



**Alaska Railroad Corporation
Board of Directors
Real Estate Committee Agenda**

Date: November 5, 2025

Time: 9:00 AM

Join Zoom Meeting

<https://us02web.zoom.us/j/87881443195?pwd=KQlvr7Paw4ztIVRcAluFGyIQvmcD5a.1>

Meeting ID: 878 8144 3195 - Passcode: 716225

Dial In: 1 669 900 6833 or 1 253 215 8782

Customer Communication:

- Customer Meetings

Board Action Items:

➤ *AFE's / Resolutions to be presented to the Board:*

- Resolution No. 2025-24 -Relating to the Naming of the New "DALE R. AND CAROL ANN LINDSEY ALASKA RAILROAD TERMINAL" in Seward, Alaska.

➤ *Contracts to be presented to the Board:*

- Contract No. 21123 – Alaska Industrial Paint, LLC – Anchorage Reserve
- Contract No. 21246 – The Alaska Wild Seafoods, LLC – Whittier Reserve

Briefing / Update

Seward

- Dock Traffic
- Freight Dock Project - Update
- Passenger Dock and Terminal Project - Update

Whittier

- Whittier Moves Transportation Master Plan – COW and DOT&PF

Anchorage

- Westwood Properties, LLC

Birchwood

- Electric Utility Install

Fairbanks

- Phillips Property Purchase - Update
- Chena Trail - Update

Executive Session Agenda:

- Other matters, if any, appropriate for Executive Session that are identified by the Committee members and successfully moved for inclusion in the Executive Session.

Committee Members: Committee of the whole

Adopted:

Resolution No. 2025-24

Relating to the Naming of the New "DALE R.
and CAROL ANN LINDSEY ALASKA
RAILROAD TERMINAL" in Seward, Alaska

WHEREAS, the late Dale R. Lindsey and the Alaska Railroad share a rich past given that Mr. Lindsey was born in the railroad town of Seward and was a former Alaska Railroad train service employee during the period of Alaska Railroad federal ownership, that his father worked on the Alaska Railroad and that his brother, Jack Lindsey, was the Fairbanks Terminal Superintendent in the 1960s & 1970s; and

WHEREAS, Dale R. Lindsey served as a member of the Alaska Railroad Board of Directors for twelve years including presiding as Vice Chair of the Board for seven of those years; and

WHEREAS, during his time on the Board, Dale R. Lindsey was recognized for his fairness, leadership and business acumen as he challenged the Alaska Railroad to strive for excellence during its formative years as a state-owned enterprise; and

WHEREAS, Dale R. Lindsey retired from the Alaska Railroad Board of Directors in 2001; and

WHEREAS, Dale R. Lindsey maintained his home in Seward and continued to support the Alaska Railroad as a valued customer through Harbor Enterprises, a very successful oil resource company serving Alaska and Washington that continues to successfully operate even after Mr. Lindsey's death on November 21, 2007; and

WHEREAS, Dale's spouse, Carol Ann Lindsey, was a critical part of a true joint venture with her husband that started a small-town heating fuel delivery business in Seward, and transformed it into a major Alaska corporation with annual revenues of nearly \$200 million and more than 300 employees; and

WHEREAS, Carol Ann's civic-minded nature included service on the Alaska SeaLife Center Board of Directors, and subsequent ongoing contributions of her time, effort and financial support for the Center; and

WHEREAS, Carol Ann, as did Dale, firmly believes that investing in youth is an investment in the future, as reflected by her many years of supporting youth sports, an annual free movie event and other local and statewide philanthropic causes and programs; and

WHEREAS, Carol Ann comes from a long legacy of family involvement with the Alaska Railroad and Alaskan ports, first with her grandfather serving as Port Captain over both the newly-built Anchorage and Seward docks for many years, and later with her father, who retired from service at the Seward Railroad Dock; and

WHEREAS, in 2005, the Board of Directors, through Resolution No. 2005-45, honored Mr. Lindsey's legacy by naming the existing Seward Cruise Ship Dock Facility after him; and

WHEREAS, the ongoing demolition of the original Cruise Ship Terminal and construction of a replacement facility provide an opportunity for the Board to more rightly recognize the true partnership and equal contributions of Dale R. and Carol Ann Lindsey; and

