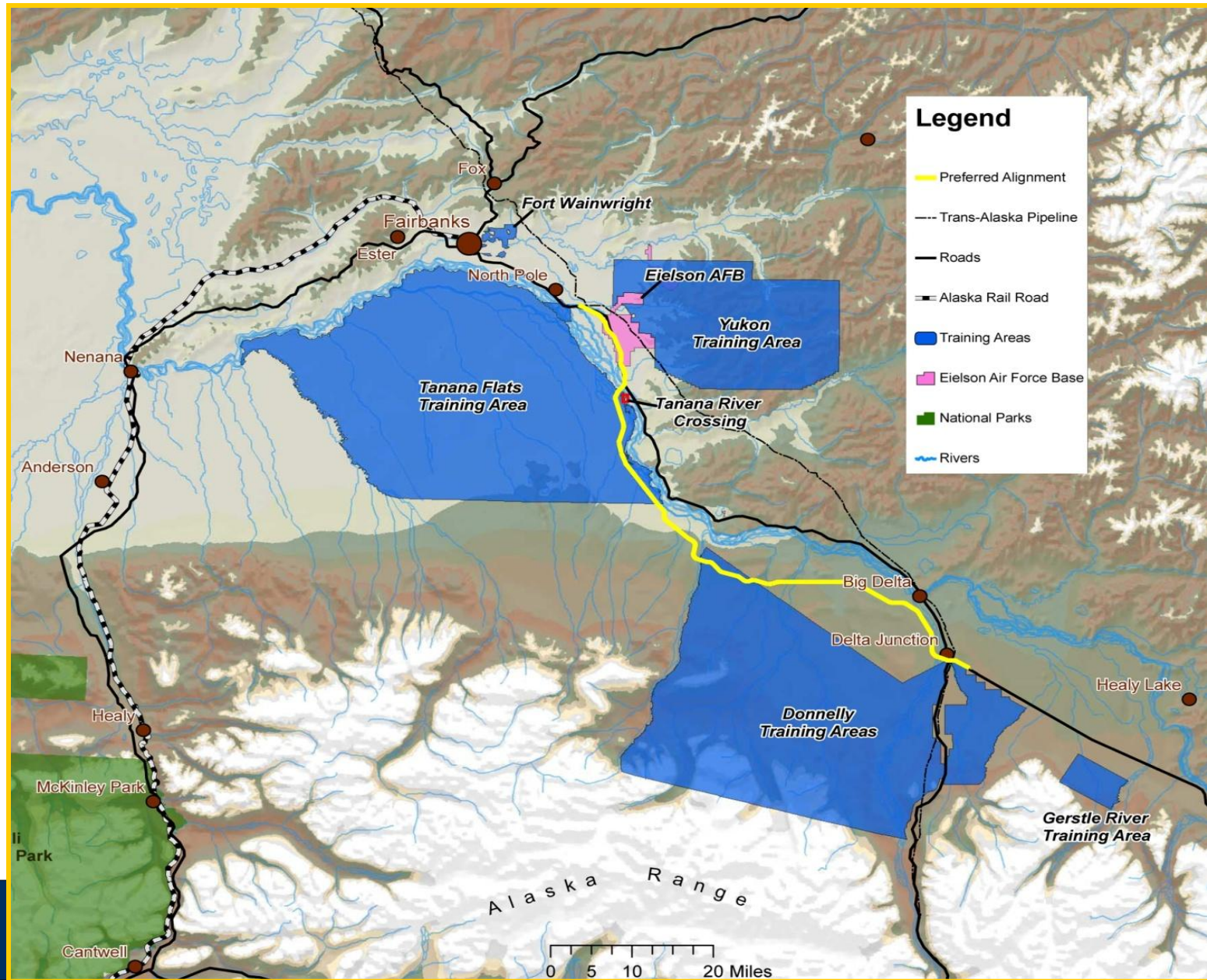


Northern Rail Extension

Military and Veterans Affairs Committee
Tanana Access Briefing



Northern Rail Extension



NRE Purpose

Military: Provides year round surface transportation access to training ranges south of the Tanana River

