



100 Years And Still Going Strong

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

➤ Celebrating our Centennial Year

The past, present and future of the Alaska Railroad



Our History



1903: Alaska Central Railway stretches 50 miles north from Seward

1914: President Woodrow Wilson commissions the Alaska Engineering Commission





Tent City: Anchorage gets it start as a railroad construction camp at Ship Creek in 1915



Hurricane Gulch Bridge completed in 1921



President Warren G. Harding drives in the golden spike to complete the main line in Nenana, Alaska , July 15, 1923



1943: 2.5 mile Anton Anderson Memorial Tunnel opens for train service.
Only rail/vehicle tunnel in North America



1964: 9.2 magnitude Good Friday Earthquake. Freight service from Anchorage to Fairbanks is restored on April 6, all service within 1 month.



1970s: Alaska Railroad supports construction of the Trans-Alaska Pipeline



First Vista Dome Car introduced in 1972



1985: State of Alaska purchases the Alaska Railroad from the federal government under Governor Bill Sheffield

The Alaska Railroad Today



➤ 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.



Quick Facts

Organization (following State purchase)

- Independent corporation owned by State
- Managed by a seven-member board of directors appointed by Governor
- Mandated to be self-sustaining, responsible for financial and legal obligations

Operating Data

- 656 Total miles of track
- 748 Freight cars (owned & leased)
- 45 Passenger cars
- 51 Locomotives

Operating Statistics

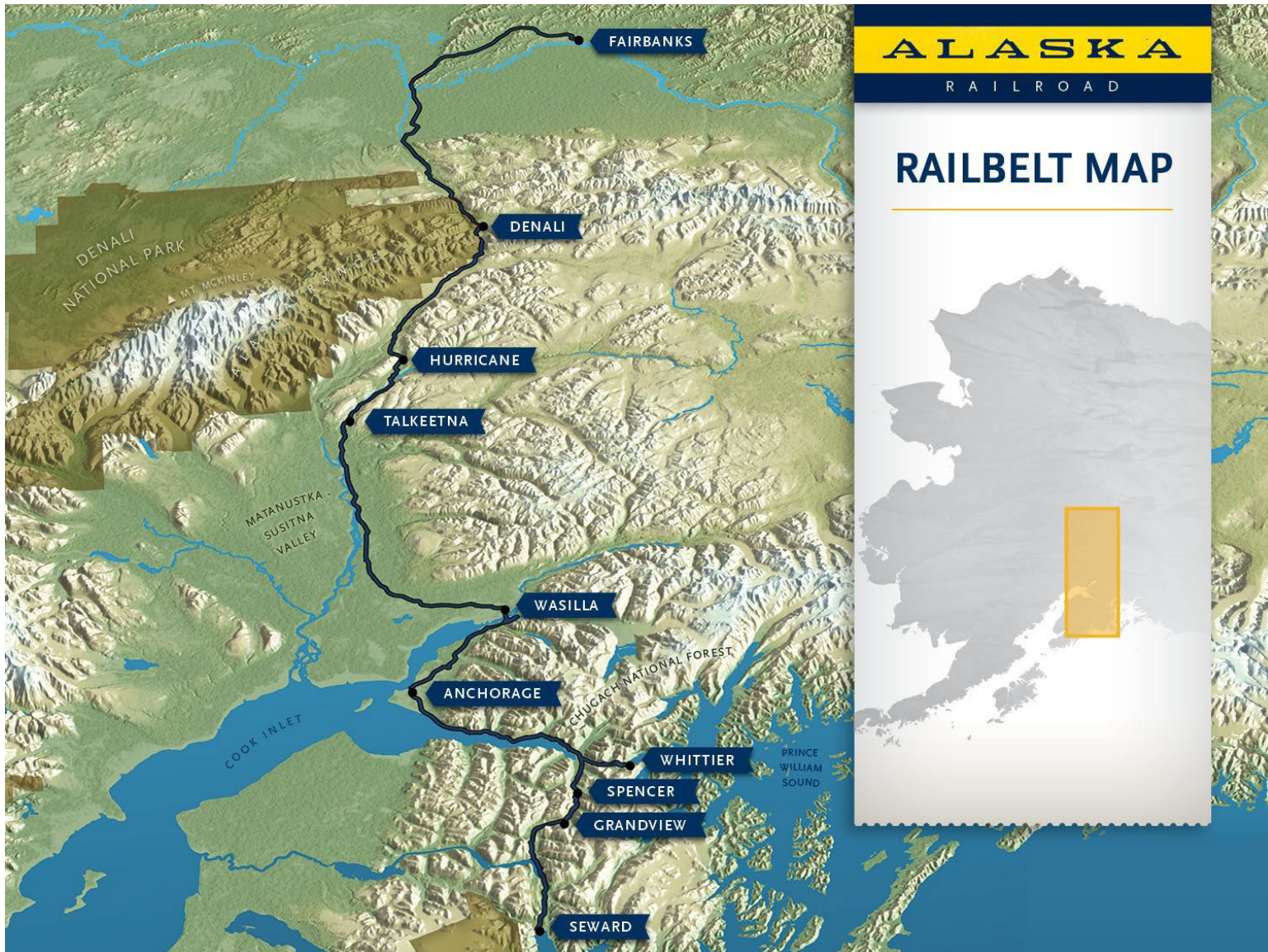
- Half a million+ passengers
- 3.7 million tons of freight (2022)