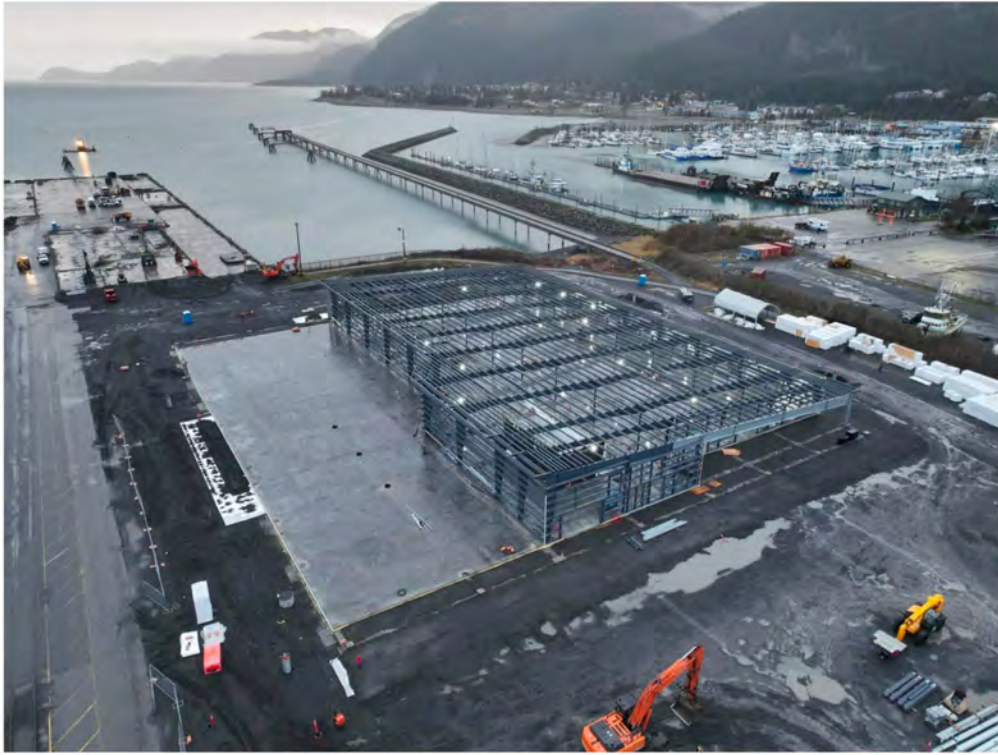
WHEREAS, the Board of Directors has determined that it is fitting to further commemorate Mr. and Mrs. Lindsey's contributions to the Seward community and the Alaska Railroad by naming the new Seward Cruise Ship Passenger Terminal after both of them.

NOW THEREFORE BE IT RESOLVED, that since Dale R. and Carol Ann Lindsey have both invested much of their lives and countless hours towards the betterment of the Alaska Railroad, the community of Seward and the State of Alaska, and because their unwavering dedication merits enduring recognition, the ARRC Board of Directors hereby adopts this resolution to name the Alaska Railroad's new Seward Cruise Ship Passenger Terminal the "DALE R. and CAROL ANN LINDSEY ALASKA RAILROAD TERMINAL." In honor of Mr. and Mrs. Lindsey's impactful legacy and the historical significance of the original facility, the Board also authorizes the use of the full-color corporate seal on the building's branding to create a striking tribute to their extraordinary service and commitment to the railroad and the community they loved.

Former Seward Cruise Ship Passenger Terminal



Status Update New Passenger Terminal



Conceptual Design New Passenger Terminal



LEASE SUMMARY

LESSEE: Alaska Industrial Paint, LLC

CONTRACT NO: 21123

LEASE DESCRIPTION: A parcel of land located within the Alaska Railroad Anchorage Terminal Reserve constituting Lots 67-69 and a portion of Lot 66 of the unrecorded plat titled Post Road Industry Spur and Lease Lots, originally dated October 27, 1959, and redrawn on March 27, 1974, and filed under number 3451.10 in the records of the Alaska Railroad Corporation (the "Plat"), situated in the Anchorage Recording District, Third Judicial District, and containing approximately 110,900 square feet, and associated improvements. In addition to the foregoing, the proposed lease area may eventually include two additional areas as to which, if they become available during the term of the proposed lease, ARRC shall have the option to require the prospective lessee to add to the leased area. These areas, deemed "Option Area 1" and "Option Area 2" for purposes of this summary, are generally described as follows. Option Area 1 consists of Lot 65 and the remainder of Lot 66 of the Plat and contains approximately 37,700 square feet. Option Area 2 consists of Reserve Lots 170 through 177 of the Plat and contains approximately 69,500 square feet. The total lease parcel with both Option Areas exercised would contain approximately 218,100 square feet.

