MATANUSKA-SUSITNA BOROUGH **REGULAR MEETING**
PORT COMMISSION **August 15, 2016**

I. CALL TO ORDER

The regular meeting of the Matanuska-Susitna Borough Port Commission was held August 15, 2016 at the DSJ Building, Lower Level Conference Room, Palmer, Alaska. Commissioner Borell called the meeting to order at 3:00 p.m.

II. ROLL CALL

Port Commissioners present were:

Mr. Steven Borell, Chairman
Mr. Christopher Gates, Vice Chairman
Mr. Noel Woods
Ms. Helga Larson
Ms. Claudia Roberts
Mr. Robert Brown

Port Commissioners absent or excused were: Mr. Mike Janecek

Assembly Persons in attendance were:

Mr. Randall Kowalke
Mr. Dan Mayfield

Borough Staff in attendance were:

Mr. John Moosey, Borough Manager
Mr. Marc Van Dongen, Port Director
Ms. Therese Dolan, Port Secretary

III. QUORUM DETERMINATION

Chairman Borell determined there was a quorum present.

IV. PLEDGE OF ALLEGIANCE

The pledge of allegiance of was led by Commissioner Noel Woods.

V. AUDIENCE INTRODUCTION

The Chairman introduced Ms. Jean Woods and Mr. Lamar Anderson. Mr. Eugene Haberman arrived at 3:17, after introductions had been made.

VI. APPROVAL OF AGENDA

The agenda was approved with the addition of a discussion regarding the Ferry.

VII. APPROVAL OF MINUTES

July 18, 2016 Regular Meeting – The Chairman accepted a motion to approve the minutes. The minutes were approved without objection.

GUEST SPEAKER(S) NA

VIII. STAFF REPORTS

A. Borough Manager - Mr. John Moosey

1. Mr. Moosey said he had drafted a letter to the Japanese delegation that would be signed by himself, the Mayor, the entire assembly as well as all the Port Commissioners. As soon as it is translated into Japanese it will be available for signature.
2. In light of Mr. VanDongen's upcoming retirement, Mr. Moosey provided copies of the Port Director's job description and asked that the Port Commissioners weigh in on what kind of Port Director they would like to see hired. He also said that he would like to have a couple commissioners sit in on the interview committee. He would like to see this person start before Marc leaves; however with the $5.7 million cut in our budget, he will need to have the assembly weigh in on the cost involved.

B. Port Director - Mr. Marc Van Dongen

1. Port Update (GANTT Charts):
   - Cathodic Protection Repair Project – Mr. Van Dongen explained that Norton Corrosion was the designer and manufacturer of our cathodic protection system. It was apparent when the sleds were pulled that it was a materials problem. He will be invoicing Norton Corrosion for our costs to date which is approximately $169,000. He has also told them in a letter that he expects them to pay for the replacement sleds, reinstallation and re-initiation of the system. They haven't disputed this and have indicated that they are in discussions with the company that provided the materials to determine exactly what failed, as well as their insurance company. There is a 6 - 8 week lead time to order materials so there will not be enough time to get the new sleds manufactured and installed before ice-up. We will have limited cathodic coverage from the three remaining sleds. There are two working sleds at the north end of the deep-draft dock and the initial part of the trestle and barge dock are protected by the third sled. It will be next May before the system is reinstalled and fully working. Mr. Mayfield asked what the cumulative effect of the diminished capacity between now and May would be. This question led to discussion of the feasibility of installing a passive system before ice-up, at Norton's expense, that would provide protection until the active impress system was fully operational. Mr. VanDongen suggested that it might be more appropriate to ask for reimbursement for the hours that he has spent managing the project both during the initial installation as well as during the removal of the sleds and eventually reinstalling the new system. Additionally, we could ask for a dollar amount from their insurance company to cover the degradation of the system over the next 9 months, but there isn't enough time this year to design and install a new passive system before things freeze up.