Employees (January 2023)

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



➤ Alaska's Only Year-Round Rail Service



➤ America's Only Full-Service Railroad

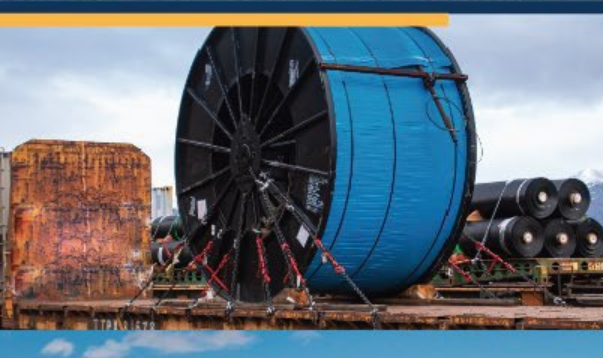
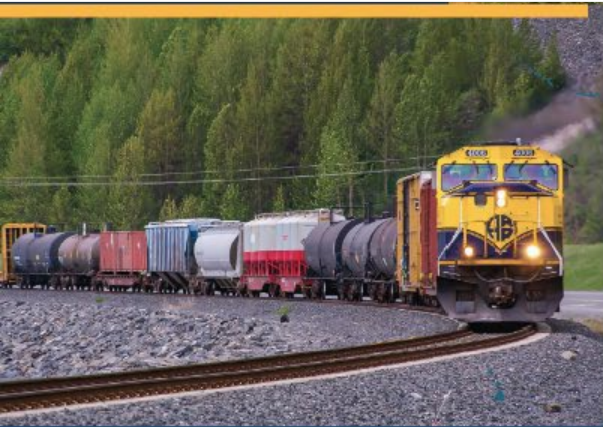


