

# ALASKA RAILROAD

## BOARD OF DIRECTORS REGULAR Board Meeting

Monday, January 27, 2025  
Commencing at 9:00 a.m. in person at  
327 West Ship Creek Avenue, Anchorage, Alaska 99501  
&

### Join Virtual Zoom Meeting Room

<https://us02web.zoom.us/j/88303885843?pwd=LnjdzQGNEK6RMvne6EuSiMdlzo276F.1>

Meeting ID: 883 0388 5843    Passcode: 234950



### Dial-In by your nearest location to join by audio only

- +1 253 205 0468 US
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
  - +1 669 444 9171 US
- +1 669 900 6833 US (San Jose)
  - +1 719 359 4580 US
- +1 301 715 8592 US (Washington DC)
  - +1 305 224 1968 US
  - +1 309 205 3325 US
- +1 312 626 6799 US (Chicago)
  - +1 360 209 5623 US
  - +1 386 347 5053 US
  - +1 507 473 4847 US
  - +1 564 217 2000 US
  - +1 646 931 3860 US
  - +1 689 278 1000 US
- +1 929 205 6099 US (New York)

**ARRC BOARD OF DIRECTORS MEETING  
AGENDA**

Monday, January 27, 2025 ~ 9:00 a.m. - 2:00 p.m.  
327 West Ship Creek Avenue, 3<sup>rd</sup> Floor, Anchorage, Alaska 99501  
[Zoom Virtual Meeting Room](#)

- I. CALL TO ORDER
- II. ESTABLISH QUORUM
- III. SAFETY BRIEFING
- IV. ELECTION OF OFFICERS
- V. CHAIR COMMENTS
- VI. ADOPTION OF AGENDA
- VII. CONFLICT OF INTEREST DISCLOSURES
- VIII. ADOPTION OF MINUTES
  - 1. [Approval of Regular Meeting Minutes of November 14, 2024](#)
- IX. OPPORTUNITY FOR PUBLIC COMMENT
- X. BRIEFING ITEMS
  - A. **Public Briefings (a portion may be held in Executive Session)**
    - 1. [CEO Update](#)
    - 2. [Safety Update](#)
    - 3. [Business Report](#)
  - B. **Committee Reports**
    - 1. [Real Estate Committee](#)
    - 2. Executive Committee
- XI. NEW BUSINESS
  - C. **Executive Session Briefings**
    - 1. Contracts, Claims, Litigation, Personnel and Financial Matters
    - 2. Seward Passenger Dock Project Update
    - 3. Legislative Update
    - 4. Business Development Report
  - D. **Adoption of Consent Agenda**
    - 1. [Resolution No. 2025-01](#) – Relating to a Second Increase in Funding for Phase 3 of Access Improvements to the Rail Complex ([AFE No. 11076 S-2](#))
    - 2. [Resolution No. 2025-02](#) – Relating to [Administrative Correction of Resolution No. 2024-32](#)
    - 3. [Resolution No. 2025-03](#) – Relating to [Renewal of Self Insurance and Operating Lines of Credit](#)
    - 4. [Resolution No. 2025-04](#) – Relating to Parks Highway MP 169 Grade Separation Match Commitment for the Railroad Crossing Elimination Program
    - 5. [Contract No. 21134 Pioneer Park Hospitality](#), LLC (Fairbanks)
- XII. OPPORTUNITY FOR PUBLIC COMMENT/DIRECTORS/CEO/STAFF COMMENTS
- XIII. ADJOURNMENT

# November 14 2024 REGULAR Board Mtg Minutes

**ALASKA RAILROAD CORPORATION  
MINUTES OF THE REGULAR BOARD OF DIRECTORS MEETING**

**Anchorage, Alaska  
Thursday, November 14, 2024**

**I. CALL TO ORDER**

Board Chair John Shively called the meeting to order at 9:00 a.m. on Thursday, November 14, 2024. The meeting was held in person at 327 West Ship Creek Avenue, Anchorage, Alaska 99501, with a virtual option available via Zoom technology.

**II. ESTABLISH QUORUM**

Chair Shively requested that Board Secretary Jennifer Mergens establish a quorum. Director John Binkley; Director Gale Dinsmore; Commissioner, Department of Transportation & Public Facilities, Ryan Anderson; Commissioner, Department of Commerce Community and Economic Development, Julie Sande; Vice Chair Judy Petry; and Director John Reeves were present.

Ms. Mergens established a quorum of the full Board.

Staff members present:

S. Roberts, Chief Special Agent	A. Behrend, Chief Counsel
T. Covington, Director, Safety	C. Hopp, Chief Operating Officer
J. Mergens, Chief Human Resources Officer	L. Hall, Executive & Corporate Administrator
C. Terry, VP Real Estate	B. Lindamood, VP Engineering/Chief Engineer
L. Knox, Director Strategic & Financial Planning	M. Clemens, Director, External Affairs
A. Kinnaman, Controller	E. Remley, Director, Guests Services
R. Traini, Director, Employment Practices	C. Clarke, Corporate Communications Officer
A. Washburn, Manager, South Terminals	D. Greenhalgh, Director, Freight Sales & Marketing
M. Maddox, Chief Financial Officer	G. Goemer, Director, Supply Management
B. O’Leary, President & Chief Executive Officer	P. Volmer, Director, ARRC Terminal Operations
M. Kelzenberg, Manager, Environmental Operations	

Guests and members of the public:

John Haxby	Jay Baxter
Evan Bencic	Marc Luiken
Nicholas Capozzi, Special Assistant, Office of the Governor	
Chuck Kopp, WINfluence Strategies, LLC.	

### **III. SAFETY BRIEFING**

Mr. Covington shared that a yellow-level safety awareness alert related to volcano eruption has been issued. He suggested people check and replenish personal safety emergency kits and consider keeping an extra air filter in vehicles.

### **IV. CHAIR COMMENTS**

Chair Shively complimented staff for their hard work developing the 2025 budgets and five-year capital plan. He also confirmed the reappointment of Troy Thomas as the public member of the External Issues Review Committee.

### **V. ADOPTION OF AGENDA**

Director Binkley moved to adopt the agenda. Director Dinsmore seconded the motion. There was no discussion, and the meeting agenda was adopted as presented.

### **VI. CONFLICT OF INTEREST DISCLOSURES**

No members stated any conflict of interest.

### **VII. ADOPTION OF MINUTES**

Director Binkley moved to approve the Regular Board Meeting minutes of September 27, 2024. Director Dinsmore seconded the motion. No changes or objections were noted, and the meeting minutes were unanimously approved.

### **VIII. OPPORTUNITY FOR PUBLIC COMMENT**

John Haxby commented on the Fish Creek Trail project and expressed a public safety concern related to the project's bike trail being located in the ARRC's right-of-way. Chair Shively confirmed that the Alaska Railroad Board did not currently have a request before it to review or approve the proposed bike trail.

Chuck Kopp of WINfluence Strategies, LLC provided comment against the proposed location of the Fish Creek Trail under alternative route S-2.

Evan Bencic, Right of Way Supervisor for Marathon Pipeline, LLC, commented that the S-3 alternative route of the Fish Creek Trail project is a safer route than the S-2 alternative.

## IX. BRIEFING ITEMS

### **A. Public Briefings**

#### **1. CEO Update**

Mr. O'Leary recapped 2024, stating ARRC is expecting to finish the year strong, highlighted by excellent summer ridership and positive gravel train service. He said that while October and November experienced some challenges with barge services, ARRC anticipates an increase in services going forward, noting that the Aurora Winter Train service is showing good ridership.

Mr. O'Leary next reviewed the ten Consent Agenda items before the Board. He concluded his presentation by sharing that he recently attended both the Resource Development Council and the Pacific Northwest Economic conference where rail extensions were a topic of discussion.

#### **2. 2025 Corporate Strategic Plan (2025-2030)**

Mr. O'Leary reviewed ARRC's Five-Year Strategic Plan (2025-2030). He stated that after having added an additional goal related to rail extension projects and appropriate quantitative measurements, staff believed the plan was ready to finalize subject to any additional comments from Board Members. There were no additional comments or edits.

#### **3. Herbicide and Vegetation Program Overview**

Manager, Environmental Operations, Matt Kelzenberg provided the Board with an update on ARRC's vegetation management program. Mr. Kelzenberg emphasized the importance of vegetation management as it relates to rail safety, including improving the stability of the ballast and reducing contact with wildlife who may be attracted to overgrown vegetation. He said that the use of herbicides is the most effective method to control vegetation. Mr. Kelzenberg stated that a wealth of information is available on Alaska Railroad's external website about the vegetation management program, including specific herbicides used as well as public notice practices.

