THANK YOU

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