Passenger

Freight



➤ Seamless Weekly Barge Service



➤ The Nation's Last Flagstop Service

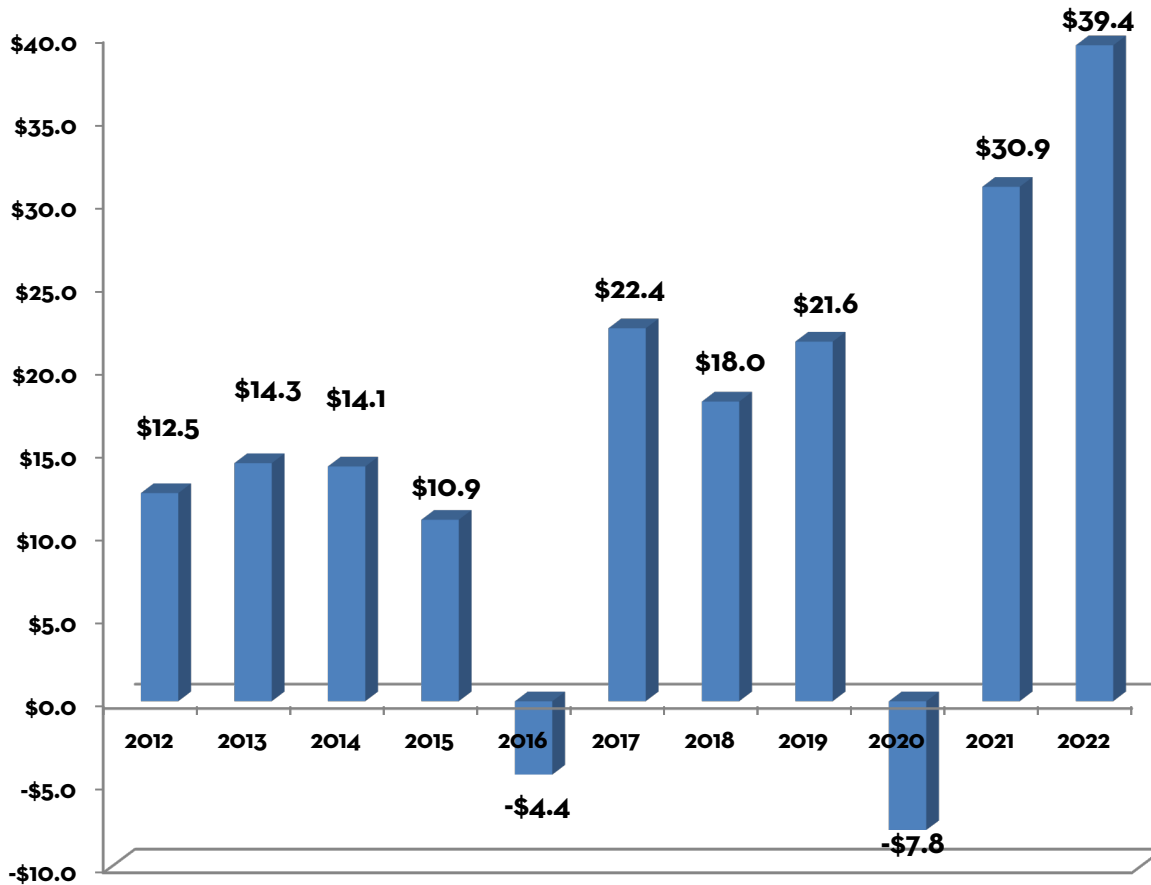


➤ Daily Summer Service to Protected Public Lands

