

3/17/11

PRESENTATION

ALASKA

RAILROAD

CORPORATION,

NORTHERN

RAIL

EXTENTION

<TARGET><BILL></BILL><SUBJECT>3-17-11 PRESENTATION ALASKA
RAILROAD CORPORATION, NORTHERN RAIL
EXTENTION</SUBJECT><COMM>HTRA27</COMM></TARGET>

Northern Rail Extension

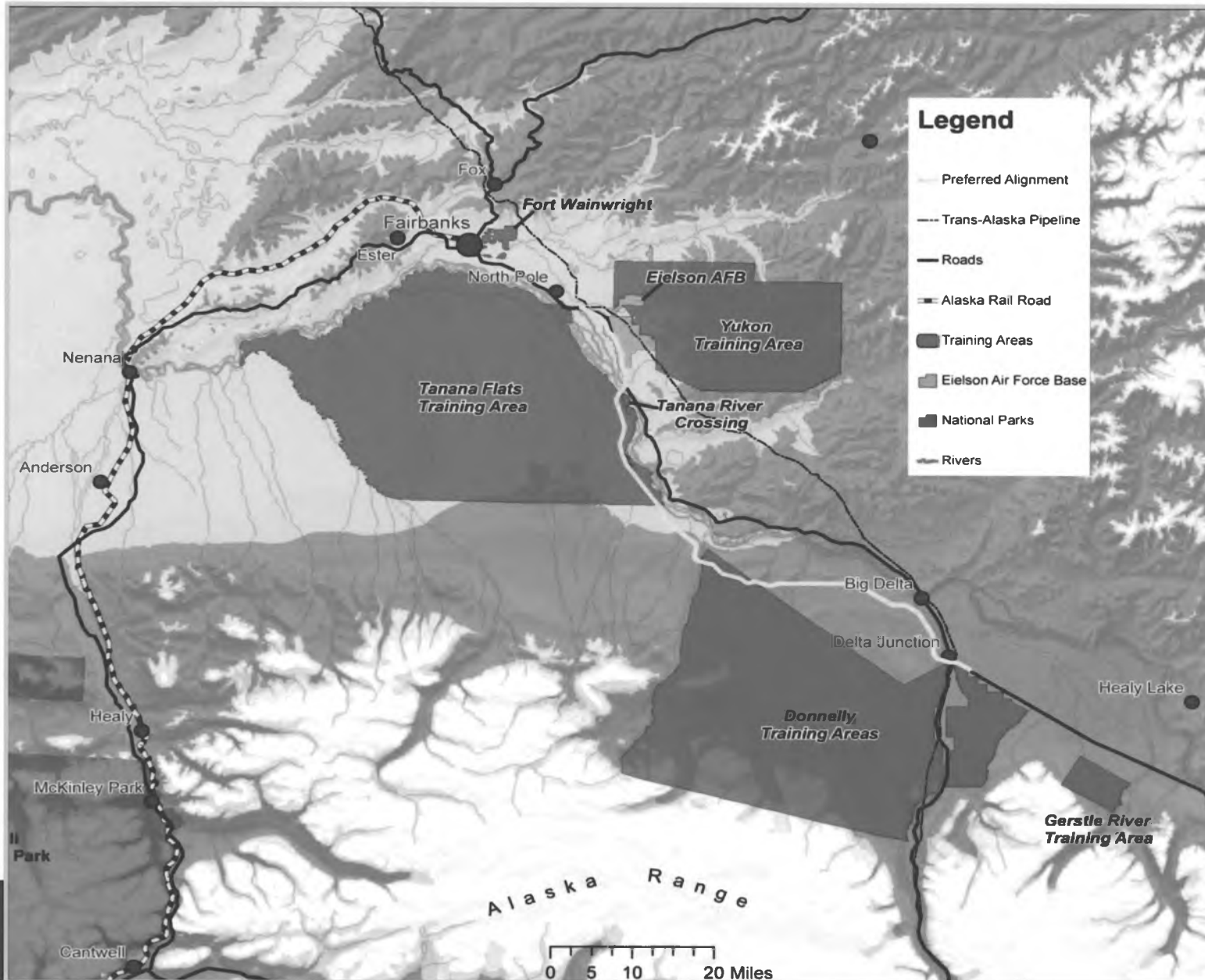
House Transportation Committee
Tanana Access Briefing