#### **4. Safety Update**

Mr. Covington reported that year-to-date for 2024 there were two FRA reportable derailments compared to one in 2023. He said there have been 17 FRA casualties resulting in lost time compared to 15 over the same time period in 2023. Mr. Covington noted that year-to-date there have been 26 total injuries with a total of 254 restricted work days, and he noted the total lost time rate is currently 2.9 as compared to the 2024 goal of 2.5.

## **5. 2024 Operating Budget; 2025 Operating and Capital Budgets; 5-Year Capital Plan**

Ms. Maddox provided an overview of the 2024 forecast, which projected net income at \$35.6 million. She said that freight revenue for 2024 is forecast to be \$5.9 million lower than originally reflected, primarily due to a decrease in fuel surcharge revenue from lower fuel rates, as well as lower-than-expected local coal and miscellaneous/freight forwarding revenue. Ms. Maddox shared that passenger revenue is projected to exceed expectations by \$500,000, driven by the strong performance of the Coastal Classic, and that real estate revenue is forecasted to be \$8.9 million higher than the original budget, primarily due to increased Seward Passenger Dock Improvement fees and Norwegian Cruise Lines (NCL) docking in Seward. She said that 2024 operating expenses are projected to be \$3.5 million over the original budget due to higher costs in materials, supplies, wages, benefits, contracts, and rents.

Ms. Maddox presented the 2025 Operating and Capital Budgets and five-year plan. With respect to 2025, she shared that ARRC is expecting freight revenue (net of fuel surcharge) to grow by 4.0%, passenger revenue to grow by 4.4% and operating expenses to increase by 1.2% compared to the 2024 forecast. Ms. Maddox said the capital budget for 2025 is \$166.4 million, which consists of FTA funds, FRA CRISI STC grant funds, competitive grant awards, as well as internal funds.

Mr. O'Leary stated that upon Board approval of the 2025 budgets and five-year plan, the latter would be shared with the State of Alaska by December 1, 2024, as statutorily required.

## **6. Infrastructure Needs/Funding Strategies**

Mr. Knox discussed ARRC's capital program planning and evaluation process, noting the importance of properly tracking projects and costs to ensure ARRC's assets remain in good state of repair. General discussion ensued. Mr. O'Leary added that ARRC submitted a memorandum to the Board related to PMRE funding strategies.

## **B. Committee Reports**

### **1. Real Estate Committee**

Committee Chair Binkley stated that the meeting notes for the November 1 Real Estate Committee meeting were posted and provided in the Board materials. Ms. Terry provided a short summary of the contract recommended for Board approval.

### **2. Executive Committee**

Chair Shively stated that the Executive Committee met on November 1, and reminded the Board that the notes from the meeting are confidential and were included in the Board materials.

### **3. Audit Committee**

Vice Chair Petry said the Committee met on November 12. She shared that the notes from the meeting are confidential and were emailed to Board members. Director Binkley stated that financial auditors KPMG presented the plan for auditing ARRC's 2024 financial statements.

## **X. NEW BUSINESS**

### **C. Executive Session Briefings**

Director Binkley moved to have the Board recess to Executive Session to discuss executive session agenda items. Director Dinsmore seconded the motion. There was no further discussion or objection, and the motion was approved. The Board convened to Executive Session at approximately 10:45 a.m. to discuss the following:

1. Contracts, Claims, Litigation, Personnel and Financial Matters
2. Seward Passenger Dock Project
3. Business Development Report
4. Legislative Update

Chair Shively called the meeting back into public session at 12:16 p.m.

### **D. Adoption of Consent Agenda**

Director Dinsmore made a motion to adopt the ten items listed in the Consent Agenda. Commissioner Anderson seconded the motion.

1. Resolution No. 2024-29 Relating to Approval of the 2025 Operating, Pension Trust and Alaska Railroad Corporation Health Care Trust Budgets
2. Resolution No. 2024-30 Relating to Approval of the 2025 Capital Budget and AFE Nos. 11308, 11309, 11310, 11311, 11312, 11313, 11314, 11315, 11316, 11317, 11318, 11319, 11320, 11321, 11322, 11323, 11324, 11325, 11326, 11327, 11328 and 11329
3. Resolution No. 2024-31 Relating to the 2025 Five-Year Capital Improvement Plan
4. Resolution No. 2024-32 Relating to Replacement of Bridge at ARRC MP 190.5 (AFE No.11306)
5. Resolution No. 2024-33 Relating to Replacement of Bridge at ARRC MP G3.3 (AFE No. 11305)
6. Resolution No. 2024-34 Relating to Whittier Yard Area 2 Drainage and Paving Project (AFE No. 11215 S-1)
7. Resolution No. 2024-35 Relating to PTC Vital Functions FRA (AFE No. 10675 S-3)
8. Resolution No. 2024-36 Relating to the Rehabilitation of Bridge at ARRC MP 413.7 (AFE No. 11307)
9. Resolution No. 2024-37 Relating to Approval of Appointment of Labor Member of the Pension and Represented 401(k) Tax Deferred Savings Committee
10. Contract No. 21106 – ATW Properties (Healy)



There was no further discussion or objection, and all ten Consent Agenda items were unanimously approved.

## **XI. DIRECTOR/CEO/STAFF COMMENTS/ OPPORTUNITY FOR PUBLIC COMMENT**

Jay Baxter thanked the Board and Mr. Kelzenberg for the presentation on the ARRC Vegetation Management program. He also commented that ARRC should be held to a higher standard and use safer products and application methods.

Mr. O'Leary commended Ms. Maddox and her staff for all the work that went into preparing the 2025 budgets. Director Binkley commented that 2024 has been the most successful year he has seen in his time on the Board. Chair Shively stated that with the anticipated revenue numbers and capital project plans, the biggest challenge will be managing and balancing the growth.

## **XII. ADJOURNMENT**

Chair Shively entertained a motion to adjourn. Director Dinsmore so moved, and Commissioner Anderson seconded. The meeting adjourned at 12:32 p.m.

