

ALASKA RAILROAD

BOARD OF DIRECTORS SPECIAL Board Meeting

Thursday, June 18, 2026
Commencing at 1:00 p.m.

Join Virtual Zoom Meeting Room

<https://us02web.zoom.us/j/87817715775?pwd=1oA37fSKg1uagdopaA0hDGAVsLU4cP.1>

Meeting ID: 878 1771 5775 Passcode: 109552



Meeting chat link

<https://us02web.zoom.us/launch/jc/87817715775>

Meeting ID: 878 1771 5775

Passcode: 109552

Join by SIP

• 87817715775@zoomcrc.com

Passcode: 109552

Join instructions

https://us02web.zoom.us/meetings/87817715775/invitations?signature=J2mH2I_yCA2Eu3JdsOLthE3k_eL6Th0F1vPebgTXYil

**ALASKA RAILROAD CORPORATION
BOARD OF DIRECTORS**

SPECIAL BOARD MEETING

Zoom Virtual Conference Room, Anchorage, Alaska

Join Zoom Meeting

<https://us02web.zoom.us/j/87817715775?pwd=1oA37fSKg1uagdopaA0hDGAVsLU4cP.1>

Meeting ID: 878 1771 5775 Passcode: 109552
or **Dial in** 1 669 444 9171 US / 1 669 900 6833 US (San Jose)

AGENDA

Thursday, June 18, 2026 ~ 1:00 p.m.

I. CALL TO ORDER

This special meeting has been called for the purpose of discussing the status of ARRC's proposed FRA CRISI grant application related to the completion of the Port MacKenzie Rail Extension (PMRE) project and considering [Resolution No. 2026-11](#) pertaining to the structure and sources of the proposed match for said FRA CRISI grant.

A portion of this meeting will be held in Executive Session to discuss confidential and privileged information related to the foregoing matter.

II. ESTABLISHMENT OF QUORUM

III. ADOPTION OF AGENDA

IV. CONFLICT OF INTEREST DISCLOSURES

V. OPPORTUNITY FOR PUBLIC COMMENT (For Agenda Items Only)

VI. NEW BUSINESS (a portion to be held in Executive Session to discuss confidential and privileged information related to the following action item)

A. Action Item

1. Discussion of ARRC's proposed FRA CRISI grant application related to the completion of the Port MacKenzie Rail Extension (PMRE) project and considering adoption of Resolution No. 2026-11, directing ARRC staff to submit said FRA CRISI grant application, identifying sources of the proposed match for said application, and, if applicable, authorizing staff to secure financing for the same.

VII. OPPORTUNITY FOR PUBLIC COMMENT (For Agenda Items Only)

VIII. DIRECTORS/CEO/STAFF COMMENTS

IX. ADJOURNMENT

Adopted:

Resolution No. 2026-11

Relating to Filing of FRA CRISI Grant Application for Completion of Port MacKenzie Rail Extension

WHEREAS, the Alaska Railroad Corporation (ARRC) is an economic engine and backbone for Alaska's transportation infrastructure, hauling millions of tons of freight per year and providing critical support for resource industries such as petroleum, coal, and gravel; and

WHEREAS, the State of Alaska needs to diversify and strengthen its economy and an effective transportation system facilitates such diversification; and

WHEREAS, in June 2007, ARRC and Matanuska-Susitna Borough (MSB) signed a Memorandum of Agreement to pursue environmental work, engineering, and alternative analysis in support of the federal Surface Transportation Board (STB) environmental document for a 32-mile rail line from Houston, Alaska, to Port MacKenzie, which project is referred to as the Port MacKenzie Rail Extension (PMRE); and

WHEREAS, the ARRC serves ports in Seward, Whittier and Anchorage, and the rail connection to Port MacKenzie with a deep-draft dock and 9,000 acres of industrial zoned land is a logical next step in enhancing the State's transportation capacity for bulk natural resources; and

WHEREAS, MSB served as the Project Sponsor for the PMRE, with ARRC responsible for rail-related technical expertise, environmental approval and project management; and