KEY CONTRACT PROVISIONS:

Estimated Effective Date: January 1, 2026

Lease Term: Twenty (20) Years

Option to Extend: N/A

Initial Lease Area: 110,900 sq. ft., more or less.

Base Annual Rent: \$97,592.00 (based on 2024 appraised value), not including either Option Area.

Prior Annual Rent: \$88,716.00 annually (for 110,900 sq. ft.) Option Area rent would be based on appraised fair market value of the relevant Option Areas at the time they are added to the lease.

Rent Rate: 8%

Rent Adjustment: In addition to any rent adjustments related to the addition of either or both Option Areas, rent will be adjusted every 5 years with adjusted annual rent not to exceed 135% of the prior year's annual rent or to decrease to less than 65% of the prior year's annual rent.

PUBLIC NOTICE: Yes, public comment expired November 12, 2025.

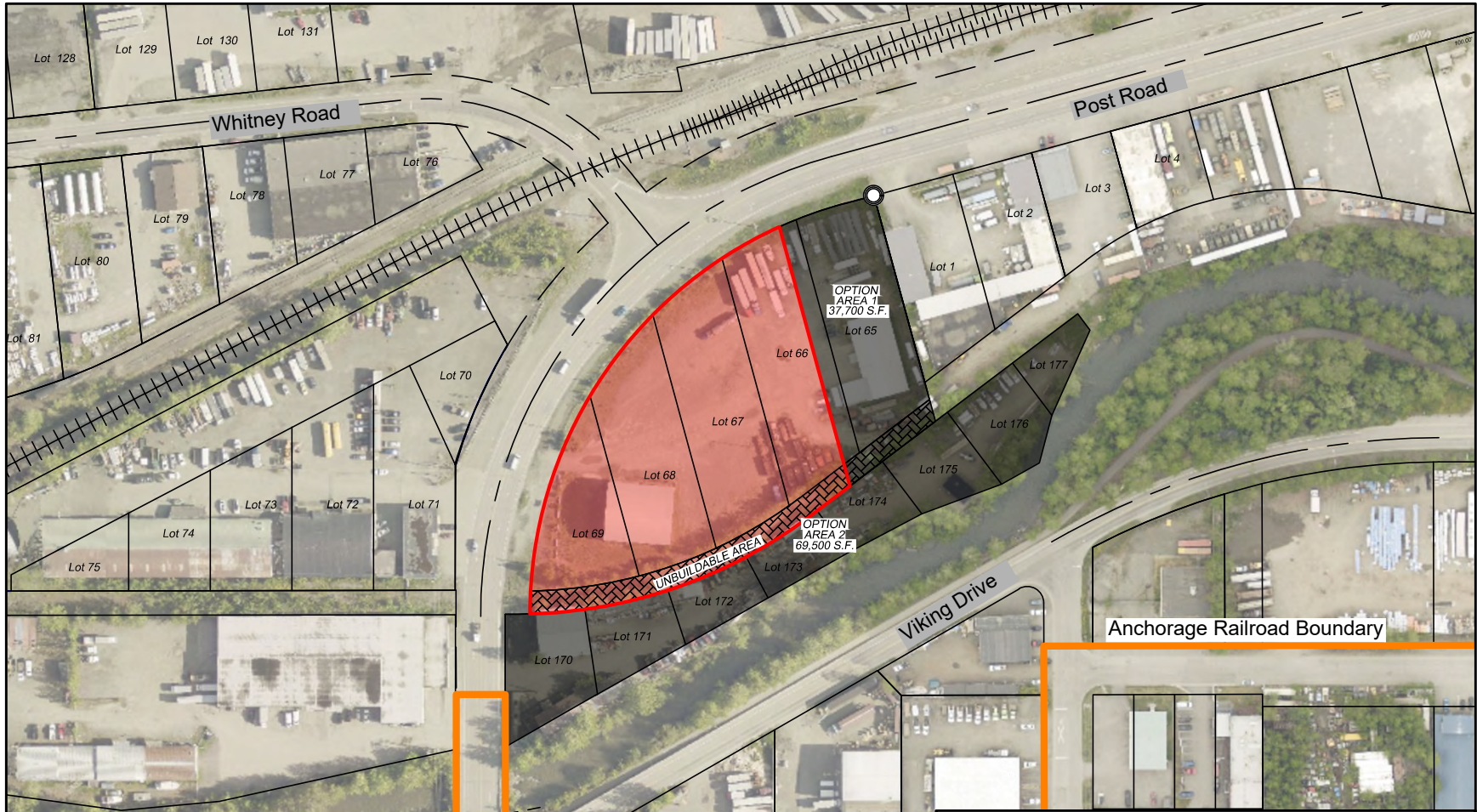
LEGAL REVIEW: Yes




INTENDED USE: Railcar and vehicle repair and rehabilitation consistent with Lessee's business.

SUMMARY AND RECOMMENDATIONS: Lessee currently leases an area of 110,900 sq. ft. and associated improvements under a short-term commercial lease for a term of five (5) years. The current lease expires December 31, 2029. Lessee is requesting a new twenty (20)-year commercial lease to cover both the current leased area and an additional adjacent area, as well as the improvements located thereon. ARRC staff is willing to recommend said lease if the prospective lessee agrees to add Option Area 1 and/or Option Area 2 if and when both of the following occur: (1) one or both of those Option Areas, which are currently leased by other parties, become available for lease to the prospective lessee; and (2) ARRC determines in its sole discretion to require the prospective lessee to add one or both of those areas to the leased premises under this lease contract. Lessee plans to expand its current operations, which expansion will include installing rail to the leased area. Approval is recommended.

APPROVED: _____ **Board Meeting Date:** _____
Jennifer Mergens
ARRC Board Secretary

DRAWING LOCATION: P:\Realstate\Land Services\05_MP 103-117_ANC\13 Lease\21123 AK Industrial Paint, LLC\21123 ForBoard.dwg



Legend	Notes
 Lease Area	1. Lease Area is Lots 67, 68 and 69 together with a portion of Lot 66.