**X. BRIEFING ITEMS**

**A. PUBLIC BRIEFINGS**

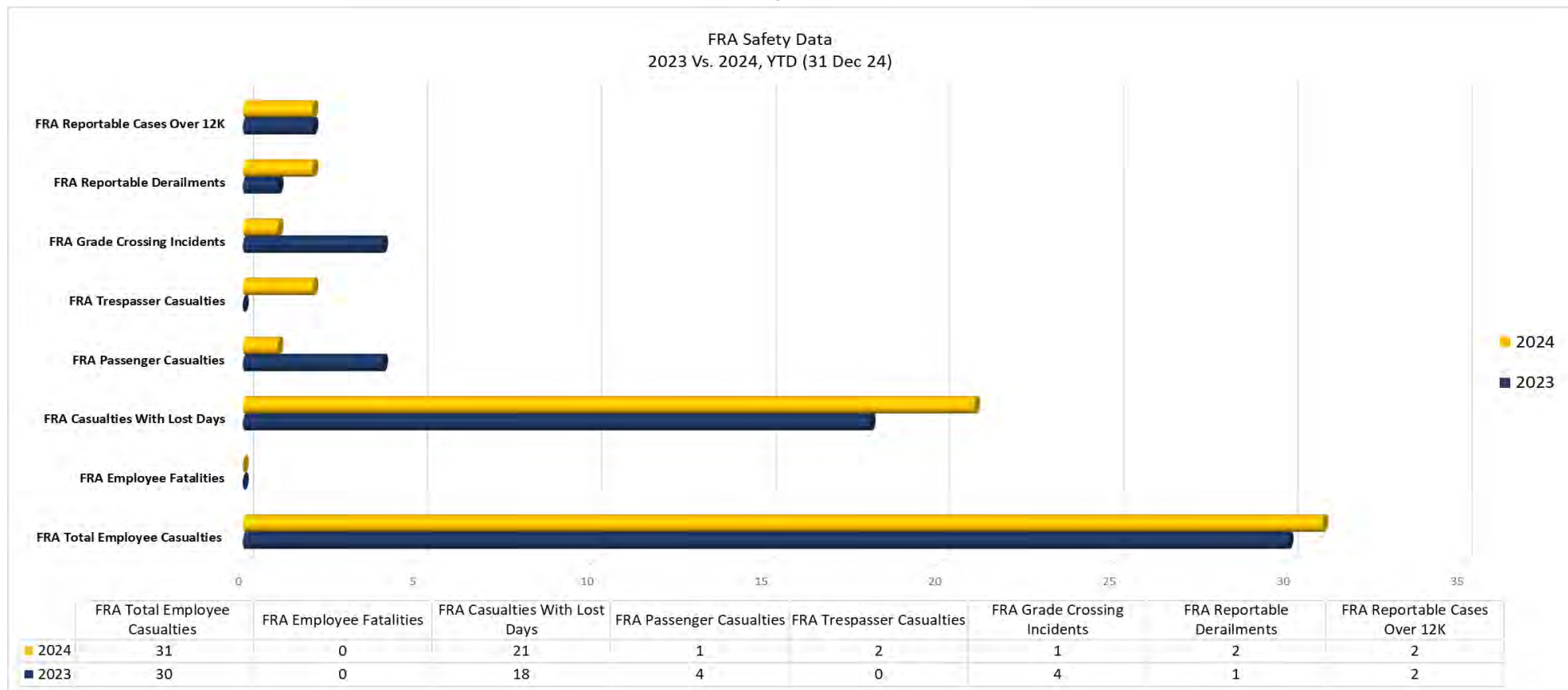
**ITEM 1: CEO Update**

**Verbal presentation**

# 2024 Year End Safety Report - January 27 2025 BOD



# Safety Report



**2024**  
**2023**

FRA Casualty Rate  
**4.6**  
**4.3**

Lost Time Rate  
**3.1**  
**2.3**

Lost Work Days  
**346**  
**701**

Restricted Work Days  
**424**  
**867**

\*FRA Casualty Rate = FRA Reportable Injuries (regardless of lost time) x 200,000 divided by total hours worked.  
Lost Time Rate = Lost Time Cases x 200,000 divided by total hours worked

# ➤ YTD NOVEMBER 2024 Financial Report

*Michelle Maddox, CFO  
January 27, 2025*



Photo Courtesy: Chris Kruse

# ➤ YTD NOVEMBER 2024 Executive Summary

***YTD net income of \$21.1 million was a smaller net income by \$3.4 million according to the revised budget***

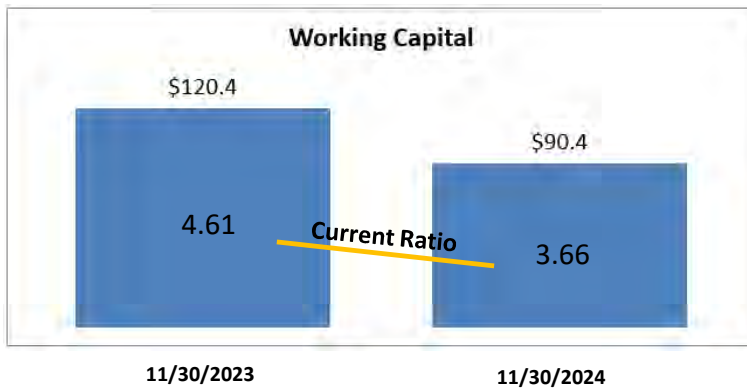
- *Freight revenue under-performed revised budget by \$9.1 million, or 7.8%*
  - *Variance is primarily due to lower fuel surcharges due to lower fuel rates and lower than expected ARMs and Interline business line revenue and Miscellaneous Local-Freight Forwarding revenue*
- *Passenger revenue out-performed revised budget by \$1.6 million, or 3.2%*
  - *All scheduled service is out-performing revised budget, with Coastal Classic leading the over-performance*
- *Operating expenses came in under revised budget by \$1.8 million, or 1.1%*
  - *Materials and Supplies came in over revised budget, while Contracts and Rents, Utilities and Fuels, and Other Expenses (Recoveries) came in under revised budget*
- *Real Estate net revenue out-performed revised budget by \$2.1 million, or 8.4%*
  - *Driven primarily by over-performance in Seward passenger dock activity*
- *Other revenue out-performed revised budget by \$0.3 million, or 10.0%*
  - *Driven primarily by higher interest income than budgeted*

***ARRC cash balance and total debt were \$47.9 million and \$19.4 million, respectively, and net working capital was \$90.4 million.***

# Financial Position

## at November 30, 2024

(\$ millions)



- Continuing to maintain strong liquidity of more than 3.0x current assets to current liabilities
- Increase in year-over-year total debt
  - ARRC issued Locomotive and Flat Car Debt in January 2024
- ARRC's trailing 12-month cash flow decreased on a year-over-year basis and leverage ratios increased
  - *debt-to-cash flow ratios are a measure of the company's ability to repay its debt from cash flow generated by the business*

	11/30/2023	11/30/2024
Recourse Debt / EBITDA	0.19x	0.32x

# ➤ YTD NOVEMBER 2024 Freight Revenue Performance

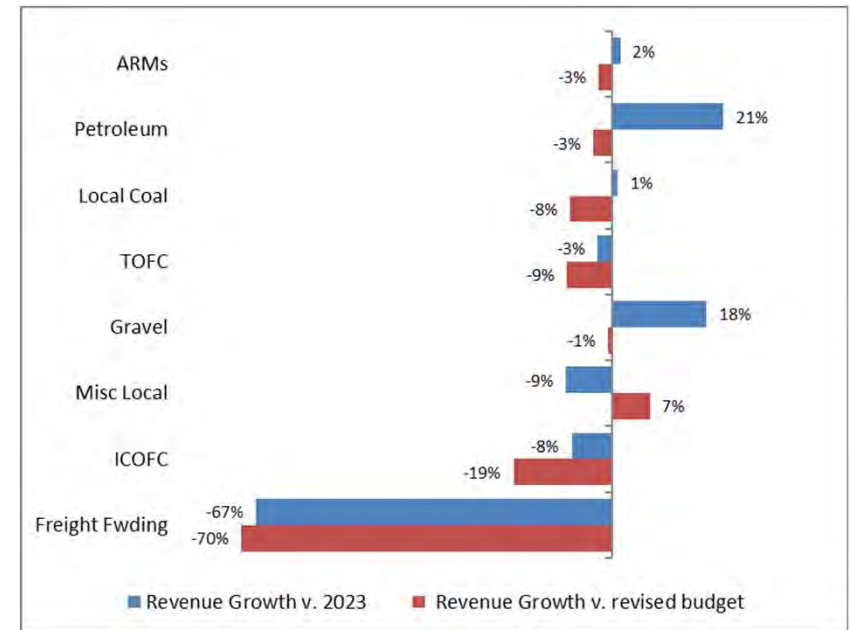
## FREIGHT REVENUE (net of fuel surcharge)

**- 6%**  
v. revised  
budget

**+ 2%**  
v. 2023

- Units: down 3% v. 2023  
down 7% v. revised budget
- Freight Revenue per unit:  
up 5% v. 2023  
up 1% v. revised budget
- *ARMS, Petroleum, Local Coal and Gravel out-performed prior year*
- *Misc Local out-performed revised budget*

## Freight revenue variance





# ➤ YTD NOVEMBER 2024 Passenger Revenue Performance

## PASSENGER REVENUE

**+ 3%**

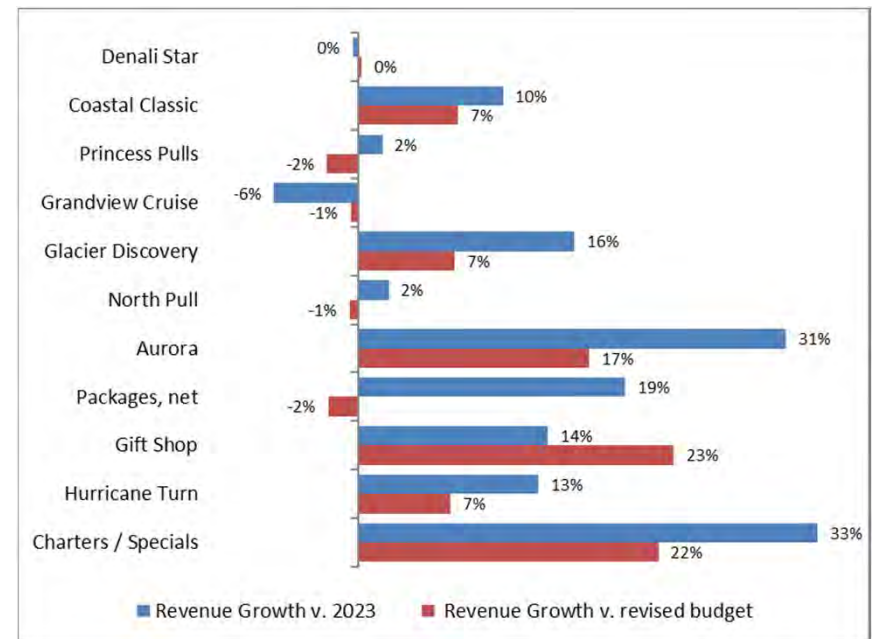
v. revised  
budget

**+ 5%**

v. 2023

- ARRC Ridership: up 4% v. 2023  
up 5% v. revised budget
- Revenue per ARRC passenger:  
up 3% v. 2023  
up 0% v. revised budget
- *Passenger revenue out-performed revised budget and 2023, with strong performance of Coastal Classic, Glacier Discovery, Aurora, Hurricane, and Gift Shop*