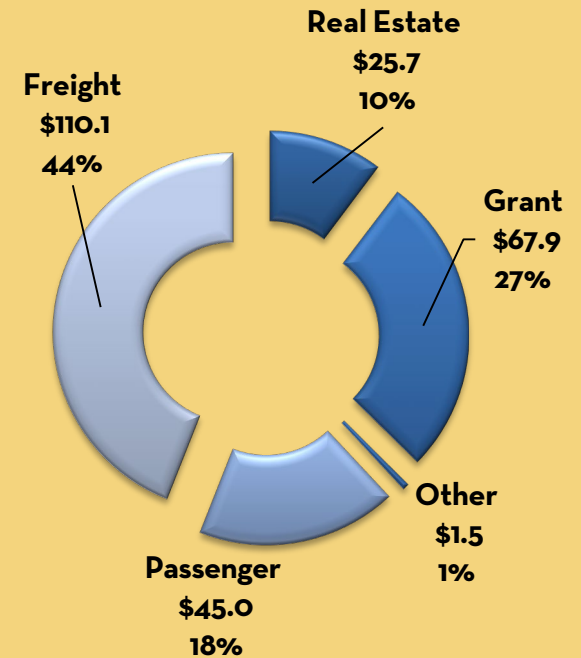


Net Income and Revenue Sources

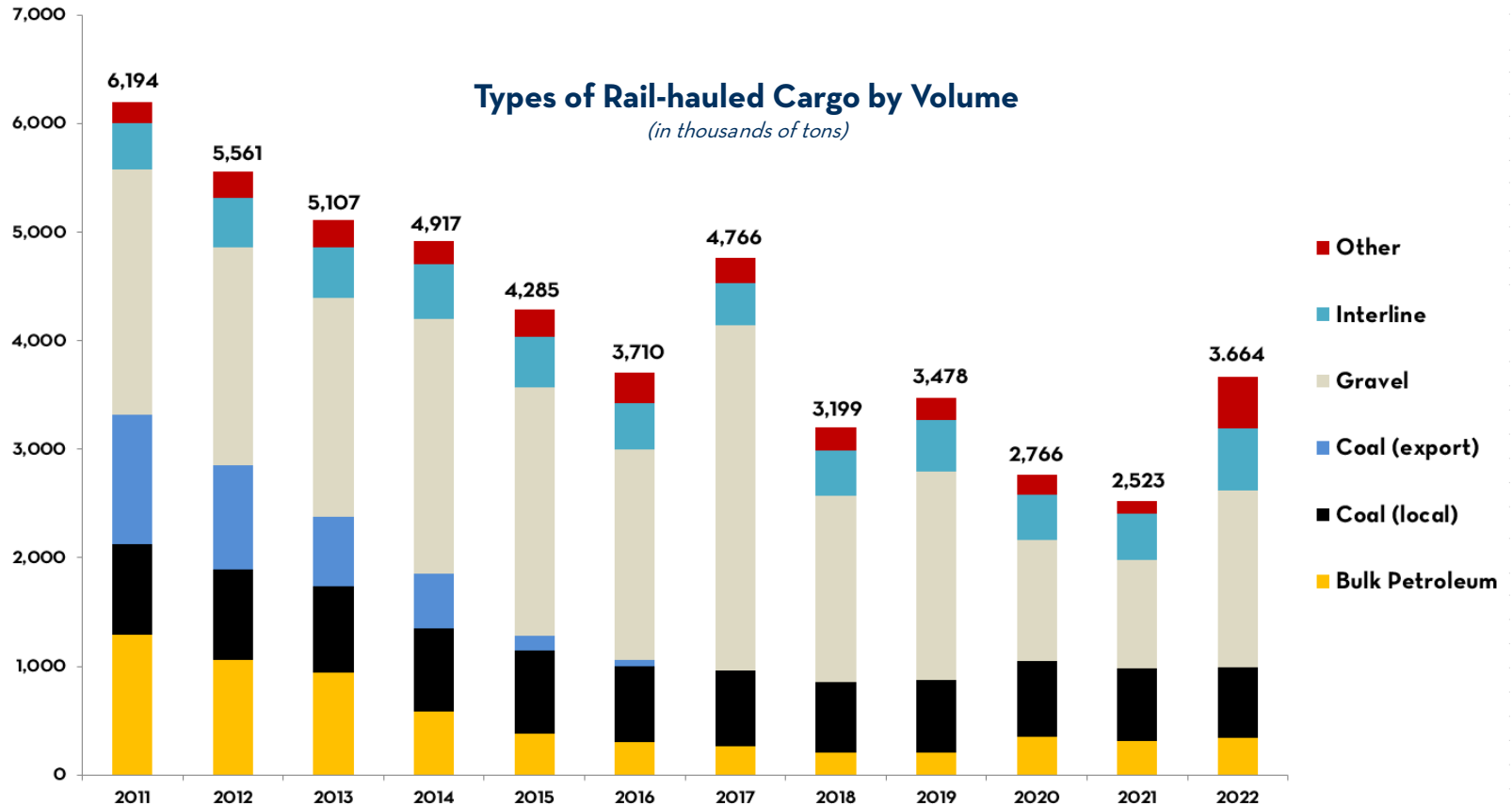
ARRC Net Income
(2022 Unaudited)