- Don Young Road – A second two-inch layer of pavement was added to the original three inches for a total of five inches of pavement on Don Young Road. The painting has been completed but there is still some work to be done raising the guardrails to the correct height. This was a DOT project and since they had funds left over, Mr. Van Dongen said that he has asked them to pave another half mile from the intersection back to the old gravel pit. This will require DOT to update the environmental study; hopefully they will be able to re-mob the contractor, K&H Constructors, by mid-October to pave the last half mile.
- Mr. Van Dongen closed his Port Update by sharing his thoughts on the future of the Port. He said that he was hired to build a port and that has been his focus. For 16 years he had been able to get grants to pay for port projects, however under the current state and federal fiscal constraints he didn't think there would be any grants for the forseeable future. He believes the priority should now be to maintain the several hundred million dollars that have been invested in the port, rail line, terminal building, utilities, roads and cathodic protection. The Port of Anchorage spends three to five million a year on maintenance. For 16 years we have had very little maintenance costs, until the $2.3 million spent on the barge dock repair. There have been suggestions that the port should be "moth balled" but even that requires maintenance which would be at a significant cost.

2. Proposed LNG Site
   - Mr. Van Dongen briefly reviewed the two sites Resources Energy Inc (REI) has been considering for their LNG Project and then laid out a third site he recently presented to REI. He described all the advantages to this third site including: location above the docks making it the shortest distance to get LNG to the water, expansion potential from 48 to 202 acres, reasonable lease buy-out, use of the existing deep draft dock, office space, utilities, and completed road improvements. This third location would save REI millions of dollars and 3-5 years of environmental studies and permitting. Numerous LNG and commodities scenarios were discussed including a second rail loop and deep draft dock further to the north. There was a lengthy discussion regarding when REI might reach a decision and other options they may be considering.

IX. ITEMS OF BUSINESS

A. Unfinished Business

1. Rail Freight Marketing Analysis
   - The McDowell Group was the contractor selected to conduct the Rail Freight Study. Jim Calvin and other McDowell representatives will be attending the Municipal League BBQ at the Port on August 18th. That would be an excellent opportunity for Commissioners to talk with them.

B. New Business:

1. Resolution Serial No. 16-01, Port Priority Projects for the Borough Capital Improvement Project (CIP)

- Mr. Gates made a motion for passage of Resolution Serial No. 16-01 for purposes of discussion. The motion was seconded by Ms. Larson. Mr. Gates stated that he didn't think it was wise to move forward with the CIP list until we know what commodities are likely to go through the port. There was discussion on the purpose of the CIP and the process used to develop and prioritize the list of projects. The Borough Manager, Mr. Moosey pointed out that he doesn't think there will be any capital monies available in the coming year and he is going to recommend that the Assemby simply roll the current CIP list over for another year. Mr. Van Dongen stated that the items were in priority order and there was only one change from last year. Now that Lu Young Lane has been widened, he updated the project to paving. Even though items are prioritized, projects are done as money becomes available to complete them. A project must be on the Assembly approved CIP in order to receive funds or grants. If it isn't on the CIP, we will never receive funds/grants to complete it. Chairman Borell called for a vote to approve the CIP which passed with five in favor and one opposed.

2. Potential Names for University Access Road

- After a few suggestions from commissioners and a member of the public, the port commission decided that they would prefer to continue to use the current unofficial name of "UA Access Road."

X. COMMITEE REPORTS None.

XI. AUDIENCE PARTICIPATION *(three minutes per person)*

A. Mr. Eugene Haberman stated the Port Commission was wrong to pass the motion regarding Resolution Serial No. 16-01, Port Priority Projects for the Borough Capital Improvement Project (CIP) without any public comment. He also voiced displeasure with the minutes, stating they were incomplete. He mentioned not having a report/discussion on the ferry. He then called for the resignation of all seven commission members. Mr. Haberman finished by emphatically stating that the secretary announcing "time" instead of having a clock was out of order.