## Passenger revenue variance



# ➤ YTD NOVEMBER 2024 Real Estate Revenue Performance

## REAL ESTATE REVENUE

**+ 6%**

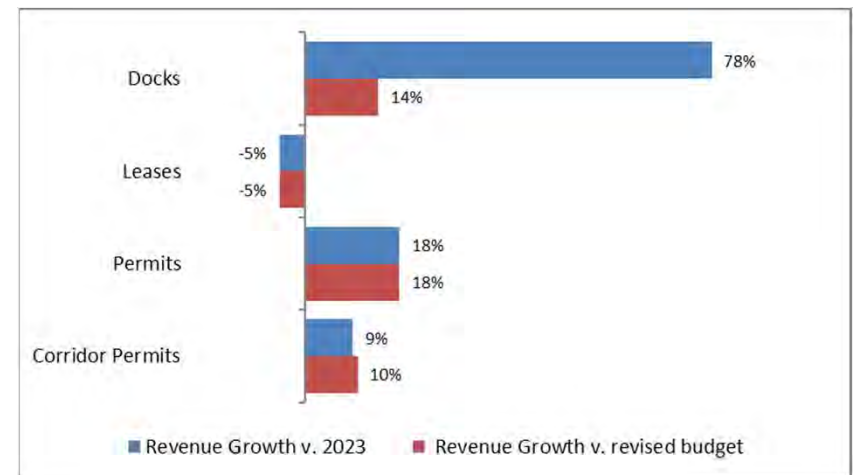
v. revised  
budget

**+ 25%**

v. 2023

- *Permits, corridor permits and docks out-performed revised budget and prior year.*

## Real Estate revenue variance



# ➤ YTD NOVEMBER 2024 Operating Expense Performance

## OPERATING EXPENSES

**- 1%**

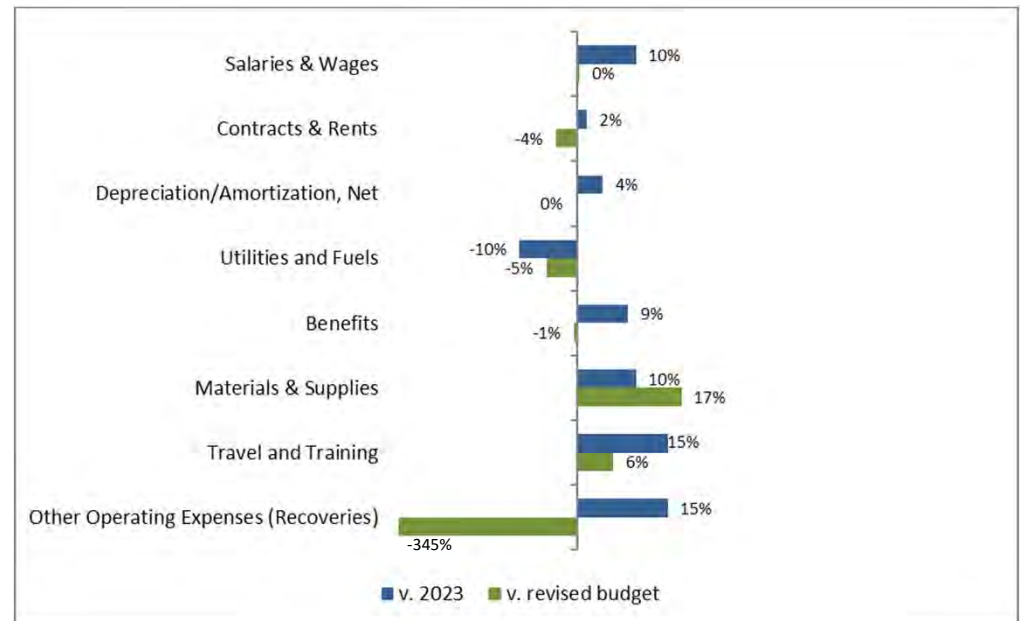
v. revised  
budget

**+ 4%**

v. 2023

- Total operating expenses is under revised budget, primarily due to lower than expected fuel expense, contract expense and higher recoveries than expected
- Total operating expenses is over prior year in most categories

## Operating expense variance



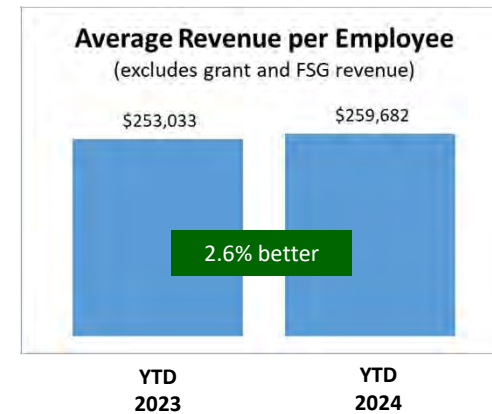
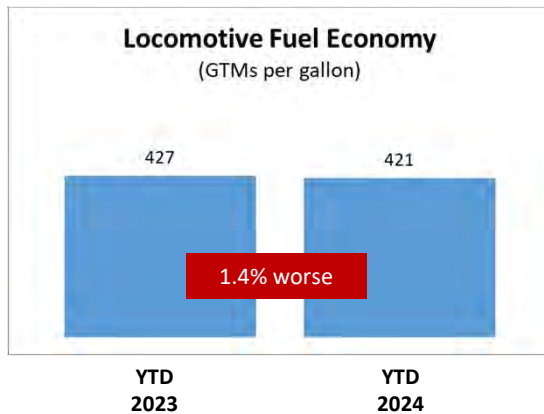
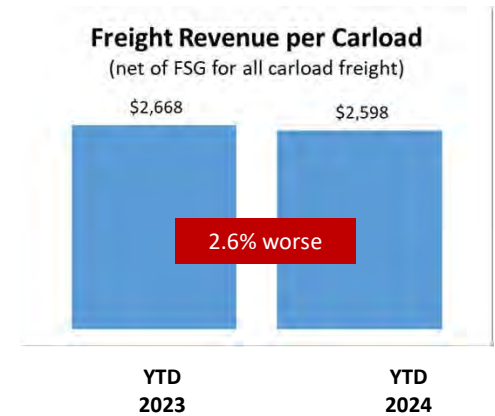
# ➤ YTD NOVEMBER 2024 Financial Performance

\$ millions

	YTD Nov 2024	YTD Revised Budget	Variance from budget	YTD Nov 2023	Variance from prior year
Operating Revenues	\$ 160.3	\$ 167.7	\$ (7.4)	\$ 160.4	\$ (0.1)
Operating Expenses	\$ 168.5	\$ 170.2	\$ (1.8)	\$ 162.0	\$ 6.5
Operating Income (Loss)	\$ (8.1)	\$ (2.5)	\$ (5.6)	\$ (1.6)	\$ (6.5)
Real Estate, net	\$ 27.1	\$ 25.0	\$ 2.1	\$ 20.7	\$ 6.3
Other Income	\$ 2.2	\$ 2.1	\$ 0.1	\$ 4.2	\$ (2.0)
Net Income (Loss)	\$ 21.1	\$ 24.5	\$ (3.4)	\$ 23.3	\$ (2.2)

- *Operating revenue under-performed as compared to revised budget and prior year*
- *Operating expenses were under revised budget primarily driven primarily by lower fuel and contract expense, and were larger than prior year, driven primarily by larger wages and benefits, and materials and supplies cost*
- *Real Estate net revenue out-performed revised budget and prior year*
- *Other Income (Expense) out-performed as compared to revised budget, and under-performed as compared to prior year, due to gain on sale of asset in prior year*
- *As a result, Net Income (loss) under-performed revised budget and prior year*

# YTD NOVEMBER 2024 Operating Highlights



# ➤ YTD NOVEMBER 2024 Net Income Forecast

***Net income forecast for 2024, given actual YTD November performance and latest revised budget for the remainder of the year, is \$33.4 million, which is \$2.1 million smaller than the original budget net income for the year***

