

COMMUNITY

t i e s

April 2018

Petro Star project update: ARRC, ASRC approvals

The Alaska Railroad (ARRC) continues to support Petro Star's plans to develop a new railbelt fuel storage and distribution system. In the latest step, during its March 29 meeting, the ARRC Board of Directors approved a 50-year lease of about an acre of land adjacent to Petro Star's recently purchased fuel storage facility near Anchorage's Port of Alaska. A subsidiary of Arctic Slope Regional Corporation (ASRC), Petro Star plans to construct infrastructure for railcar unloading / loading and to develop an efficient connection to the Alaska Railroad system.

This builds on Petro Star developments in Fairbanks. In September 2016, ARRC approved a 50-year lease of

5.5 acres located at the west end of the Fairbanks Railyard. Since then, the railroad has been preparing the site for future use a rail-connected fuel terminal. Through 2017, local North Pole-based HC Contractors cleared, graded and improved drainage on the parcel. In 2018, another North Pole contractor, R&S Railworks, will lay rail to connect the site to the Alaska Railroad system.

Alaska Railroad lease approvals and rail infrastructure expertise sets the stage for Petro Star to pursue its fuel terminal plans, which were approved by the ASRC Board in March 2018. ○

Ground to break on Anchorage downtown condos

When Ship Creek Development LLC (SDC) breaks ground mid-May on its Downtown Edge luxury condominium project, it will mark an important step toward the Alaska Railroad's vision for a thoughtfully planned mixed-use district in Anchorage's lower downtown area. The Downtown Edge is part of a phased development to be built on Alaska Railroad land near West Second Avenue and Christensen Drive. The railroad approved a 95-year lease in 2017. In the coming weeks, look for SDC to announce details about its ground-breaking celebration or visit www.DowntownEdge.com. For more information about railroad land leasing opportunities, visit www.AlaskaRailroad.com/real-estate. ○



ARRC joins community clean-up efforts in early May

The Alaska Railroad is dedicating a day for employees to clean up railroad property and facilities as part of wider community clean-up efforts – May 1 in Seward, and May 3 in Anchorage, Fairbanks and Wasilla. ARRC is also donating rail tickets as prizes to help thank community volunteers.

In addition, the railroad's Project Management department is coordinating with local and state agencies to tackle offensive graffiti on railroad bridges, which are facilities permitted to government entities that own the roadways

overhead and underneath. Graffiti clean-up is often delayed when other projects take priority. In Anchorage, a team of railroad and Alaska Department of Transportation (ADOT) volunteers will paint over graffiti on rail bridges that cross Minnesota Boulevard and International Airport Road. A joint team of railroad and Municipality of Anchorage (MOA) workers plan to clean and paint the bridge over Northern Lights Boulevard. In Wasilla, volunteers will paint over graffiti on the ADOT Palmer Wasilla Highway overpass. ○



Railroaders team up to pick up trash and debris on Alaska Railroad property during a previous clean-up day effort.

Explore Fairbanks honors ARRC with Aurora Award

The Alaska Railroad is very honored to have received an Aurora Award from Explore Fairbanks, the organization that promotes the Golden Heart City as a visitor and convention destination. The award was presented April 20 during the Explore Fairbanks Annual Awards Banquet at Birch Hill Recreation Center.

ARRC's Passenger Marketing Communications Manager Meghan Clemens (pictured at right) was on-hand to accept. The Aurora Award is presented to an organization that has made a significant contribution to developing the visitor industry in Fairbanks. The Alaska Railroad was recognized in particular for a steady increase in its *Aurora Winter Train* mid-week departures, which provide more opportunities for winter visitors to travel to Fairbanks. ○



New engineering, project leaders tied to community

Brian Lindamood now fills the Alaska Railroad's Vice President Engineering position, vacated when Clark Hopp was promoted to Chief Operating Officer in January. The Engineering VP oversees the evaluation, planning and construction of the railroad's infrastructure. Lindamood also serves as Chief Engineer, and in this role, he coordinates with rail belt communities on transportation plans involving the railroad. For example, as a member of the Anchorage Metropolitan Area Transportation Solutions (AMATS) Technical Advisory Committee (TAC), he attends and contributes railroad expertise during the TAC's regular meetings. A licensed professional engineer, Lindamood earned bachelor's and master's degrees in civil engineering and is a past president of the American Railway Engineering and Maintenance-of-Way Association (AREMA, 2015-2016). [Read the news release](#) on Lindamood's promotion.



Brian Lindamood

In March, the Alaska Railroad promoted project management and logistics veteran Blake Adolfae to be Director of Project Management, filling the position vacated by Lindamood. Under Engineering VP's direction, Adolfae also coordinates with community transportation planning agencies. For example, he



Blake Adolfae

attends Fairbanks Metropolitan Area Transportation System (FMATS) Technical Advisory Committee meetings and coordinates with other municipal and borough agencies on projects that involve the railroad. Adolfae earned a bachelor's degree from Gonzaga University. ●

Blasting brings daylight to vexing south end tunnel

On Friday, April 12, a massive ka-boom spelled the beginning of the end for an Alaska Railroad tunnel located at Divide, about 11 miles north of Seward.

Good riddance!

More than a few railroaders celebrated as controlled explosions blasted a structure that has long vexed maintenance crews who have had to clean up rock debris that periodically slid off the tunnel exterior. A sizeable rock slide at the south portal in November 2017 was the last straw

because it exposed additional rocks at risk of falling onto the track.

The term "daylight" means to remove a tunnel's top and sometimes its sides. Following the blasting on Friday, maintenance crews dug in with heavy machinery to remove blasting debris. The track will be clear of blasted rock by the end of April, before the busy summer passenger season gets underway. ●