B. Ferry Discussion:

Mr. Gates reminded the Chairman that a "Ferry Discussion" was added to the agenda at the start of the meeting but we hadn't yet discussed it. A very lengthy discussion ensued with several key points being made. Ms. Larson stated that for historical purposes it would be good to have some kind of report. Mr. Gates expanded the discussion, adding that for transparency lessons learned should be included. Mr. Woods reiterated his comments from the last meeting that the Port Commission knew nothing of the decisions made

as they weren't included in the decision making process and therefor the Port Commission should not be involved. Mr. Mayfield shared his thoughts, saying that he felt while there were well meaning people involved in the decisions they perhaps weren't the best decisions. Transparency is good when things are happening but to go back and write about the missteps would be the wrong approach and would cost a lot of time and money. He also pointed out that there has been a self-correction with two Assembly members dedicated to attending the Port meetings, ensuring there is open dialogue between the Port Commission and the Assembly. Ms. Larson said she would like a historical report that focuses on the Port but that history also includes the ferry. Mr. Brown asked who would gather the information and determine what is fact. Who will sift through the multiple accounts of what happened? After further discussion, the Borough Manager stated what is being asked for is a forensic audit of 12 years and could cost several million dollars. Mr. Haberman expressed his thoughts saying that an appraisal should have been done before the ferry was sold, but the key thing is transparency. He went onto say there should be an accounting and the insurance questions need to be answered. The Chairman stated that those questions were beyond this commission.

XII. CLOSING COMMENTS

A. Mr. Kowalke said that he would not support the administration spending any money or man hours on a report regarding the ferry.
B. Mr. Mayfield agreed Mr. Kowalke.
C. Ms. Roberts had no comment.
D. Ms. Larson said she is looking for how the port developed. She is interested in a history of the Port.
E. Mr. Gates stated that we learn from mistakes and we need to pass that on. Something needs to be done but not in forensic detail. He said there are nuggets that we should take away from this. He is very happy that the borough is doing a rail study and he is looking forward to reading it.
F. Mr. Brown thanked Mr. Van Dongen for his time and the presentation.
G. Mr. Woods complimented Mr. Van Dongen for all he has done.
H. Mr. Borell reminded everyone present that this port is the most valuable piece of property in the MAT-SU Borough and probably for the entire interior of the state.

XIII. AJOURNMENT

The Chairman adjourned the meeting at 4:59 p.m.

Steven Borell, Chairman

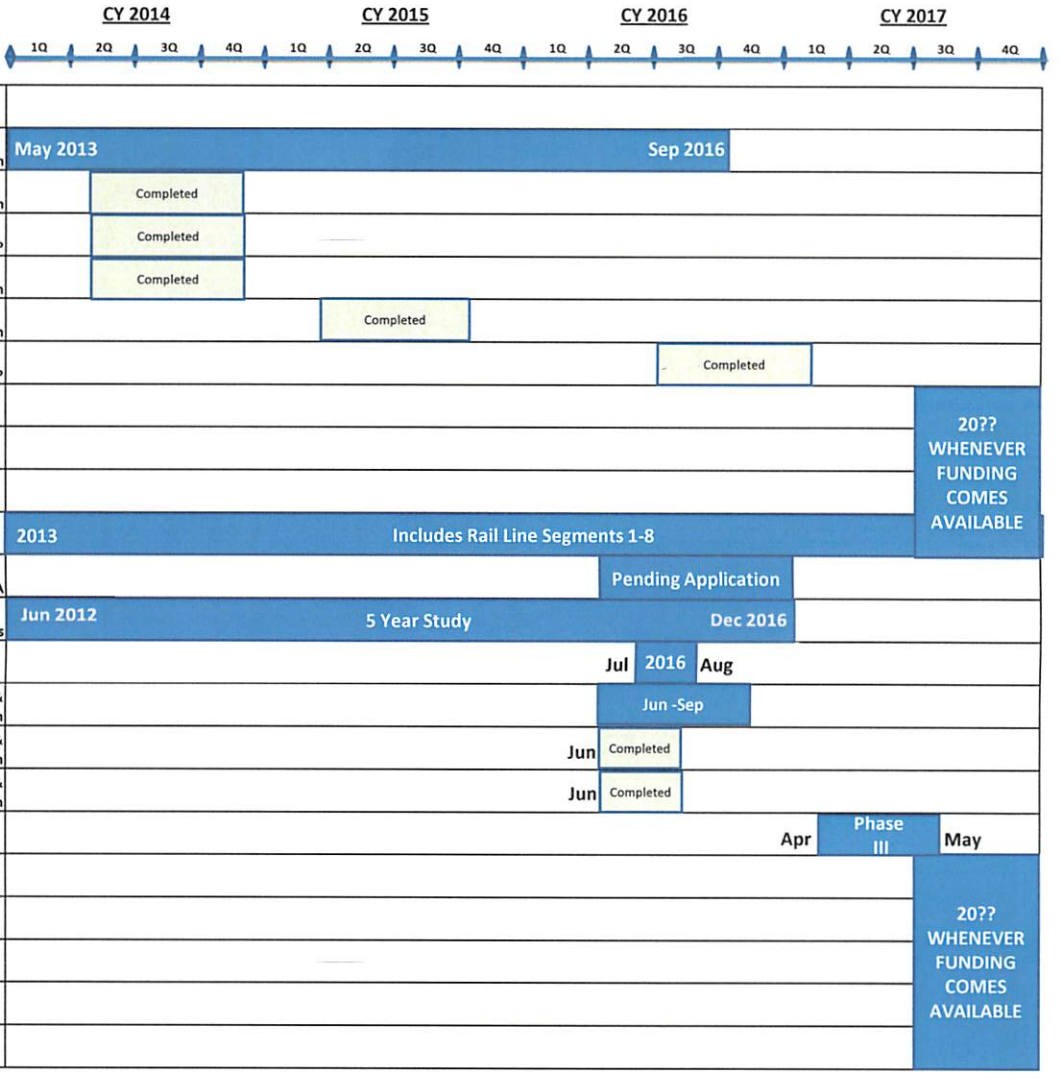
Submitted:

Therese Dolan, Administrative Secretary

Port MacKenzie Projects

As of October 2016

	PROJECT	CORPS PERMIT ISSUED	COST	FUNDS RECEIVED	FUNDING SOURCES	CONTRACTOR
1	**Main Rail Line Construction**					
a	Main Rail Line Engineer/Design/ROW Purchase/Project Management	NA	$30,000,000	$30,000,000	State	Pruhs Construction
b	Rail Line Segment 1 (4.9 miles) COMPLETED 2014	√	$17,500,000	$17,500,000	State	Bristol Construction
c	Rail Line Segment 3 (6.5 miles) COMPLETED 2014	√	$14,300,000	$14,300,000	State	QAP
d	Rail Line Segment 4 (7.4 miles) COMPLETED 2014	√	$14,995,000	$14,995,000	State	Bristol Construction
e	Rail Line Segment 6 (1.8)miles) COMPLETED 2015	√	$10,600,000	$10,600,000	State	Granite Construction
f	Rail Line Segment 5 (3.5 miles) COMPLETED 2016	√	$7,000,000	$7,100,000	State	QAP
g	Rail Line Segment 2	√	$60,000,000	partially funded		
h	Rail Line Segment 7	√		Unfunded		
i	Rail Line Segment 8	√		Unfunded		
	Main Rail Line Construction	√	TOTAL $325,000,000	TOTAL $184,000,000.	State	
2	Deep-Draft Dock Expansion Permit		$20,000	$20,000	Port Enterprise	NA
3	Point MacKenzie Shoal Study	NA	$1,750,000	$1,750,000	$1 M - State $750K - Corps	Corps of Engineers
4	Don Young Road Pave 2" Second Layer and Raise Guardrail	NA	$750,000		AKDOT & PF	
5	Cathodic Protection System Repair	NA			State/Port Enterprise	Global Diving & Norton Corrosion
a	Phase I - Initial Inspection COMPLETED June 2016	NA	$46,593	$46,593	$20,455 - State $26,138 - Port	Global Diving & Norton Corrosion
b	Phase II - Removal of Anode Sleds COMPLETED June 2016	NA	$122,416	$187,000	Port Enterprise	Global Diving & Norton Corrosion
c	Phase III - Reinstallation of Cathodic Protection System	NA				
7	Deep-Draft Dock Pile Sleeves	NA	$5,000,000	Unfunded	State	
8	Add 2 Piles and Dolphin to Deep-Draft Dock	√	$1,800,000	Private	Usibelli	
9	Deep-Draft Dock Expansion Design	NA	$2,250,000	Unfunded	Fed/State/Private	
10	Deep-Draft Dock Expansion Construction	√	$80,000,000	Unfunded	Fed/State/Private	