- *Freight revenue forecast is \$10.3 million lower than reflected in original budget primarily due to decrease in fuel surcharge revenue due to decrease in fuel rates, with a corresponding decrease in operating expenses for fuel, and lower than expected local coal, and local miscellaneous/freight forwarding revenue*
- *Passenger revenue forecast is \$0.5 million larger than reflected in original budget primarily due to Coastal Classic, Glacier Discovery and Aurora scheduled train service out-performing original budget*
- *Real Estate net revenue forecast is \$9.1 million over what was reflected in the original budget due largely to increase in Seward Dock Improvement fee and an increase in expected cruise ship dockings*
- *Operating expense forecast is \$1.6 million over what was reflected in original budget with larger than expected materials and supplies expense, overtime wages, and professional fees, offset with lower than expected fuel expense and larger recoveries than expected*

# ➤ YTD NOVEMBER 2024 Net Income Forecast

(Continued)

***Year-end update, December is not yet closed, but we do see the following impacting our forecast:***

➤ *In 2024, ARRC experienced delays in submitting a Preventative Maintenance (PM) grant totaling \$19.3 million, of which \$15.4 million is the federal share. The delay resulted in the inability to execute the grant by December 31, 2024. Therefore, the PM grant revenue will likely have to be recognized in 2025 instead of 2024.*

***The impact will be to lower 2024 forecast net income from \$33.4 million to \$18.0 million, and to raise the budgeted net income for 2025 by a corresponding amount.***

# 2025 January 16 Real Estate Committee Notes FINAL





## Alaska Railroad Corporation Board of Directors Real Estate Committee Notes

Date: January 16, 2025

Time: 9:00 a.m.

Location: Hybrid Meeting

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### Board Members:

John Binkley, Committee Chair  
John Shively, Committee Member (in person)  
John Reeves, Committee Member  
Judy Petry, Committee Member  
TJ Dinsmore, Committee Member  
Commissioner Ryan Anderson, Committee Member - excused  
Commissioner Julie Sande, Committee Member - excused

### Staff present:

Christy Terry, Andy Donovan, Kristen Gratrix, Bill O'Leary, Jennifer Mergens, Dale Wade, Brian Lindamood, Kate Dueber, Michelle Maddox, Andy Behrend, Clark Hopp, Jon Roder, Meghan Clemens, Lorine Hall, Kate Dueber, Greg Goemer, Yolanda Inga

### Customer Communications:

Vice President of Real Estate Christy Terry discussed the security issues that our customers are experiencing at both the Ship Creek and Wasilla Section locations. She mentioned working with potential new customers arising from the development in Seward. Cook Inlet Tug and Barge informed Ms. Terry that they are pleased with the additional Alaska Marine Lines permit in the Anchorage Small Boat Launch area, with the positive effects of increased traffic and oversight, along with improved road maintenance. Additionally, Ms. Terry is collaborating with the Port of Alaska on several leases.

Ms. Terry noted she will participate in the Juneau Fly-ins the week of the ARRC Board Meeting, including the RDC and Alaska Chamber fly-ins, where External Affairs Director Meghan Clemens will join her for part of the events. She noted that it is beneficial to engage with those groups. Ms. Terry wrapped up her customer communications to inform the Committee regarding two ARRC Spike awards for the Real Estate Department. Land Services received a Gold Spike Award for their work on the GIS database, and two other department members received Silver Spike Awards for their contributions to the transition to electronic invoicing.

Contracts to be presented to the Board of Directors for consideration:

Authorization for Expenditure No. 11076 S-2 / Resolution No. 2025-01 – Depot Drive

Ms. Terry stated that the Authorization for Expenditure is a supplement to increase the existing AFE for the Depot Drive improvements. There were unforeseen soil contamination costs which include handling and disposal, post contract award charges and permitting fees imposed by the Municipality of Anchorage that were not included in the original budget. Completion of this phase opens up the remaining area for economic development.

The Committee recommended Board approval.

Contract No. 21134 – Pioneer Park Hospitality, LLC - Fairbanks

Ms. Terry shared that this is an existing lessee whose current lease expires in 2029. They are asking for a longer term for additional financing. She noted approval is recommended.

The Committee recommended Board approval.

Briefing / Update

Ms. Terry presented a high-level overview of the results from the 2024 September-October Real Estate Department Customer Marketing Survey. Included in the presentation were strategic action items for 2025.

Seward

Dock Traffic

Ms. Terry noted there were 208 freight/non-cruise vessels at the Seward Terminal in 2024. The same numbers are anticipated in 2025 as the pipe and frac sand ships continue to schedule dockings. There are 61 docking and 84 cruise ship days currently scheduled at the Passenger Dock in 2025.

Tariff Update

Ms. Terry shared the department is working on a Tariff update to publish in January with a February effective date. The practice is to publish rates for a number of years to allow customers certainty for budgetary purposes.

Passenger Dock Project – Seward Company, LLC

Ms. Terry stated that yesterday she participated in a presentation in Seward along with Turnagain Marine, Seward Company and Port of Tomorrow for the Seward Port and

Commerce Advisory Board. While in Seward, the group met with the City of Seward and Seward Electric Utility for a soft kickoff with the Environmental Protection Agency (EPA) grant. The grant has been signed off on and will be before the Seward City council meeting next week to accept.

## Whittier

### Whittier Seafoods Update

Ms. Terry shared with the group that Whittier Seafoods has filed for bankruptcy. There was an article published online titled “Ukraine was blamed for bankrupting Whittier Seafood”. There was further discussion regarding the lessee’s desire to renew their lease as well as status of their accounts and steps forward.

### Whittier Master Plan

Ms. Terry shared that there are three master plans happening in Whittier at this time. ARRC has a Transportation Master Plan for our operations and reserve, the Department of Transportation (DOT) has the Statewide Transportation Plan and the City of Whittier is conducting a Waterfront Development plan. ARRC plans to meet with City of Whittier administration and Council regarding our plan’s progress this spring.

### City of Whittier Waterfront Plan

The City of Whittier’s waterfront plan is to improve economic development along the waterfront. Ms. Terry stated she is participating in the stake holders’ meetings of these plans.

### Land Exchange, Sale, Exchange

The appraisals ordered by ARRC for the land identified in the exchange have been completed. The city issued a Request for Proposal (RFP) for their own appraisals; however, the RFP received no responses. The city still needs to determine their options and if they will use the appraisals ARRC has already performed.

### Anchorage

### Odom

Ms. Terry shared that Redevelop First is occupying the Odom building under triple net (NNN) lease, tenant pays all expenses, including taxes, insurance and maintenance, for warehouse distribution, and is working towards compliance with the Planned Community (PC) zoning district.

## Freight Shed Truss Repairs Completed

The truss repairs for the freight shed are fully completed and the occupants have returned.

## 90<sup>th</sup> Fur Rendezvous February 20 – March 2

Ms. Terry provided dates for the upcoming 90<sup>th</sup> Anniversary Fur Rendezvous events and the usual snow sculptures and fireworks display that occur on ARRC property.

## 200 Post Road LLC

Ms. Terry shared that Black Gold has applied for a short-term lease under the name of 200 Post Road to lease the property at that address. The operations and type of activity will remain the same as the previous holder.

## Alaska Industrial Paint – 1300 North Post Road

Alaska Industrial Paint has applied for a short-term lease to expand operations into 1300 North Post.

## Matanuska – Susitna Borough

Ms. Terry stated that she along with Marketing and External Affairs have been working on developing a business case for the Port Mackenzie Rail Extension (PMRE) and are partnering with the Borough to interview shared marine and rail customers. The information gathered will assist with grant applications.

## Fairbanks

### Aurora Energy

Ms. Terry Shared that Aurora Energy has applied for new short-term lease for their kiln operations location on the south side of Phillips Field Road.

### Customer Party

Ms. Terry reminded the group of the Fairbanks Customer party on Friday January 24<sup>th</sup>.

## Nenana

### EPA Community Change Grant

Ms. Terry stated that ARRC provided a letter of support for an Environmental Protection Agency (EPA) grant for both environmental clean-up and purchase of the property included in last year's land sale bill once the land is fully identified. Ms. Terry reminded

the Committee of previous work done with other departments to ensure that no current or future operations lands were included in the sale.

Committee Chair Binkley shared that on January 24 & 25, there is a 100<sup>th</sup> Anniversary Serum Run organized by the City of Nenana which included ARRC participation.

The meeting was adjourned at 9:52 a.m.