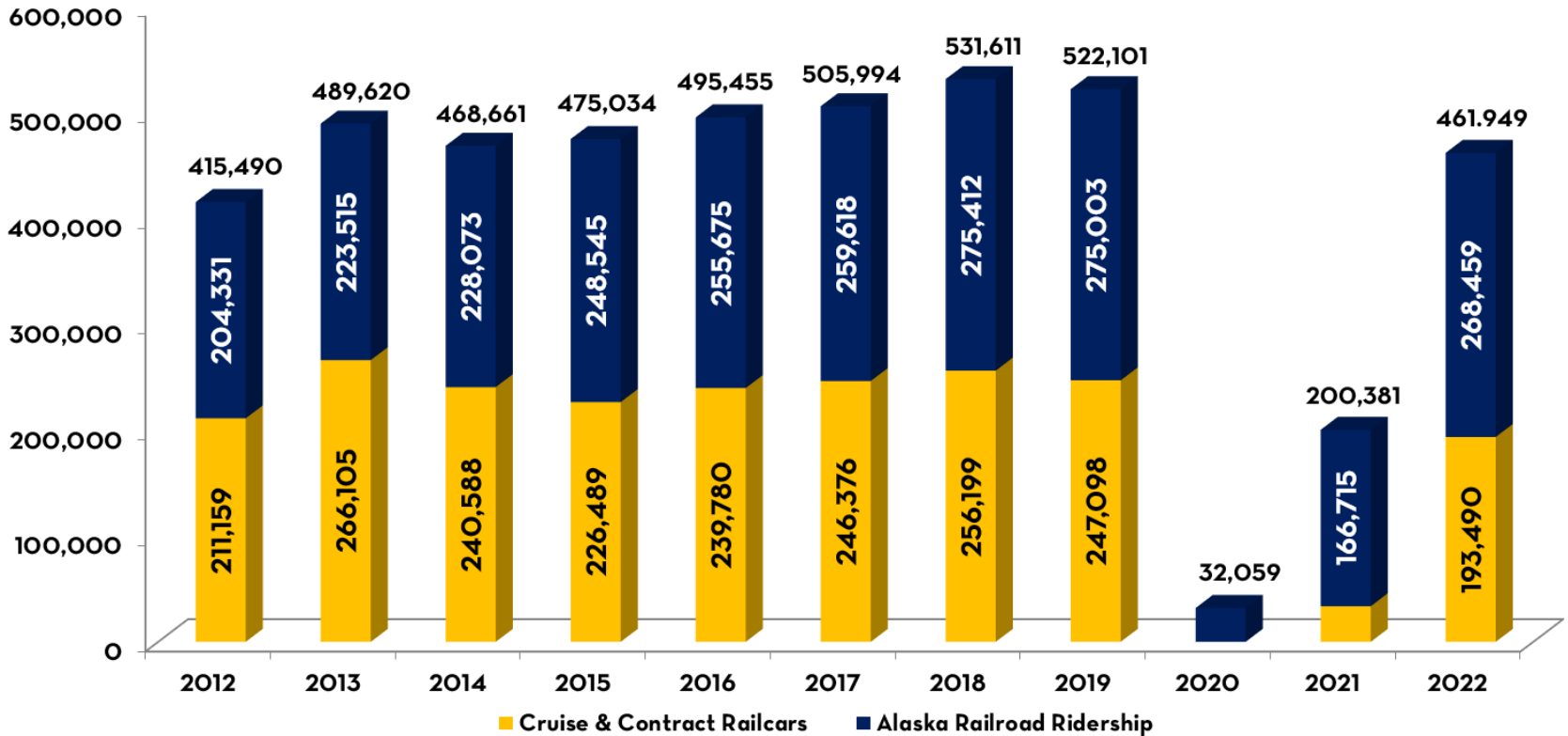
2022 Revenue Sources-
Unaudited
(in millions of dollars)