Completed Port MacKenzie Projects

As of October 2016

	PROJECT	COST	FUNDING SOURCE	CONTRACTOR	CY 1999-	CY 2002	CY 2003	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022
1	Initial Access Road & Barge Dock	$7,200,000	State	Alaska Interstate Construction, LLC		1999-2003																				
2	Electric Utility	$1,800,000	State	TAB Electric, LLC		2002																				
3	Telephone/FAX/Internet	$750,000	State	MTA			2003																			
4	Deep-Draft Dock	$14,700,000	$10M State, $3M NPI, $1.7 Land Mgmt Fund	MKB Constructors				2004-2005																		
5	Hill Reduction at Lu Young Lane	$ 1,540,000	State	Quality Asphalt, Inc (QAP)									2009													
6	Barge Dock Expansion Design	$ 50,000	Port Enterprise	PND Engineers, Inc									2009													
7	Barge Dock Expansion, Phase I	$ 2,512,000	EDA/MSB	Scarsella Brothers, Inc										2010												
8	High Mast Light Repair	$ 94,291	Port Enterprise	Dimond Electric, Inc											2011											
9	Dock Inspections	$ 45,000	Port Enterprise	PND Engineers, Inc											2011											
10	As Built Lu Young lane	$ 22,000	Port Enterprise	USKH, Inc											2011											
11	Barge Dock 3' Cap, Phase II	$ 402,000	EDA/MSB	Swalling Construction											2011											
12	Port Bi-Modal Bulk Facility Phase I	$ 11,500,000	State	Bristol Construction											2011											
13	Port Bi-Modal Bulk Facility Phase II	$ 4,000,000	State	QAP											2011											
14	Main Rail Line EIS	$ 10,000,000	State	Final EIS rec'd 3/11, ROD Rec'd 11/11											2011											
15	Hill Reduction at Don Young Road	$ 6,300,000	$3.9M FHWA & $2.4M AK DOT	Kinnerson Construct.												2012										
16	Barge Dock Riprap	$ 200,000	MSB	WestPac												2012										
17	E Lake Lorraine Gravel Pit Develpmt.	$ 29,670	Port Enterprise	Bristol Construction													2013									
18	Organic Material Storage Pad and Driveway	$ 27,100	Port Enterprise	Valley General Gravel													2013									
19	Barge Dock Lights, Utilities, Guard Shack, Gate and Cameras	$ 836,000	EDA/State														2013									
20	Pave Last 2 Miles to Dock	$ 800,000	FHWA/State	Pruhs Construction														2014								
21	Lake Lorraine Acess Upgrade	$ 78,000	State	Pruhs Construction														2014								
22	Barge Dock Gravel Cap	$ 28,000	State	Pruhs Construction														2014								
23	Port Bi-Modal Bulk Facility Phase III and Segment 1 (4.9 miles)	$ 17,500,000	State	Bristol Construction														2014								
24	Rail Line Segment 3 (6.5 miles)	$ 14,300,000	State	QAP														2014								
25	Test Wells West of Lake Lorraine	$ 25,000	MSB	Hattenberg Dilly & Linnell, LLC														2014								
26	Rail Line Segment 4 (7.4 miles)	$ 14,995,000	State	Bristol Construction														2014								
27	Rail Line Segment 6 (1.8 miles)	$ 10,600,000	State	Granite Construction															2015							
28	Electrical Impress System	$ 2,500,000	State	Global Diving, Inc															2015							
29	Dock Repairs	$ 40,000	Port Enterprise	Global Diving, Inc															2015							
30	Port MacKenzie Master Plan	$ 25,000	$ 25,000	Mill Creek Engineers																2016						
31	Barge Dock Repairs	$ 2,500,000	Land Mgt Perm. Fund & Port	Orion Marine Constr																2016						
32	Lu Young Lane	$ 905,000	State	Bristol Construction																2016						
33	High Mast Light Repair	$ 45,000	State/Port	NPC Energy Services																2016						
34	M/V Susitna	$ 3,100,000	Land Magt Perm. Fund	Associated Maritime Providers & Foss																2016						
35	Don Young Paving 2nd Layer	$ 419,951	State	K&H Constructors																2016						