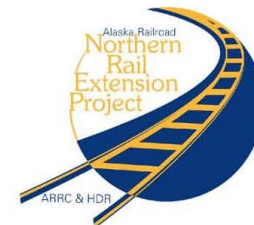
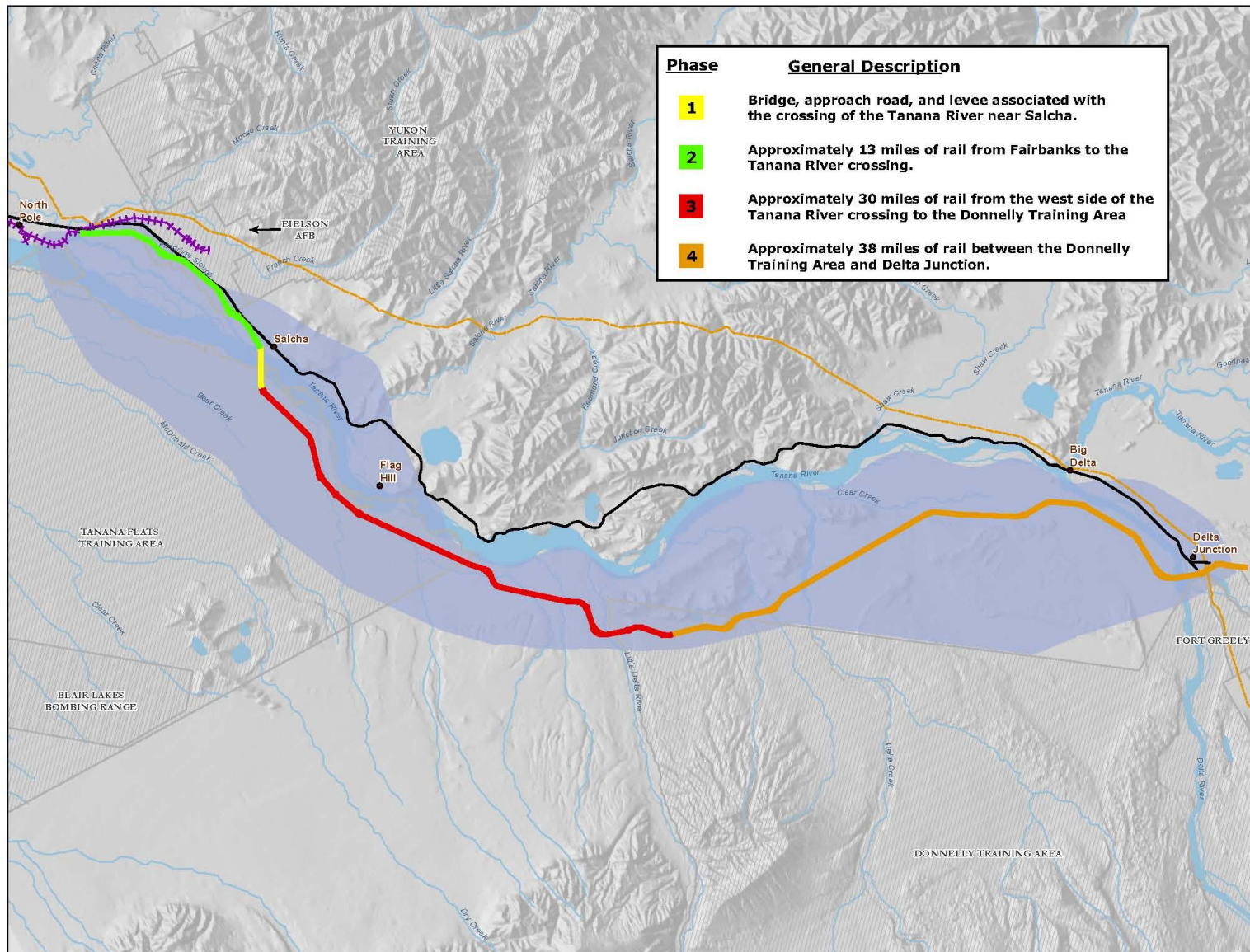
Transportation: Provides a future alternate mode of transportation of freight and eventually passengers between Fairbanks and Delta Junction

Secondary Benefit: Will improve flooding situation and retard erosion in Salcha area

Project Timeline

- Notice of Intent Filed November 2005
- Draft EIS published December 2008
- Public hearings held January 2009
- Final EIS published September 2009
- EIS Approval (ROD) January 2010
- Kiewit selected as CM/GC April 2010
- Construction Permits submitted June 2010

