

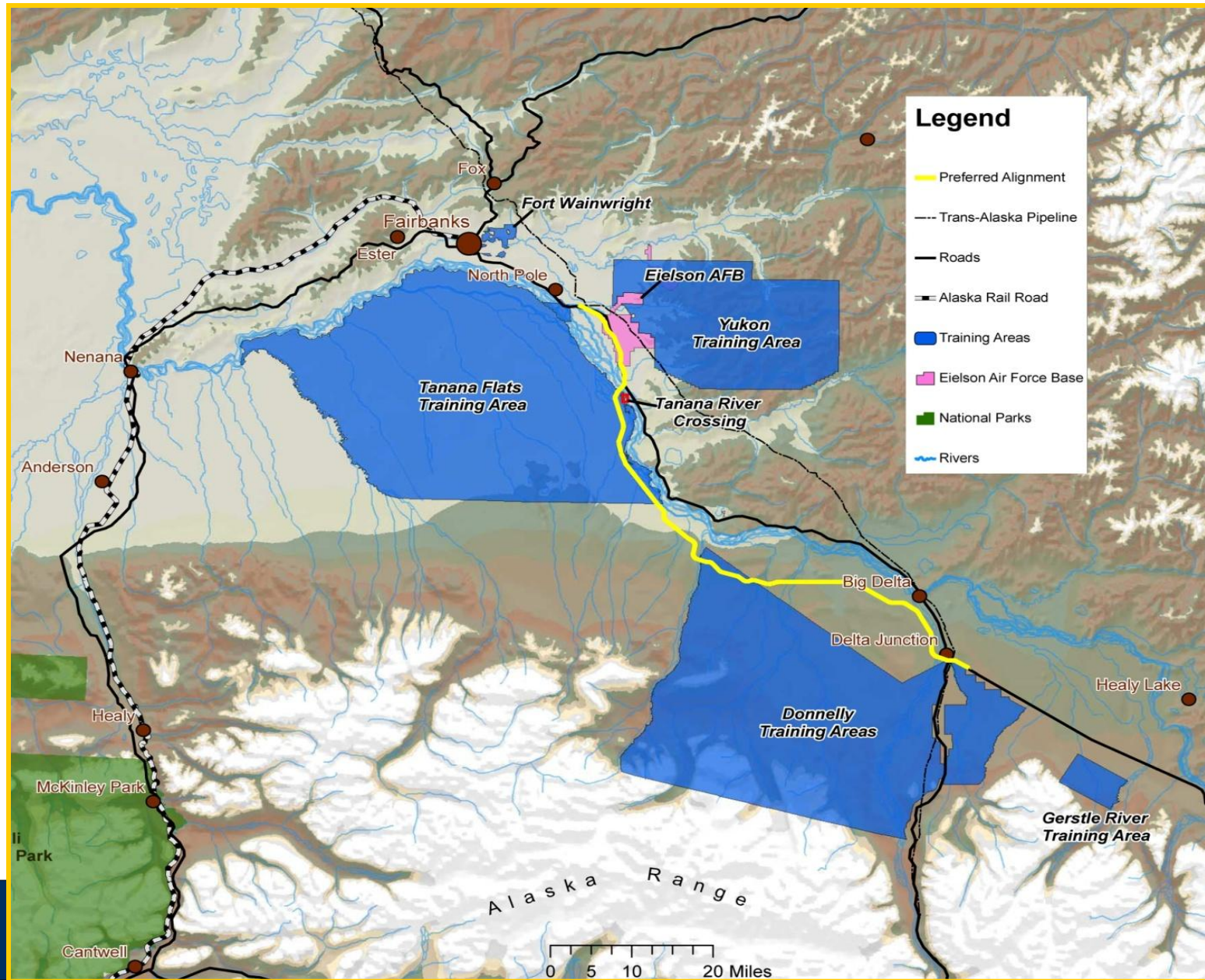
# Northern Rail Extension

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