**ARRC BOARD OF DIRECTORS MEETING  
EXECUTIVE SESSION AGENDA**

**XI. NEW BUSINESS**

**C. Executive Session Briefings**

**Monday, January 27, 2025**

1. Contracts, Claims, Litigation, Personnel and Financial Matters
2. Seward Passenger Dock Project Update
3. Legislative Update
4. Business Development Report

**All Matters Are Confidential. Public Members will be moved into a private waiting room and rejoined when public session reconvene.**

## **XI. NEW BUSINESS**

### **D. Adoption of Consent Agenda**

- 1. Resolution No. 2025-01 – Relating to a Second Increase in Funding for Phase 3 of Access Improvements to the Rail Complex (AFE No. 11076 S-2)**
- 2. Resolution No. 2025-02 – Relating to Administrative Correction of Resolution No. 2024-32**
- 3. Resolution No. 2025-03 – Relating to Renewal of Self Insurance and Operating Lines of Credit**
- 4. Resolution No. 2025-04 – Relating to Parks Highway MP 169 Grade Separation Match Commitment for the Railroad Crossing Elimination Program**
- 5. Contract No. 21134 Pioneer Park Hospitality, LLC (Fairbanks)**

Adopted:

Resolution No. 2025-01

Relating to a Second Increase in Funding for Phase 3 of Access Improvements to the Rail Complex (AFE No. 11076 S-2)

WHEREAS, the Alaska Railroad Corporation (“ARRC”) owns several acres of prime, mostly undeveloped land located to the west of the Anchorage Historical Depot in the ARRC Anchorage Reserve (the “Rail Complex Land”); and

WHEREAS, located on the Rail Complex Land is a building owned and occupied by 49<sup>th</sup> State Brewing Company (“49<sup>th</sup> State”), which leases the underlying land from ARRC; and

WHEREAS, it is critical to ARRC’s prospects for developing the undeveloped portion of the Rail Complex Land, as well as important to the success of ARRC’s lessee, 49<sup>th</sup> State, and its tenant that safe, reliable access is available to the Rail Complex Land and 49<sup>th</sup> State’s building; and

WHEREAS, ARRC designed a multi-year project to reconfigure, widen and pave the existing access road, known as Depot Drive, which connects First Avenue to the Rail Complex Land; and

WHEREAS, ARRC began construction of the Depot Drive Project in 2019 and has constructed or will construct additional phases of the Project in 2020 through 2027, including Phase 3 planned for 2023; and

WHEREAS, in November 2022, the ARRC Board of Directors approved, as part of the ARRC 2023 Capital Budget, AFE No. 11076 in the amount of \$750,000, in order to fund the work on Phase 3 of the Depot Drive Project planned for 2023, based on preliminary cost estimates; and

WHEREAS, on April 23, 2024, based on his approval authority with respect to unbudgeted or overrun expenditures, the President and CEO approved AFE No. 11076 S-1 in the amount of \$295,000 due to higher construction costs than initially expected and delays to allow for utility relocations, bringing the total amount of AFE No. 11076 at that time to \$1,045,000; and



WHEREAS, proposed AFE No. 11076 S-2 would increase project funding by \$67,326 in order to address (i) increased costs related to unforeseen soil conditions that required higher-than-expected handling costs due to greater volumes of both material exports and imports than set out in the original scope of work; and (ii) unbudgeted environmental disposal permitting charges imposed by the Municipality of Anchorage and associated post-contract award changes; and

WHEREAS, approval of the additional funding provided by AFE No. 11076 S-2 will align the Depot Drive Project budget with actual spending in preparation for completion and closeout of the project; and

WHEREAS, funding for this project will be 100% ARRC internal funds; and

WHEREAS, the authority of ARRC's President & Chief Executive Officer to approve an unbudgeted or overrun capital expenditure is limited to matters with an estimated total cost of no more than \$300,000, with higher estimated cost matters requiring Board approval pursuant to ARRC's Approval Authority Guide.

NOW THEREFORE BE IT RESOLVED that the ARRC Board of Directors has considered the proposed increase in funding for Phase 3 of the Depot Drive Project presented by ARRC Management and hereby approves AFE No. 11076 S-2 in the amount of \$67,326 for the purposes stated therein which brings the total amount of AFE No. 11076 to \$1,112,326.

**Alaska Railroad Corporation  
Authorization for Expenditure Form**

For Accounting Use Only

**AFE# 11076 S-2**

Page 1

General Information:	
AFE Title:	<b>2023 Depot Dr. Improvements Phase 3</b>
Prepared By:	<b>Angela Lacina</b>
Resp. Center (Name):	<b>Real Estate/Facilities</b>
Resp. Center (#):	<b>8900</b>
Depreciation Center:	<b>8900-Real Estate</b>
Line of Business:	<b>Real Estate/Facilities</b>
Spending Timetable:	
2023	\$ 750,000
2024	\$ 362,326
2025	\$ -
2026	\$ -
2027	\$ -
<b>Total</b>	<b>\$ 1,112,326</b>
Other Information	
Useful Life (Years):	25
Annual Depreciation:	\$ 44,493
Estimated Annual Operating Costs	\$ -

Included in Capital Budget:		
Capital Budget	Year:	2023 Budgeted
Total Amount	\$	1,112,326
Source of Funding	ARRC	\$ 1,112,326
Source of Funding		\$ -
Source of Funding		\$ -
Grant Number	N/A	
Grant Name	N/A	
AFE History:		
	Amount	Date Prepared
Original AFE	\$ 750,000	12/15/22
Supplemental #1	\$ 295,000	04/11/24
Supplemental #2	\$ 67,326	11/21/24
Supplemental #3	\$ -	
Supplemental #4	\$ -	
Supplemental #5	\$ -	
Supplemental #6	\$ -	
Supplemental #7	\$ -	
<b>Total</b>	<b>\$ 1,112,326</b>	

Required Signatures for Approval:			
(if applicable)	Last Name(s) (Print)	Signature	Date
<b>Project Manager:</b>	<b>Shane Maloney</b>	<i>Shane Maloney</i>	1/9/2025
<b>Responsible Owner:</b>	<b>Andrew Donovan</b>	<i>Andrew Donovan</i>	1/10/2025
<b>VP, Owner Department:</b>	<b>Christy Terry</b>	<i>Christy Terry</i>	1/9/2025
<b>Functional User(s):</b>	<b>Andrew Donovan</b>	<i>Andrew Donovan</i>	1/10/2025
<b>Chief Operating Officer:</b>	<b>Clark Hopp</b>	<i>Clark Hopp</i>	1/10/2025
<b>Grant Administration:</b>	<b>Christina Isabelle-Glover</b>	<b>N/A</b>	
<b>Chief Financial Officer:</b>	<b>Michelle Maddox</b>	<i>Michelle Maddox</i>	1/10/2025
<b>Accounting Department:</b>	<b>Amy Kinnanman</b>	<i>Amy Kinnanman</i>	1/10/2025
<b>CEO &amp; President:</b>	<b>Bill O'Leary</b>	<i>Bill O'Leary</i>	1/9/2025
<b>Board of Directors:</b>	<b>John Shively</b>		

**Alaska Railroad Corporation  
Authorization for Expenditure Form**

For Accounting Use Only

**AFE# 11076 S-2**

Page 2

<b>Is this project related to health and/or safety?</b>	<b>Yes</b>	<b>If yes describe:</b>
<p>Repairing the damaged 1st Ave road will increase local traffic safety, and defining the Depot Dr. bus route and pedestrian traffic areas will separate vehicle traffic from pedestrian movement.</p> <p>Removing the overhead lines and utility poles will allow for expansion of the property and eliminate the hazards associated with increased traffic under these lines.</p>		
<b>Scope of Work:</b>		
<p>Project will include extension of Depot Dr. 300' to accommodate tractor trailer and passenger bus traffic for tenants and ARRC customers. The project will eliminate traffic on unpaved wash boarded roads, connect the bus lane to the main road, as well as general filling and grading of the area to improve drainage. Additionally, Chugach Electric will begin removing utility poles and relocating the overhead lines that cross the area underground. ARRC will be responsible to pay for a portion of the cost of this project.</p> <p>300' road extension: \$425,000 ARRC utility relocation responsibility: \$325,000</p> <p>Supplemental No.1 increases project funding to complete original scope of work. This project was delayed a year to allow CEA to relocate overhead utilities underground within the footprint of the proposed Depot Dr project. As a result of the delay, project engineering estimates were higher than anticipated due to increased material and labor costs.</p> <p><b>Supplemental No.2 increases project funding by \$67,326 due to unforeseen soil conditions that required more material exports, imports, and handling costs that where not account for in the original scope of work. Additionally, there was unbudgeted environmental disposal costs and post contract award changes that were imposed by the Municipality or Anchorage permitting department that were not included in the original budget. This cost increase will align the project budget with actual spend in preparation for closeout and capitalization.</b></p>		
<b>ARRC Business Justification</b>		
<p>With the newly developed businesses and residential units, the area is experiencing a greater traffic volume. This has caused the need to de-conflict ARRC passenger service bus traffic and patron and tourist traffic visiting the local businesses. Connecting the bus lane to the road and defining the drivable areas, will increase safety during passenger operations, as well as eliminate standing water and large mud puddles that buses would have to drive through.</p> <p>Removing the overhead lines and utility poles will allow for expansion of the property and eliminate the hazards associated with increased traffic under these lines.</p>		
<b>Alternatives Considered:</b>		
Postpone phase 3 of project and delay improvement plan.		
<b>Preliminary Budget:</b>		
<b>Line Description</b>	<b>Amount</b>	
Equipment	\$	-
Labor (Fully Burdened)	\$	20,000
Materials	\$	-
Contracts	\$	1,092,326
Other Expenses	\$	-
<b>Total</b>	<b>\$</b>	<b>1,112,326</b>