 Option Areas	2. Option Area 1: Lot 65 and the remainder of lot 66 not included within the Lease Area.
 Parcel Lines	3. Option Area 2: Lots 170 through 177 including Lessor improvements.
	4. Aerial imagery from MOA with collection year of 2024.
	5. Lots from unrecroded plat titled Post Road Industry Spur and Lease Lots, dated October 27 1959, redrawn March 27, 1974, file number 3451.10, within the records of the Alaska Railroad Corporation.





EXHIBIT A ARRC CONTRACT NO. 21123 Lessee: Alaska Industrial Paint, LLC Area = 110,900 sq ft± (2.55 ac±) LOCATED WITHIN USS 9112	
ALASKA RAILROAD CORPORATION REAL ESTATE DEPARTMENT, LAND SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500	
ANCHORAGE RECORDING DISTRICT	SHEET 01 OF 01
DRAWN: JSR	CHECKED: JSR
DATE: 10/29/2025	



This product is for informational purposes only and may not be suitable for engineering or survey purposes. It does not represent an on the ground survey and represents only the approximate location of items and boundaries.

2123 - AK Industrial Paint - Expanded View

LEASE SUMMARY

LESSEE: The Alaska Wild Seafoods, LLC

CONTRACT NO: 21246

LEASE DESCRIPTION: A parcel of land located within the Alaska Railroad Whittier Reserve situated within Section 24, Township 8 North, Range 4 East, Seward Meridian, Anchorage Recording District, Third Judicial District. Containing approximately 60,845 square feet.

KEY CONTRACT PROVISIONS:

Estimated Effective Date: December 1, 2025

Prior Annual Rent: \$ 23,120.00 annually

Lease Term: Twenty (20) Years

Rent Rate: 8%

Option to Extend: N/A

Rent Adjustment: Rent adjusted every 5 years with adjusted annual rent not to exceed 135% of the prior year's annual rent or to decrease to less than 65% of the prior year's annual rent.

Lease Area: 60,845 sq. ft., more or less.

Base Annual Rent: \$23,120.00 (based on 2025 appraised value)

PUBLIC NOTICE: Yes, public comment expired November 12, 2025.

LEGAL REVIEW: Yes

INTENDED USE: Fish processing plant consistent with Lessee's business.

SUMMARY AND RECOMMENDATIONS: Lessee currently leases the property under a short-term ground lease for a term of five (5) years. The current lease expires July 31, 2030. Lessee is requesting a new twenty (20)-year ground lease. Approval is recommended.