Freight Operations



Passenger Ridership



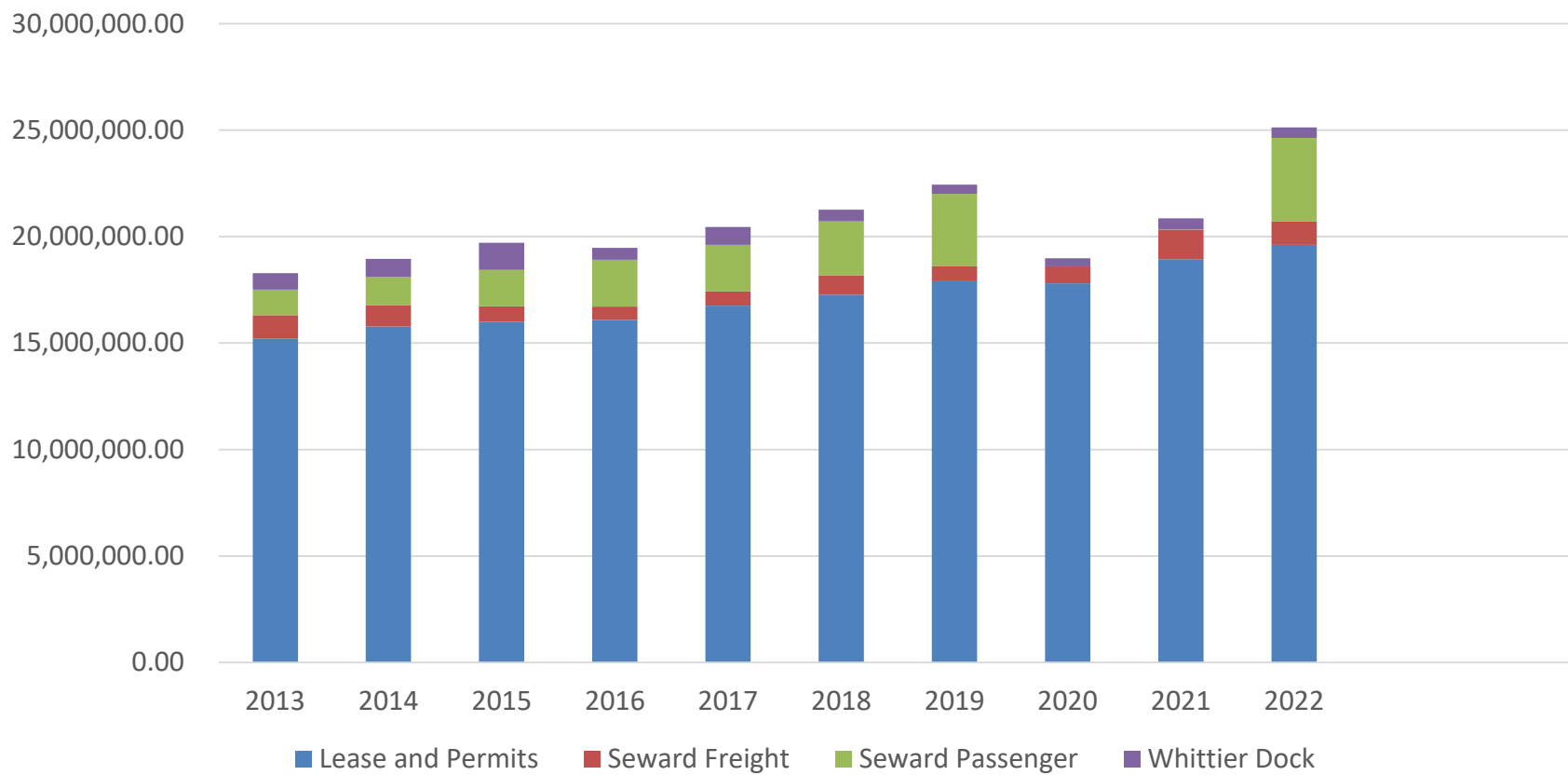
➤ Partner with Destinations and Businesses Along Railbelt



Real Estate Revenue



Revenue in dollars



Where We're Headed



Continued Focus on Customer Experience



5-Year Capital Investment Plan

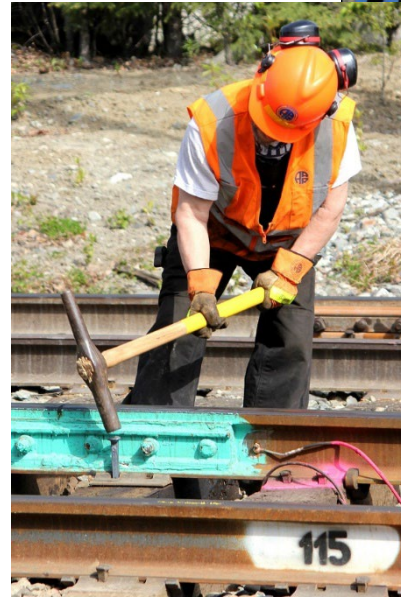
Major Focus on Bridges

- 175 bridges and large culverts (10+ feet diameter).
- 10-year Program: Replace or rehab 70 bridges
 - Accomplished by internal forces and contractors