Project Phases



Phase 1-4

Figure
2.2.2-2

Legend

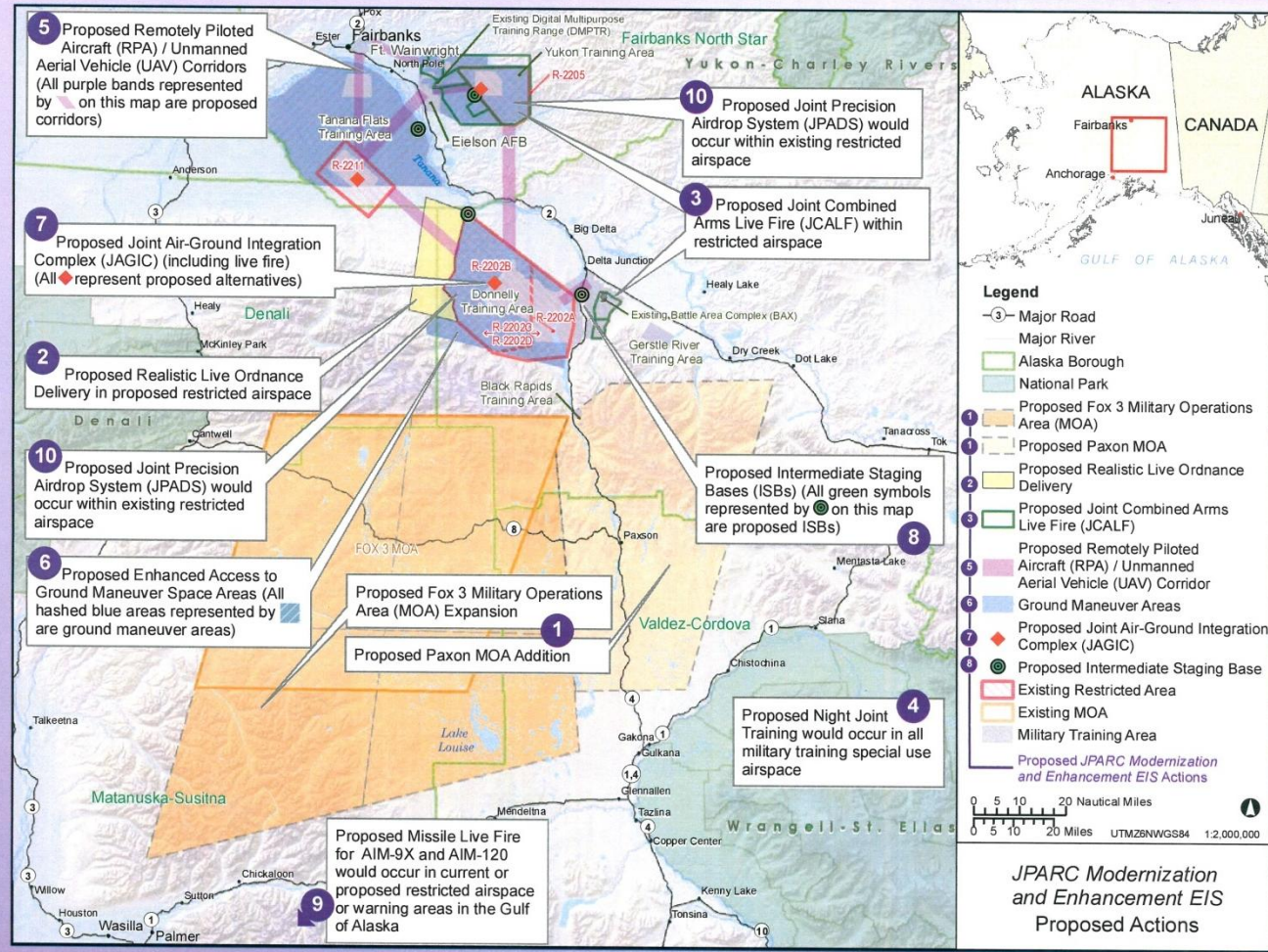
- Corridor Area
- Military Boundary
- Existing Railroad
- Trans-Alaskan Pipeline
- Richardson Highway
- Rivers and Streams



The information displayed here is for planning and review purposes only.

Phase 1: Tanana Crossing at Salcha





2008 Flood Event

- Largest recorded discharge since 1967 record flood event
- Significant overland flow through Salcha area resulting in disruption of service, loss of property from erosion, and cutting access along the Richardson Highway, the only overland access to Donnelly Training Areas and Ft. Greely military complex



Project Funding

Available Funding:

<i>DOD/FRA</i>	<i>\$ 44.2 Million</i>	<i>(expires 2013)</i>
<i>DOD/FRA</i>	<i>\$ 60.0 Million</i>	<i>(expires 2014)</i>
<i>State of Alaska</i>	<i><u>\$ 40.0 Million</u></i>	<i>(expires 2015)</i>
<i>Total</i>	<i>\$144.2 Million</i>	

In 2010, the project funding anticipated moving a railroad related \$12 million earmark on Fort Wainwright to this project. Changes at the Federal level prevented that from happening

2011 Cost Estimate

Construction	\$149,630,000
Engineering/Permitting/Right-of-Way	\$ 16,500,000
Construction Management	\$ 11,222,000
Contingency	\$ 10,377,000
Total Phase 1A Cost Estimate	\$ 187,729,000

Cost Escalations

April 2010 Cost Estimate	\$158 Million
River Erosion	\$3 Million
Military and Permit Requirements	\$13 Million
Hydraulic Design Requirements	\$15 Million
	\$ 188 Million

River Erosion



Tanana Crossing Cost Summary

Re-sequenced Cost Estimate	\$ 188 million
Funding:	
2008 Military/FRA Grant (exp. 2013)	\$ 44 million
2009 Military/FRA Grant (exp. 2014)	\$ 60 million
2011 State of Alaska Grant	\$ 40 million
Total Available Funding	\$ 144 million
Budget Gap/Legislative Request	\$ 44 million

Getting to Construction

- Additional \$44.0 million funding secured
- Obtain the Permits:
 - Currently a struggle with EPA/USACE
 - Timely issuance
- Federal Funding Agencies Approval:
 - Military: approve final plans
 - Federal Railroad Administration (FRA):
 - Final project plan as approved by military
 - Project financing plan

Thank You