WHEREAS, when complete, the PMRE likely would operate as part of the Alaska Railroad system; and

WHEREAS, in 2011 ARRC received approval from the federal Surface Transportation Board to construct and operate PMRE; and

WHEREAS, the PMRE will foster development of Alaska's economy by providing year-round freight service to Port MacKenzie as a deep-water port to support businesses and the military, including existing industries in the mining and petrochemical sectors across the state; and

WHEREAS, the PMRE enhances the resiliency of Southcentral Alaska's supply chain infrastructure by improving access to Port MacKenzie and reducing the distance between tidewater and Interior Alaska; and

WHEREAS, ARRC has completed all significant bridge and embankment work for Segments 1, 3, 4, 5, and 6, and completion of further segments and components of the PMRE, including segments 2, 7 and 8, terminal facilities and environmental mitigation, would offer the additional infrastructure benefits described above to the State and its communities, citizens and business interests, as well as to the United States military; and

WHEREAS, ARRC lacks the substantial funding necessary to complete additional segments of the PMRE but continues to support the completion of the full PMRE; and

WHEREAS, the ARRC Board of Directors, at its general meeting on March 29, 2024, approved Resolution No. 2024-08, which directed ARRC Management Staff to provide information and cooperation to entities seeking to provide or obtain funding for the remaining segments of the PMRE; and

WHEREAS, the ARRC Board of Directors, at its special meeting of December 11, 2025, approved a proposal by Management Staff to set up a reserve of \$1.4 million, to be designated as 2026 ARRC Railroad Expansion Reserve funds, and provided for additional funds to be dedicated to those funds in subsequent years to be available for funding matters associated with development of rail extensions; and

WHEREAS, the ARRC Board of Directors, at its general meeting of March 27, 2026, approved Resolution No. 2026-06, which authorized Management Staff to utilize up to the total of the 2026 and 2027 Railroad Expansion Reserve funds to support pre-development, financial, and commercial activities necessary to advance the PMRE, with the intent of the Board to maintain flexibility and keep all financing options under consideration, including public, private, and Alaska Railroad-led financing approaches, and with any final financing, partnership, or construction decisions subject to subsequent Board approval; and.

WHEREAS, the ARRC Board of Directors, as stated in Resolution No. 2026-06, continues to support the ultimate final construction and operation of the PMRE for the reasons noted above; and

WHEREAS, Management Staff has identified as a viable approach to advancing the goal of completing construction of the PMRE to link the Port with ARRC's mainline at Houston, Alaska, the submission of a grant application to the Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program; and

WHEREAS, the FRA CRISI grant program is an 80/20 program, offering a maximum 80% of federal funding and requiring a minimum 20% non-federal match; and

WHEREAS, ARRC has been coordinating with other project stakeholders including the MSB and the Alaska Industrial Development & Export Authority (AIDEA) to identify and secure eligible in-kind contributions toward the match, as well as direct financial support; and

WHEREAS, in support of the non-federal match requirement, ARRC is prepared to commit the \$3.08 million in combined 2026 and 2027 ARRC Railroad Expansion Reserve Funds previously approved in Resolution No. 2026-06 to advance the completion of the PMRE.

NOW, THEREFORE, BE IT RESOLVED, that the ARRC Board of Directors continues to strongly support the completion of the remaining segments and components of the PMRE from Houston, Alaska to Port MacKenzie, and directs Management Staff to apply for the above-described FRA CRISI Grant to complete the PMRE.

BE IT FURTHER RESOLVED, that the President & CEO is hereby authorized and directed to commit the total amount of the 2026 and 2027 ARRC Railroad Expansion Reserve funds toward funding the required match for the FRA CRISI Grant, as well as to provide any available in-kind match that is acceptable to the FRA toward such required match.

BE IT FURTHER RESOLVED, that the President & CEO and his delegates are hereby authorized and instructed to engage with AIDEA, MSB, and other parties to identify any additional sources of financial or in-kind matches that may be necessary to generate the required match for the FRA CRISI Grant application, and to otherwise pursue and support said FRA CRISI Grant.