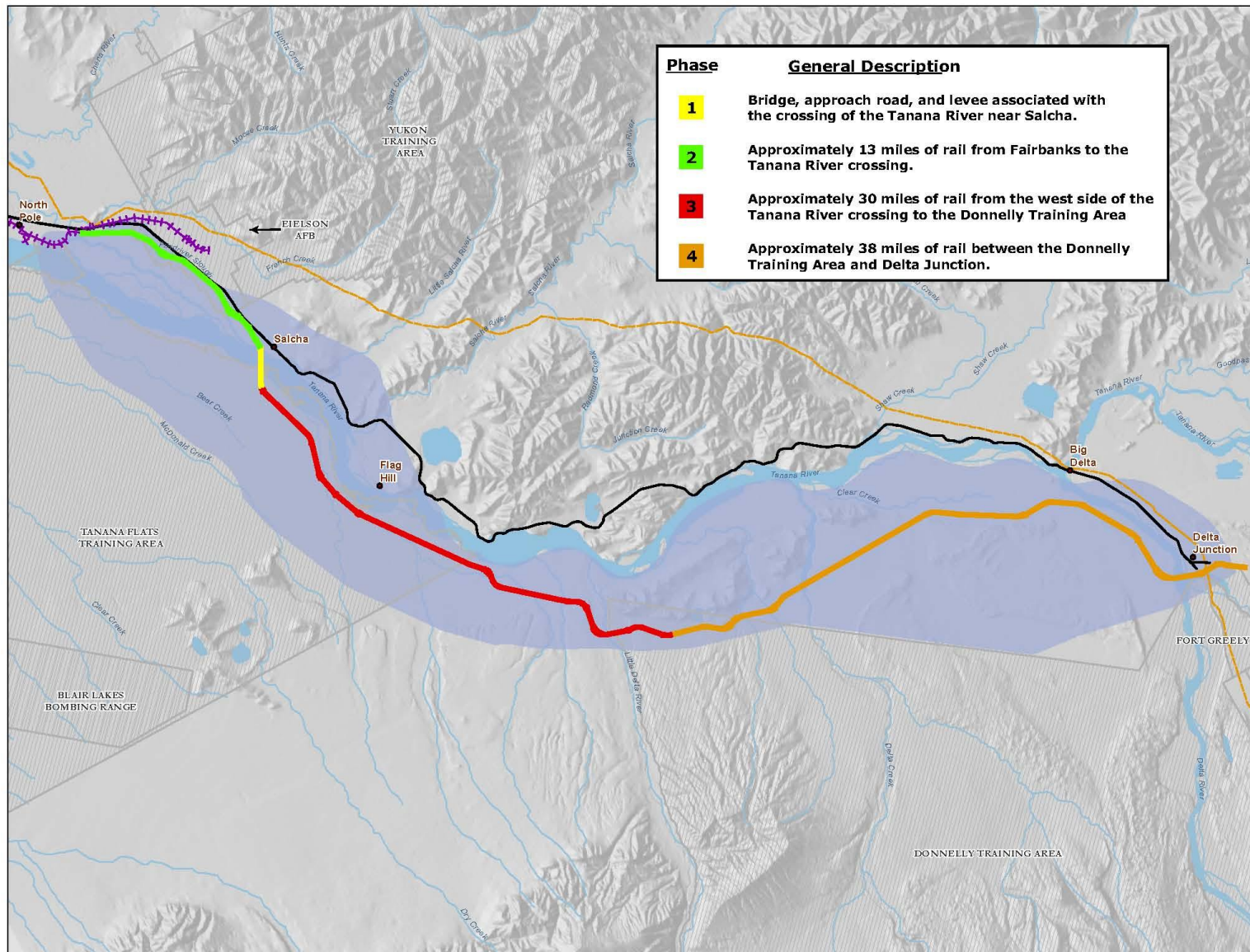
***Secondary Benefit:*** Will improve flooding situation and retard erosion in Salcha area