APPROVED: _____ Board Meeting Date: _____

Jennifer Mergens
ARRC Board Secretary

DRAWING LOCATION: P:\Realstate\Land Services\99_MP F0-10_WHI113 Lease\21246-L The Alaska Wild Seafoods, LLC\21246-L.dwg







Alaska Department of Transportation and Public Facilities

NORTHERN REGION

You are here: [DOT&PF](#) > [Northern Region](#) > [Projects](#) > [City of Whittier Transportation Master Plan](#)

Project # HFHWY00314/Federal # 2000047

The Whittier Moves Transportation Master Plan

Plan Overview

The Whittier Moves Transportation Master Plan (Whittier Moves) will identify future transportation investments that support land use and movement patterns by coordinating transportation planning and project development within and around the City of Whittier. The plan will be developed by the Alaska Department of Transportation & Public Facilities (DOT&PF) in close coordination with the City of Whittier, stakeholders, and the public to foster collaboration, creating a cohesive and agile transportation planning document. This plan will serve as a tool for securing discretionary grant funding and will support other project development opportunities. It will also be a part of the City of Whittier's Comprehensive Master Plan.

Plan Objectives

- 1. Establish a Transportation Vision:** Define a clear and compelling vision for Whittier's future transportation system that aligns with the city's strategic goals and future land use.
- 2. Identify Incremental Improvements:** Outline specific improvement projects that support future usage needs and improve movement to and between the various activities within the City of Whittier.
- 3. Incorporate Stakeholder Input:** Incorporate a plan that actively gathers and uses feedback from a broad range of stakeholders and the public.
- 4. Explore Funding Options:** Identify and evaluate innovative funding opportunities to support the realization of transportation improvements.
- 5. Practical Implementation:** Provide an actionable plan that remains relevant and usable, with the use of short-term (1-2 years), medium-term (3-5 years), and long-term (5 years and beyond) timescales.
- 6. Promote Multimodal Transportation and Intermodal Connectivity:** Create a plan that identifies and improves multimodal transportation and intermodal connectivity for the wide range of users.