**Note:** All health and/or safety related project(s) should be the highest ranked project(s) in the department.

Adopted:

Resolution No. 2025-02

Relating to Administrative Correction of  
Resolution No. 2024-32

WHEREAS, on November 14, 2024, the Board of Directors of the Alaska Railroad Corporation (ARRC) passed Resolution No. 2024-32, which approved the AFE No. 11306 relating to the replacement of the railroad bridge located at ARRC MP 190.5; and

WHEREAS, Resolution No. 2024-32 contained a discrepancy regarding the total amount of AFE No. 11306, with the sixth recital setting forth a total amount of \$10,250,698 and the final paragraph setting forth the Board's approval of AFE No. 11306 stating a total amount therefor of \$10,527,630; and

WHEREAS, the actual total amount of AFE No. 11306, as set forth therein, is the lower amount of \$10,250,698 that was correctly set forth in the recital described above, with the incorrect higher amount in the final paragraph constituting an administrative error; and

WHEREAS, it is important for the records of the ARRC Board of Directors to accurately reflect the Board's actions, including the total amounts of AFEs approved by the Board.

NOW THEREFORE BE IT RESOLVED, that the ARRC Board of Directors hereby approves this Resolution No. 2025-02, and directs the Board Secretary to substitute a corrected version of Resolution No. 2024-32, in the form attached hereto, in the official records of the Board of Directors.

Adopted:

Resolution No. 2024-32

Relating to Replacement of Bridge at ARRC  
MP 190.5 (AFE No. 11306)

[CORRECTED per Resolution No.  
2025-02]

WHEREAS, the single-span, 80-foot railroad bridge located at MP 190.5 on the Alaska Railroad Corporation (ARRC) mainline where it crosses Little Willow Creek 5 miles north of Willow, Alaska (Bridge 190.5), which was built in 1926, is nearing the end of its useful life and also experiencing progressive failure of its abutments; and

WHEREAS, due to the factors identified above, Bridge 190.5 needs to be replaced and upgraded to ensure the continuing integrity and reliability of the mainline and ARRC Management has identified the replacement of Bridge 190.5 as a top priority project; and

WHEREAS, the replacement of Bridge 190.5 will support Alaska's transportation infrastructure, improve safety along the mainline, promote economic vitality in the region, preserve rail access to military installations, ensure continued ARRC freight and intercity passenger services, and mitigate the risk of an emergency rail line outage caused by bridge failure; and

WHEREAS, the proposed project will also support the goals of ARRC's ongoing Bridge Rehabilitation Project, which seeks to rebuild and rehabilitate ARRC's older bridges over time as funding allows; and

WHEREAS, ARRC has progressed design for a replacement 125-foot through-plate girder bridge with abutments consisting of concrete caps with steel bents, sheet pile bulkheads, armoring, and construction pads on either end of bridge; and

WHEREAS, AFE No. 11306 authorizes the expenditure of \$10,250,698 to complete the design, comply with NEPA requirements and replace the existing 80-foot steel deck girder span at MP 190.5 with a 125-foot through-plate girder span as described above; and

WHEREAS, funding for this project will be 80% in FRA funds in the amount of \$8,200,558 and 20% ARRC internal funds in the amount of \$2,050,140; and

WHEREAS, the approval to begin a capital project with an estimated cost of more than \$500,000 or an estimated completion time of more than one year requires specific board approval pursuant to AS 42.40.120(c)(13).

NOW THEREFORE BE IT RESOLVED, that the ARRC Board of Directors has considered the Bridge 190.5 Replacement Project proposal as presented by ARRC Management and hereby approves AFE No. 11306 in the amount of \$10,250,698 for the purposes stated therein.

Adopted:

Resolution No. 2025-03

Relating to Renewal of Self Insurance  
and Operating Lines of Credit

WHEREAS, the Alaska Railroad Corporation (“ARRC”) Board of Directors previously approved a \$10,000,000 self-insurance line of credit, and a \$10,000,000 operating line of credit with Wells Fargo Bank, N.A.; and

WHEREAS, the above-referenced lines of credit expire on April 1, 2025; and

WHEREAS, ARRC continues to have a need for immediate access to funds in the event of major loss or damage and wishes to continue the protection offered by an insurance line of credit; and

WHEREAS, ARRC continues to have a need to maintain access to an operating line of credit to ensure the availability of funds during times of cash shortfalls and to provide maximum flexibility in the management of its cash resources; and

WHEREAS, the authority to establish lines of credit requires Board approval in accordance with ARRC's Approval Authority Guide; and

WHEREAS, corporate management has determined that Wells Fargo Bank, N.A. offers rates and terms for the insurance and operating lines of credit that are within a market range of comparable credit lines.

NOW THEREFORE BE IT RESOLVED that the President & CEO, or his designee, is authorized (i) to negotiate, finalize and execute documents necessary to originate, maintain, use and renew a \$10,000,000 self insurance line of credit, and a \$10,000,000 operating line of credit with Wells Fargo Bank, N.A. on the terms and conditions set forth in the Lines of Credit Financing Proposal received by ARRC on January 8, 2025, a summary of which is attached hereto as Exhibit A, or on terms and conditions more favorable to the Corporation than those stated therein; and (ii) on behalf of ARRC to designate ARRC's obligation under one or more of the lines of credit as a “qualified tax exempt obligation” under Section 265(b)(3) of the Internal Revenue Code of 1986 to the extent possible.

**Exhibit A to Resolution No. 2025-03 Relating to  
Renewal of Self Insurance and Operating  
Lines of Credit is Confidential and was  
omitted from public materials**

Adopted:

Resolution No. 2025-04

Relating to Parks Highway MP 169  
Grade Separation Match Commitment  
for the Railroad Crossing Elimination  
Program

WHEREAS, the Parks Highway in the vicinity of its Milepost 169 crosses the Alaska Railroad Corporation (“ARRC”) mainline on an at-grade crossing at ARRC Milepost 279.6 just south of ARRC’s Hurricane Section (the “Hurricane Crossing”); and

WHEREAS, the Hurricane Crossing is one of only two remaining at-grade crossings on the Parks Highway from among numerous at-grade crossing that originally existed on that highway when it was constructed; and

WHEREAS, both ARRC and the Alaska Department of Transportation and Public Facilities (“ADOT”), which is responsible for maintaining and administering the Parks Highway, consider the construction of grade-separated crossing at the Hurricane Crossing as necessary to address a critical safety concern; and

WHEREAS, ADOT developed a shovel-ready project to grade separate the Hurricane Crossing (the “Project”); and

WHEREAS, the Federal Railroad Administration (“FRA”) maintains a Railroad Crossing Elimination Program (“RCEP”) and announced in 2024 that grant funding for grade separations was available through the RCEP; and

WHEREAS, ADOT wrote to ARRC in August 2024 and proposed that ARRC and ADOT each contribute half of the required 20% matching funds in the event that ADOT was successful in receiving the RCEP grant for the Project; and

WHEREAS, ARRC replied to ADOT recognizing the unique importance and safety benefits of the Project and stating that although ARRC is financially unable to assume responsibility for the expenses associated with the almost 300 crossings permitted to various entities along its rail network, ARRC would seek approval from its Board of Directors for ARRC to commit to pay for 10% of the non-federal matching funds in an amount not to exceed \$2.7 million should ADOT be successful in obtaining the RCEP grant; and



WHEREAS, ARRC and ADOT are parties to a Public Facilities Master Agreement, ARRC Contract No. 9760 (“Master Agreement”), which covers crossings and other ADOT facilities within the ARRC ROW; and

WHEREAS, with respect to the funding of ADOT projects involving its crossings and other facilities, the Master Agreement provides as follows: “No Project costs and expenses are to be borne by ARRC and ARRC is not required to contribute any funding for a Project”; and

WHEREAS, ADOT applied to FRA for a grant under the RCEP to construct the Project; and that grant application was successful; and

WHEREAS, under AS 42.40,250 the ARRC Board of Directors has the authority to enter into agreements with state agencies and to provide for the construction of railroad facilities; and

WHEREAS, funding for ARRC’s portion of the matching funds approved hereunder will be 100% ARRC internal funds.