COMMUNITY ties

Alaska Railroad Corporation
3rd Quarter 2016

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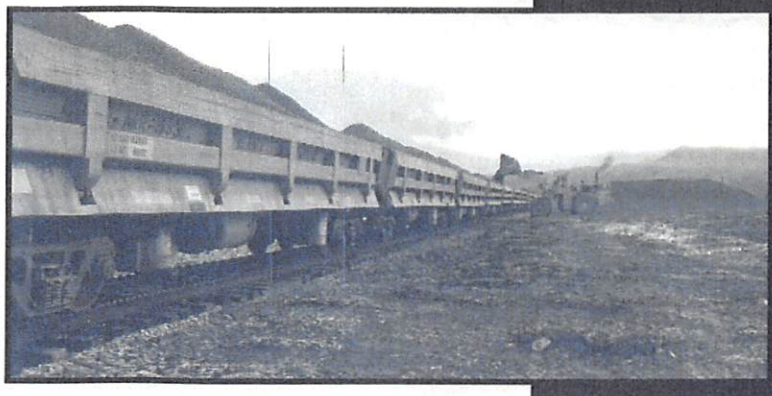
RR BOOSTS HARD ROCK HAUL EFFICIENCY

Track-side Cantwell stockpiling site lowers cost of in-state source



A train with 30 air-dump cars is filled with crushed hard rock aggregate at the new laydown and loading site at Cantwell.

(Photo by Blake Adolfae)

The Alaska Railroad partnered with Granite Construction and the Alaska Dept. of Transportation & Public Facilities (ADOT&PF) this summer to lower the cost of hauling hard rock aggregate from a source near Cantwell to Anchorage. ADOT&PF uses hard rock for southcentral Alaska paving projects to make road surfaces more durable, particularly in high-volume areas where studded tire traffic creates ruts.

The railroad began hauling hard rock in 2013, when trains loaded in Healy, about 36 miles north of the Panorama Mountain mine where hard rock is crushed on-site. Hard rock trains have also loaded at Broad Pass, which is still 23 miles from the mine. Equipped with a heavy

(see "Rail Hauling Hard Rock..." on page 2)

OLD FAIRBANKS DEPOT BECOMES SCHOOL

Railroad lease helps project to repurpose historic rail station

Spruce Tree Montessori School Founder Sabrina Binkley discusses the old depot renovation.

(Photo by Stephenie Wheeler)

The historic Alaska Railroad (ARRC) depot in Fairbanks recently transformed into a vibrant schoolhouse thanks to local entrepreneurs and contractors, and a 35-year railroad land lease. Spruce Tree Montessori School invited the public to a ribbon-cutting August 31 to celebrate. The newly renovated facility is hailed by neighbors and community leaders as a positive investment.

Originally built in 1959, the historic depot opened in 1960 and served as a train station until 2005, when ARRC completed a new passenger facility off Johansen Expressway. Later in 2005, ARRC sold the historic depot building to the Fairbanks *Daily News Miner*. A decade later, Sabrina and Ryan Binkley purchased the historic building from the newspaper and leased the nearly one acre of surrounding land from the railroad.

(see "Depot to Schoolhouse..." on page 3)

RAIL HAULING HARD ROCK ...

(continued from page 1)

equipment maintenance facility, siding track and loading ramp, Cantwell is just 9 miles from the hard rock source; but it lacked a good staging and stockpile area. In July, efforts began to establish laydown and loading areas next to the tracks in Cantwell in order to make in-state hard rock more cost-competitive. General Contractors supporting ADOT&PF projects also obtain hard aggregate from Washington state and British Columbia, where material is loaded and barged to the Port of Anchorage.

Previously, the Cantwell loading site was only able to stockpile up to 3,500 tons. Improvements expanded capacity to 10,000 tons. The railroad will have hauled 8 trains carrying a total of 24,425 tons in 2016.

Given the ADOT&PF *Hard Aggregate Usage Policy* adopted at the beginning of 2014, the railroad anticipates continued demand for this commodity. Whether it is barged into Alaska or mined in-state depends in part on cost efficiency. By reducing cost with Cantwell improvements, ARRC increases opportunities to support local resource development and to serve this market.