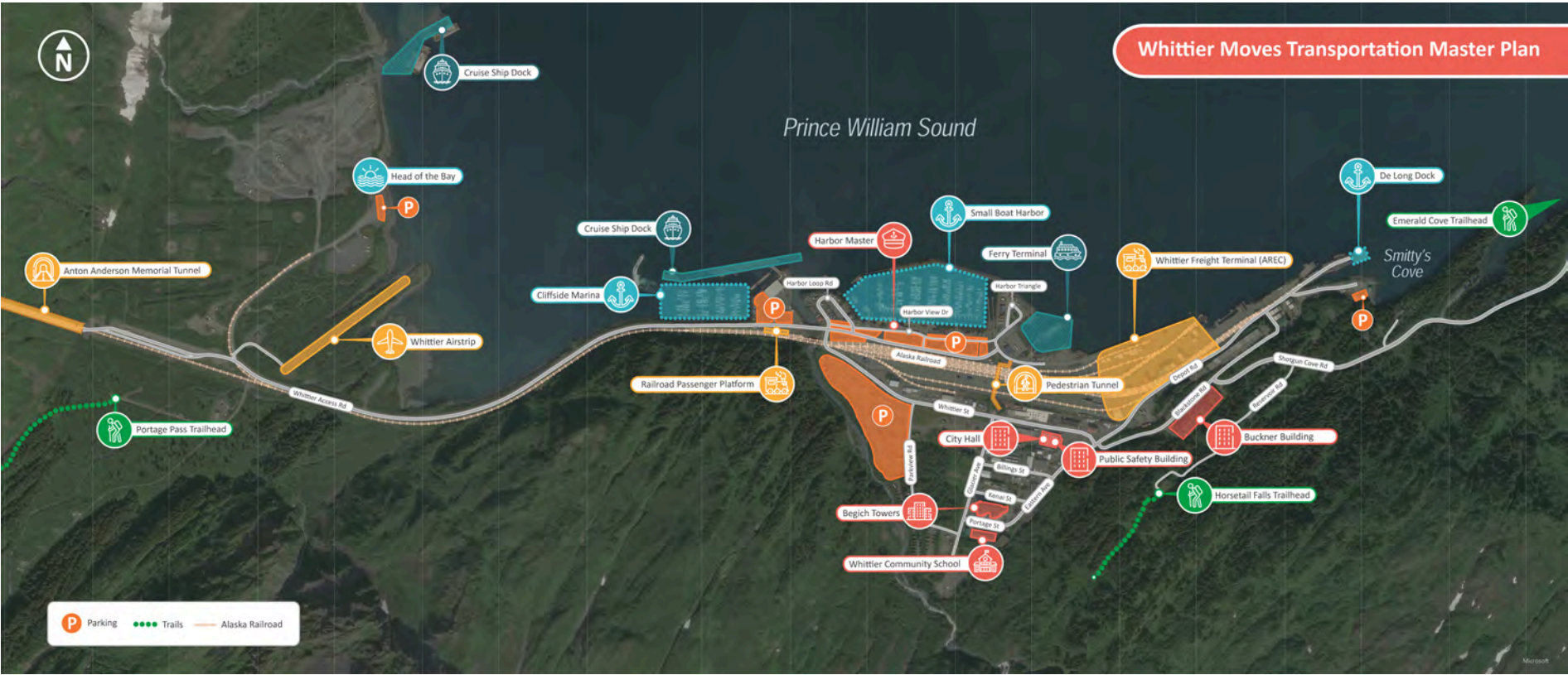
Transportation in Whittier

Whittier's strategic location and unique character has made it a transportation hub for tourism, freight, and the Alaska Marine Highway System (AMHS). Whittier is often called "the town under one roof" because most residents live in the Begich Towers, which also contains many of the city's public facilities. It offers unparalleled access to wildlife and recreation, with two cruise ship terminals and extensive opportunities for day cruises and other tours. Interwoven is Whittier's military history from its roots as a military base at the head of Passage Canal, highlighted by the Buckner Building. A legacy of Whittier's military history is land ownership, which is predominantly held by the Alaska Railroad Corporation (ARRC), who owns the freight dock and has extensive track configurations to support freight and passenger trains. All eyes are on Whittier as an area of opportunity to grow tourism and freight. To realize this, improvements are needed to address existing transportation challenges associated with the area's narrow geography, limited flat land between the Passage Canal and mountain ranges, and the sole surface transportation link provided by the Anton Anderson Memorial Tunnel, which offers one-way, timed access for rail and motorized vehicles. Current opportunities include:

- A new cruise ship development completed in 2025 by Huna Totem in partnership with Norwegian Cruise Line Holdings (NCLH) and Glacier Creek Development received its first cruise ships in the spring of 2025. This site will accommodate ships from all three of NCLH's brands including Norwegian Cruise Line, Oceania, and Regency Seven Seas Cruises.
- Support facilities at the head of the bay - including tourism amenities, shopping infrastructure, and transportation staging - are needed to accommodate and manage increased visitor activity.
- The City of Whittier's plans to extend the community out to Shotgun Cove, as outlined in the Shotgun Cove Community Plan.
- ARRC's plans to develop additional freight capacity in Whittier, including increasing capacity for containerized freight and break-bulk freight through the reconstruction of a marginal dock facility and associated rail infrastructure.
- The small boat harbor faces high demand, with private slip waitlists extending several years.
- Many businesses operating in the small boat harbor are seeking to expand their activities or footprint—an opportunity being explored through the Waterfront Development Plan.
- Existing transportation infrastructure is at or near capacity, with significant delays - highlighting opportunities for redevelopment to improve multimodal interactions and better stage buses, trains, trucks, non-motorized users, and private vehicles.

These factors create an opportunity to develop a comprehensive master plan that considers transportation facilities, needs, and operations through the next several years to identify projects that will deliver a high return on investment and ease existing and projected problems.

Planning Area



To submit comments, click here.