# 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



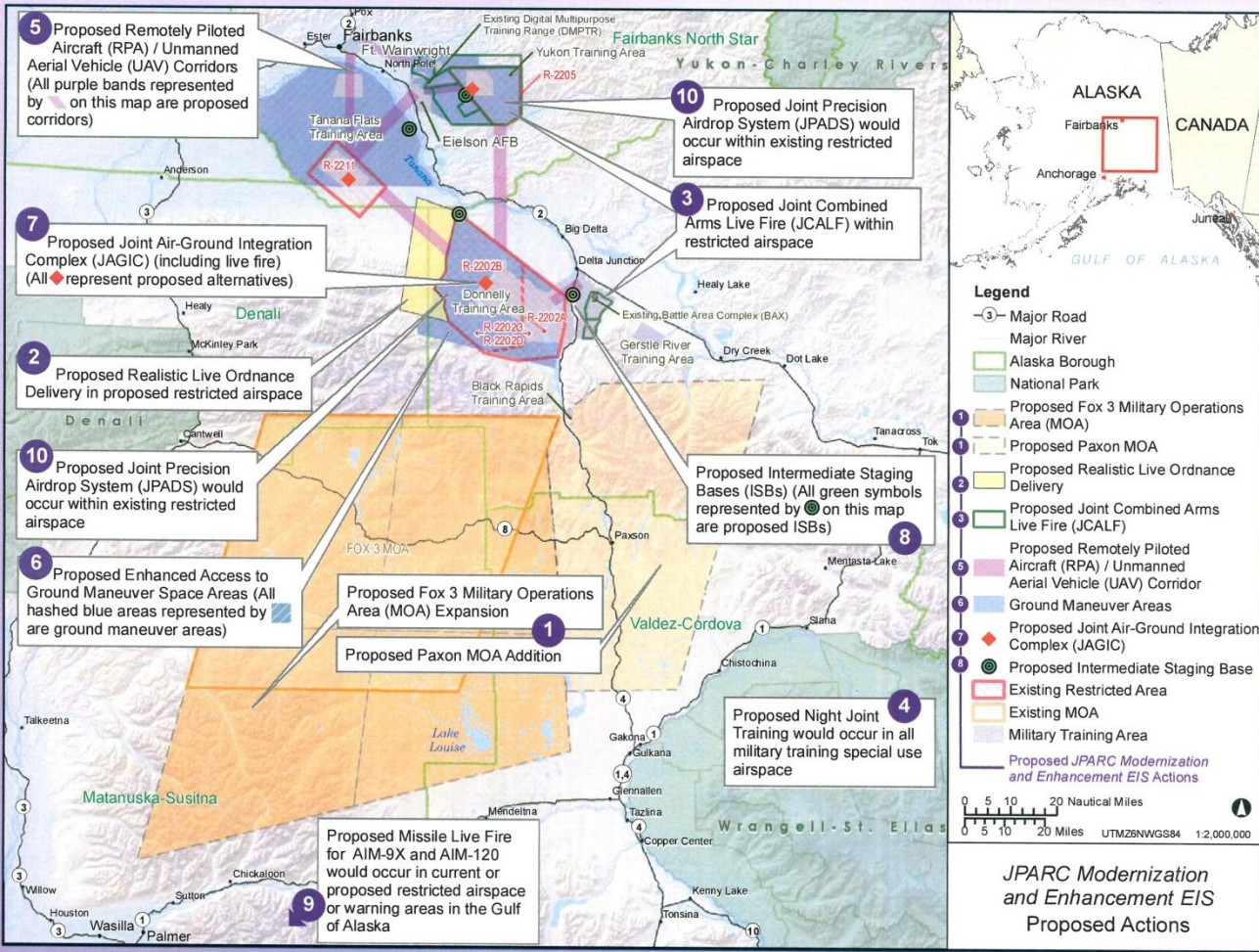
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# Phase 1: Tanana Crossing at Salcha







# 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
<b>Total Phase 1A Cost Estimate</b>	<b>\$ 187,729,000</b>



# 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

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

# 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