LEASE MAY ENABLE DEVELOPMENT

Lease applications Fairbanks and Anchorage get okay

The Alaska Railroad Board of Directors recently gave the go-ahead for two lease applications that could lead to notable land development in Anchorage and in Fairbanks.

Interested parties are still developing plans and therefore details are not yet available. However, we could see some definitive announcements during the fourth quarter, if and when the leases are executed. In the meantime, public lease notices offer some information about potential uses.

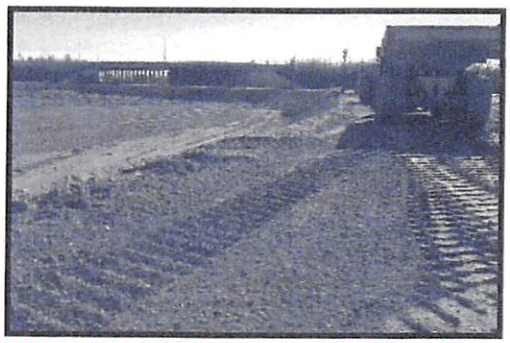
In Fairbanks, a lease of up to 5.5 acres with a term of up to 50 years was approved during the Sept. 15 ARRC Board meeting. Petro Star is developing a fuel storage terminal at this site, located between the railroad and Hanson Road, west of the Johansen Expressway overpass. The City of Fairbanks has zoned this area for general use, to include heavy industrial use. This has drawn interest from a number of potential tenants over the years. In 1996, ARRC obtained an Army Corps of Engineers permit to fill the site's two old gravel pits, and we've been doing so over time as material becomes available.

HC Contractors in North Pole is currently filling and leveling the site in preparation for any future development that would be the responsibility of Petro Star and/or any other tenants that may lease all or part of this site. Site preparation is occurring primarily at night, in order to reduce congestion during busier daytime hours, and will continue until the weather forces earthwork to stop for the winter.

In Anchorage, the Board approved a lease of up to 2.5 acres at the northwest corner of the Christiansen Drive and 2nd Avenue during an August board meeting. An older GSA building is located on the parcel and is currently being used for storage. Ship Creek Development LLC applied for a 90-year lease term to construct residential condominiums.

Recognizing its valuable proximity to downtown, the Municipality of Anchorage rezoned this area for Planned Community development, meaning a mixed use of residential, retail and office. Other potential retail tenants have expressed interest in leasing nearby parcels to capitalize on this flexible zoning.

If development of these leases move forward, the railroad and residents could begin to see the economic benefits and opportunities as early as 2017.



Railroad land on the west end of the Fairbanks Rail Yard and just west of the Johansen Expressway overpass is being filled and leveled as part of a fuel terminal development.

DEPOT TO SCHOOLHOUSE ...

(continued from page 1)

"The new location is ideal as we strive to increase awareness of our school and develop permanency in the educational community. In addition, repurposing a building is aligned with our Montessori philosophy for conservation of environment," said Founder Sabrina Binkley, who is Head of School, and whose two sons also attend. Binkley worked with local architect L64 Design; general contractor Johnson River Enterprises, and a half dozen local sub-contractors to execute her vision.

"The land lease term will provide us with the stability we need for decades," noted Binkley. And, like many of the facilities within the railroad's land reserve in Fairbanks, the depot has been converted to district hot water heat provided by Aurora Energy, making heating far more efficient and cost effective than boiler fuel heat.

The renovated depot building can accommodate at least twice as many students as was possible at the school's previous facility, which had reached its 50-student capacity. Enrollment is currently 75 students, Pre-K to 6th grade.

Top: The historic depot when still in use as a rail station prior to 2005. Bottom: The depot is renovated to accommodate Spruce Tree Montessori School, which held a grand opening August 31.

For decades, the depot was situated at the end of the railroad's mainline track, noted Sabrina during remarks at the grand opening. "Today, it is now a symbolic beginning of the line for children and families of Spruce Tree," she said.

LNG TRANSPORT DEMONSTRATION OFF TO GOOD START

First responder training and first round-trip of transportation test go smoothly

The Alaska Railroad's liquefied natural gas (LNG) transport demonstration got off to a smooth start. Two LNG ISO containers arrived on loan from Hitatchi High-Tech AW Cryo, Inc. based in Vancouver, British Columbia. After being cleaned, inspected and labeled, they were used for training with train crews and first responders along the railbelt.