NOW THEREFORE BE IT RESOLVED that the ARRC Board of Directors recognizes the unique importance of the Hurricane Crossing Project and its near-culmination of a decades-long initiative to eliminate at-grade crossings on the Parks Highway, and finds that is in the best interest of the Corporation, the State of Alaska and its citizens that the Project be completed as soon as possible. Accordingly, the Board of Directors hereby approves the expenditure of ARRC internal funds to pay no more than one half of the 20% of the non-federal matching funds for the Hurricane Crossing Project grant, provided that such payment shall not exceed \$2.7 million. The Board of Directors hereby authorizes the President and CEO, or his designee, to negotiate, finalize and execute all documents necessary to arrange for and make the above-described expenditure.

BE IT FURTHER RESOLVED that the ARRC Board of Directors acknowledges that the above authorization is contrary to the provisions in the ARRC-ADOT Public Facilities Master Agreement, which requires ADOT to pay all amounts necessary to construct and maintain all crossings and associated facilities covered under that Agreement. It is the intent of the Board of Directors that this action be a one-time exception to ADOT’s obligations to pay all costs associated with its crossings and associated facilities on ARRC land in order to realize the unique opportunity and public benefits presented by the above-described RCEP grant. This action shall not in any way alter ADOT’s and ARRC’s rights and obligations under the Public Facilities Master Agreement.

**LEASE SUMMARY**

LESSEE: Pioneer Park Hospitality, LLC

CONTRACT NO: 21134

**LEASE DESCRIPTION:** Tract 10 of Chena Landings Subdivision, within the ARRC Fairbanks Reserve, containing 149,105.88 square feet (3.42 acres), more or less.

**KEY CONTRACT PROVISIONS:**

Estimated Effective Date: January 1, 2025

Prior Annual Rent: \$63,370.05 annually

Lease Term: Forty (40) 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; except in lease year 35, when rent will be adjusted to fair market value without any caps or floors.

Lease Area: 149,105.88 sq. ft., more or less.

Base Annual Rent: \$63,370.05 (based on 2024 appraised value)

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**PUBLIC NOTICE:** Yes, public comment will expire January 26, 2025.

**LEGAL REVIEW:** Yes

**INTENDED USE:** Hotel operations consistent with Lessee's business.

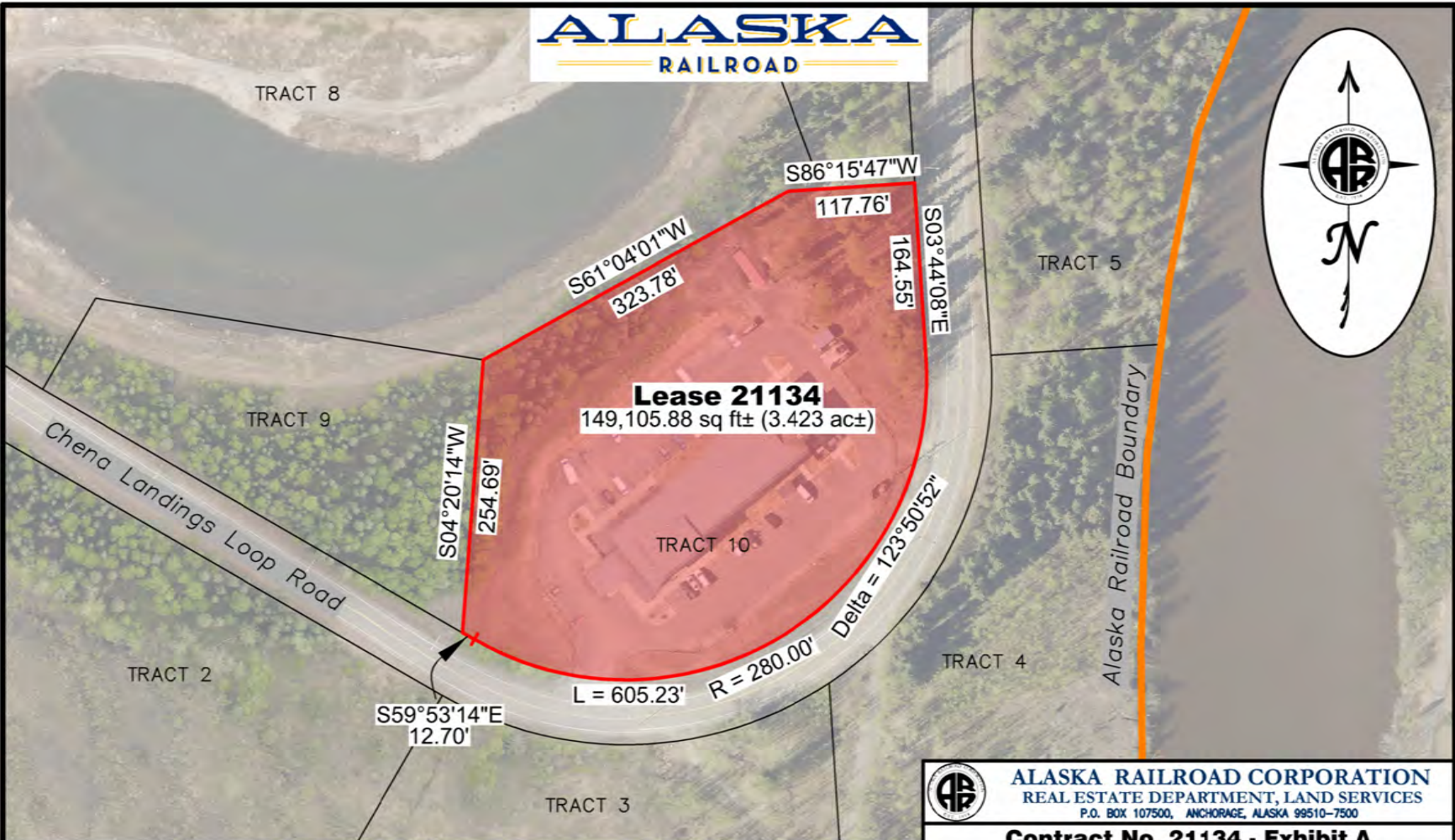
**SUMMARY AND RECOMMENDATIONS:** Lessee currently leases the property under a ground lease for a term of thirty-five (35) years. The current lease is due to expire July 31, 2029. Lessee plans to continue to invest in upgrades of existing improvements and is requesting a new forty (40)-year Ground Lease for financing purposes. Approval is recommended.

**APPROVED:** \_\_\_\_\_

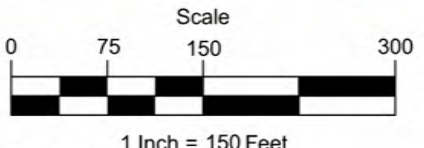
Jennifer Mergens  
ARRC Board Secretary

**Board Meeting Date:** \_\_\_\_\_

# ALASKA RAILROAD



The meridian of this exhibit is based on Chena Landings Subdivision (2000-31) Fairbanks Recording District



For indexing purposes this property is located in the W1/2 Sec. 9, T1S, R1W, F.M.

[AlaskaRailroad.com](http://AlaskaRailroad.com)

<b>ALASKA RAILROAD CORPORATION</b> REAL ESTATE DEPARTMENT, LAND SERVICES <small>P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500</small>		
<b>Contract No. 21134 - Exhibit A</b> <b>Pioneer Park Hospitality, LLC</b> <b>Area = 149,105.88 sq ft± (3.423 ac±)</b>		
<b>ARRC title - Patent 50-2006-0464</b> <b>USRS T1S, R1W, FM - Lots 1-5, N1/2 NW1/4</b>		
DRAWN BY: DCA	SCALE: 1" = 150'	DATE: 2024-12-17
CHECKED BY: JSR	<b>Fairbanks Terminal Reserve</b>	
APPROVED BY: JSR		
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