Significant Focus on Track Rehab

- Nearly \$20 million budget for 2023
 - Ties, rail, track bed surfacing, rail gauging
 - Fortify embankment with rip-rap
 - Improve drainage, including small culvert replacement



Anderson WILD Wheel
Impact Load Detector



Capital Potential Outside of 5-year plan

Northern Rail Extension (NRE)

80+ miles North Pole to Delta Junction

4-phase project

Phase 1: completed in 2014 : Bridge over Tanana River, road and levee near Salcha

Phase 2: 13 miles of rail from Moose Creek / Eielson AFB to Tanana River Crossing

Phase 3: 30 miles of rail from Tanana River Crossing to Donnelly Training Area

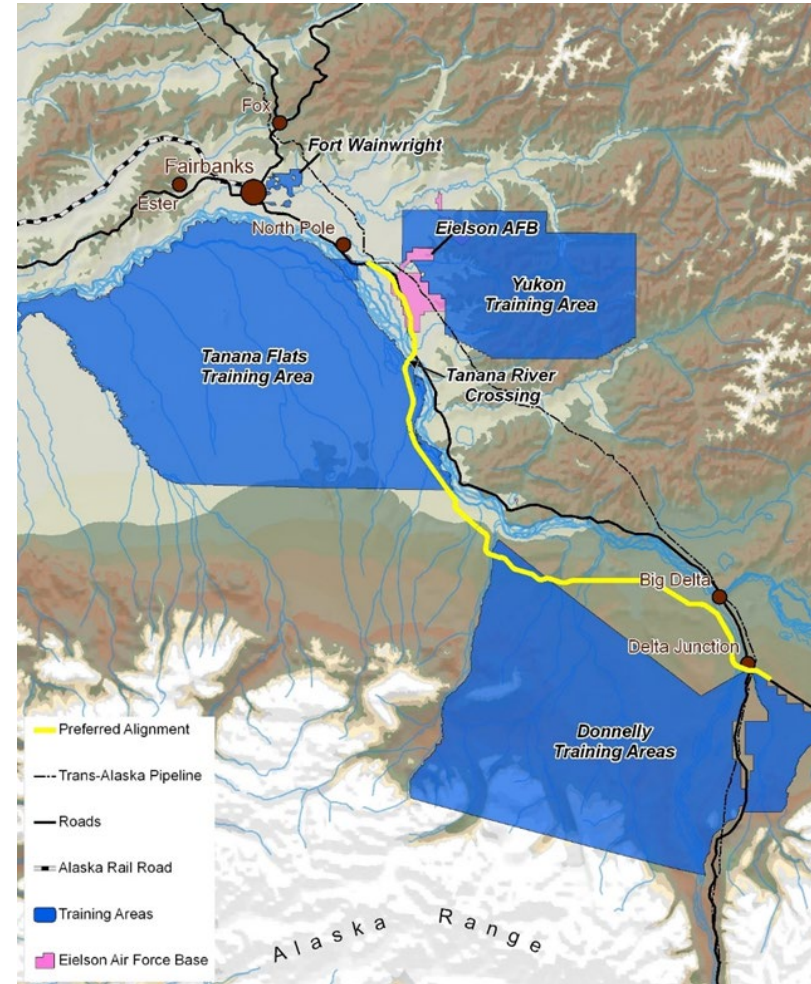
Phase 4: 38 miles of rail Donnelly to Delta Junction

- NRE Cost and Funding:

Original cost estimate was about \$1 billion. Estimate now \$1.7 billion

DOD was main funding source for initial planning, environmental and Phase 1.

Public-private partnership explored as future funding option



➤ Looking Back and Looking Forward...



- The Railroad is a critical piece of transportation infrastructure in a state lacking in such infrastructure
- Almost all large development projects in Alaska will continue to need the Railroad
- Committed to increasing passenger capacity to meet growing demand
- Alaska has long needed a strong Alaska Railroad, and that's still true



100 YEARS
ALASKA
RAILROAD
1923 - 2023



THANK YOU!