An LNG-filled ISO container is loaded onto a flatcar before being added to a northbound freight train.

The first round-trip of actually transporting LNG in the ISO containers went without a hitch. The process began September 27 when the containers were trucked to the Titan LNG facility near Port MacKenzie to be filled with Alaska LNG, before returning to the Anchorage rail yard. Here, the containers were loaded onto a flatcar, which was hitched the regular northbound freight train headed to Fairbanks. The train left on time at 8:15 p.m. and arrived on time in Fairbanks about 7:30 a.m. Within an hour of arrival, Alaska West trucks transferred the ISO containers to two of its flatbed trucks and then hauled them to the Fairbanks Natural Gas storage facility a few miles away. After the containers were emptied, trucks returned them to the rail yard, where the empty ISOs were re-loaded onto a flatcar and added to the southbound overnight freight train headed back to Anchorage.

Federal Railroad Administration (FRA) officials were on-site to observe the process. The Railroad is scheduled to complete several more round-trips through October. Results will be reviewed with the FRA to ensure regulators are satisfied with ARRC's ability to safely move LNG.

Alaska Railroad Corporation
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Member & Supporter

Contact Corrections

☐ Please correct the following errors in your newsletter emailing list:

- ☐ We receive more than one copy
- ☐ Contact person has changed
- ☐ Email Address is wrong
- ☐ Name is misspelled

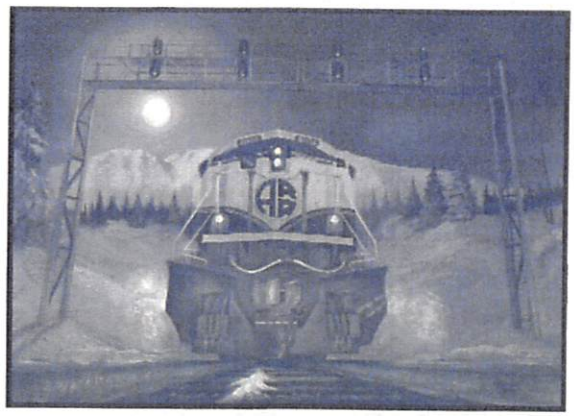
RAILROAD TO RELEASE 2017 ART PRINT / POSTER

Sale-and-sign events with artist scheduled in Anchorage, Fairbanks and Wasilla

The Alaska Railroad releases its 2017 commemorative print at three sale-and-sign events featuring Wasilla artist Taffina Katkus:

- **WASILLA:** Saturday, Nov. 5, 10 a.m. to 2 p.m., as part of the Mat-Su Holiday Marketplace event held at the Curtis Menard Memorial Sports Center at 1001 S. Clapp Street
- **ANCHORAGE:** Saturday, Nov. 12, 10 a.m. to 2 p.m., at the Anchorage Historic Depot at 411 W. 1st Avenue
- **FAIRBANKS:** Friday, Dec. 2, 4:00 to 7:30 p.m., at the Fairbanks Depot, as part of the First Friday program

Signed and limited edition prints are $55 and posters are $30. Specific print numbers between 25 and 750 may be reserved on a first come, first served basis by contacting Stephenie Wheeler at (907) 265-2671.



Entitled *Moonlight Debut*, the original oil painting depicts a winter scene with a locomotive moveing through the new multi-track signal at the juncture of the mainline track and the Port MacKenzie Rail Extension track that is currently under construction. Sleeping Lady is part of the mountainous backdrop. This is the second Alaska Railroad annual art print to feature the Houston area.

"The Alaska Railroad train – commandingly moving forward through a star-filled, moonlit night – is a powerful force to help Alaska forge ahead in this 21st century. With this in mind, I titled this painting *Moonlight Debut*," said Katkus.

A resident of Wasilla, Katkus has called Alaska home for more than 45 years. She previously owned and operated a commercial sign shop for 30+ years and currently works full time as a professional artist. Katkus also painted the artwork that was the basis of the 2009 and the 2012 Alaska Railroad posters.

More information about the railroad's annual art program is available at ARRC's website: **www.AlaskaRailroad.com > CORPORATE > In the Community.**