[Submit Comments Here](#)

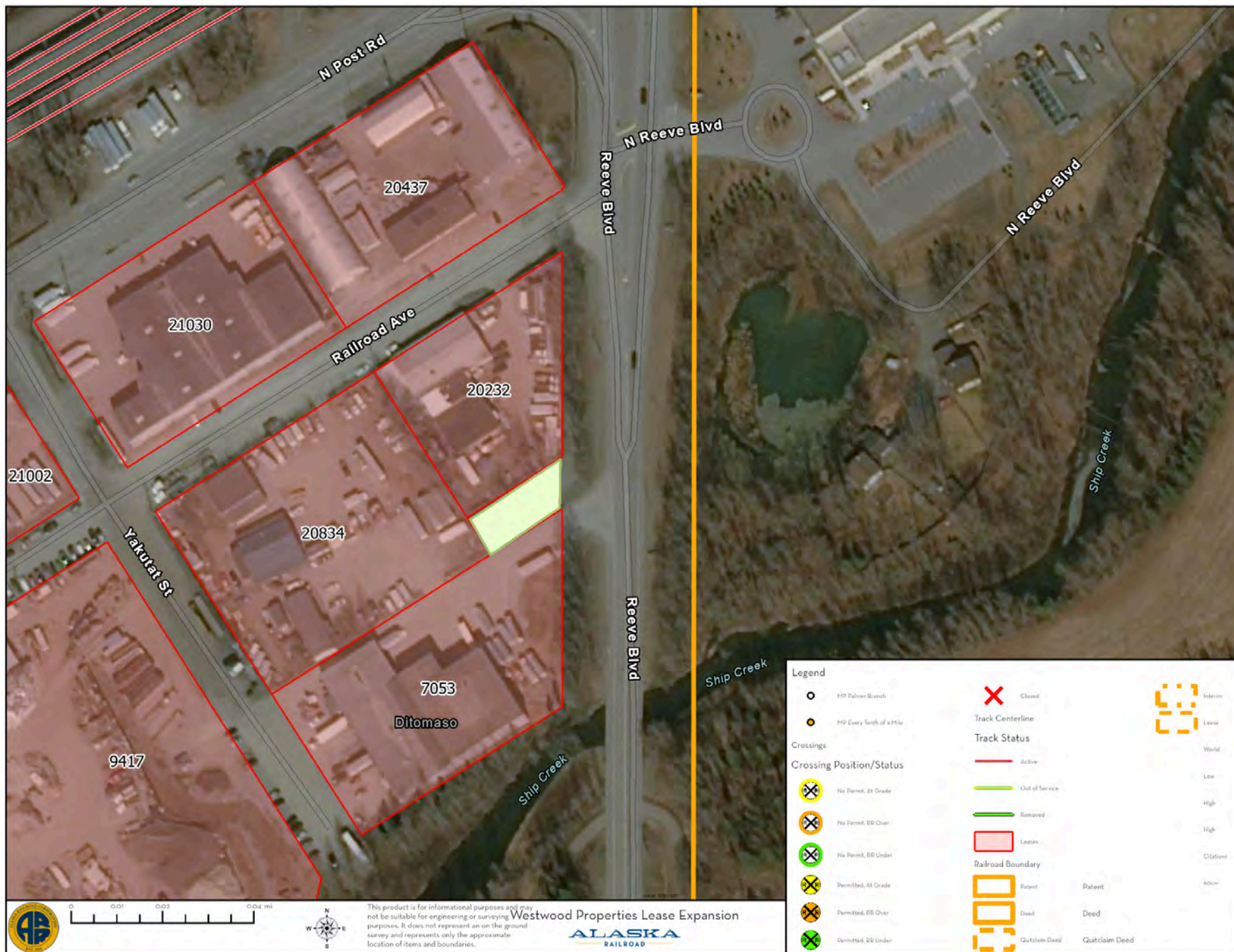
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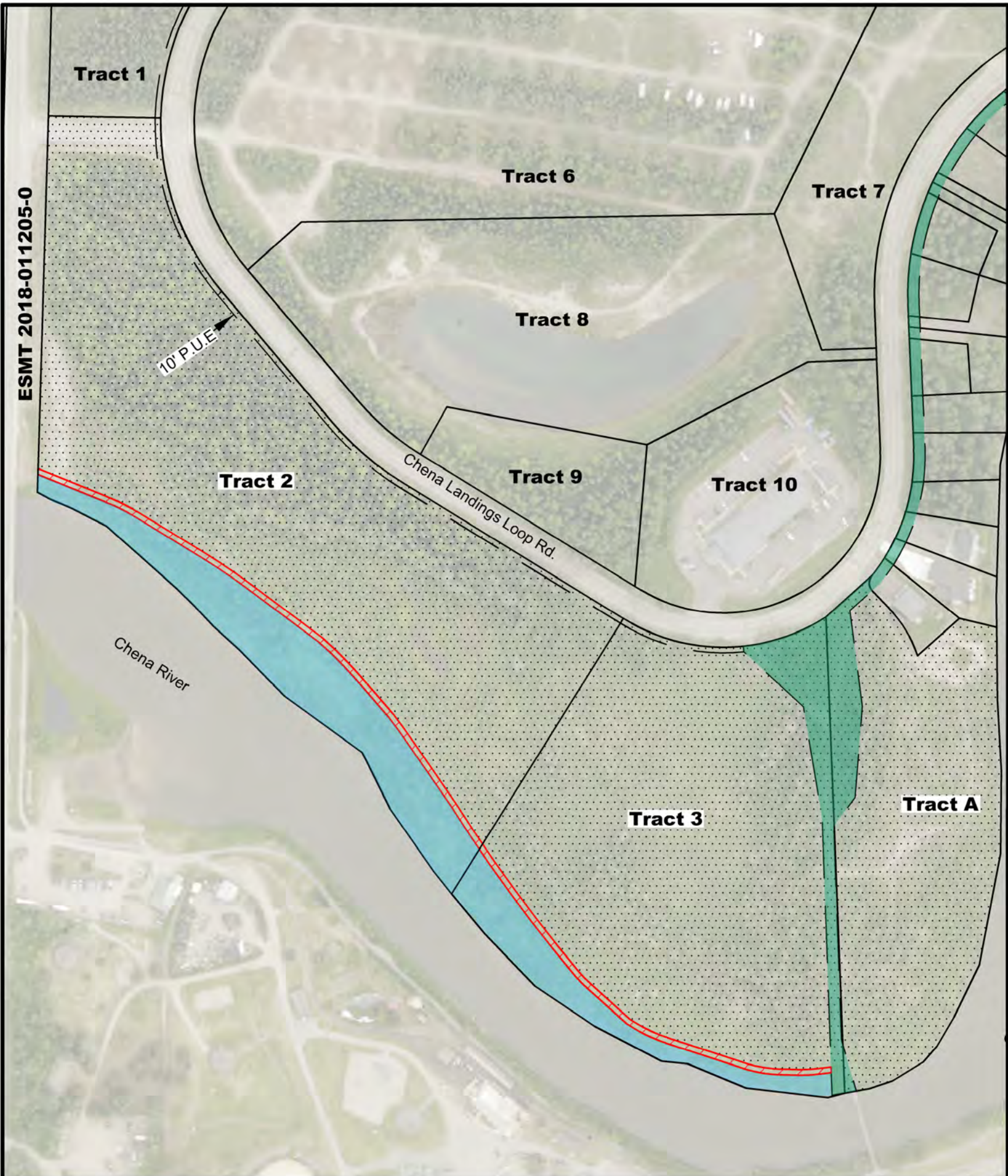
It is the policy of DOT&PF that no person shall be excluded from participation in or be denied benefits of any and all programs or activities we provide based on race, color, sex, age, disability, or national origin, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Association and State of Alaska funds. Persons who believe they may have experienced discrimination in the delivery of these programs or activities may file a confidential complaint with <http://www.dot.state.ak.us/cvlrts/forms/DiscrimComplQuest.pdf>. For individuals requiring TTY communications, please contact Alaska Relay at 7-1-1 or 1-800-770-8973.

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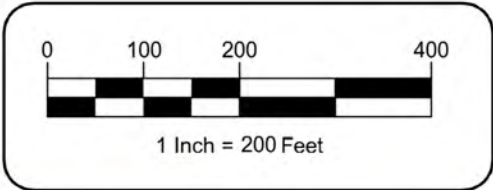






LEGEND

-  Platted Trail Easement
-  Trail Design (Per Design Plans from City of Fairbanks dated 10/29/2021 (Trail Parcel Area on Table A))
-  Possible Uneconomic Remnant
-  Land Available



	Land Available
Tract 2	11.1 ACRES
Tract 3	8.6 ACRES
Tract A	5.8 ACRES

**ALASKA RAILROAD CORPORATION**
REAL ESTATE DEPARTMENT, LAND SERVICES
P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500

CHENA LANDINGS
ARRC AVAILABLE LANDS WITH CHENA WALKWAY
TRAIL DESIGN SHOWN

DRAWN BY: AMB	See Plat 2000-31	DATE: 2021-06-25
EDITED BY: JSR		EDITS: 2025-10-7
APPROVED BY: ***		Chena Landings Subdivision