AlaskaRailroad.com



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

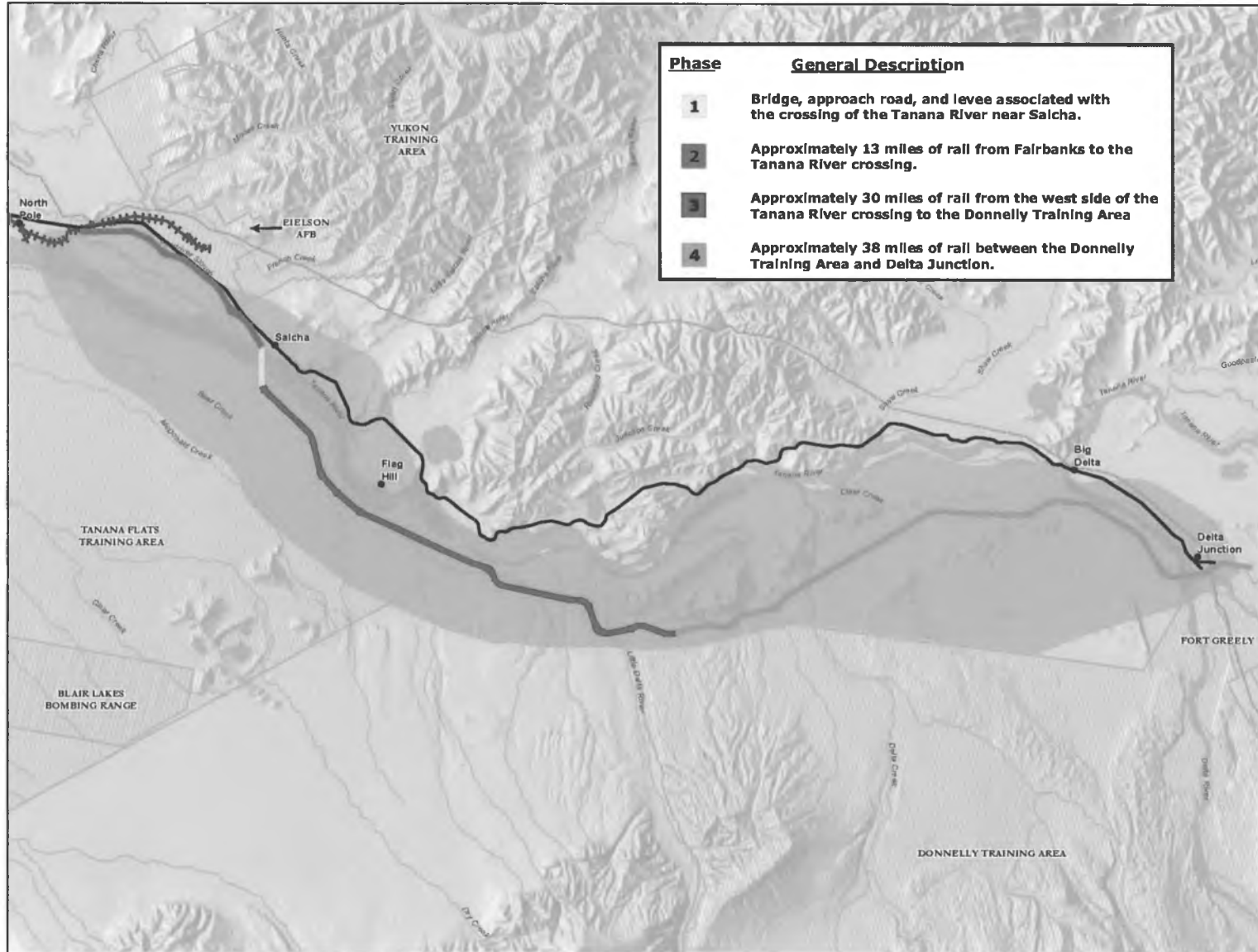
Secondary Benefit: Will improve flooding situation and retard erosion in Salcha area

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	General Description
1	Bridge, approach road, and levee associated with the crossing of the Tanana River near Saicha.
2	Approximately 13 miles of rail from Fairbanks to the Tanana River crossing.
3	Approximately 30 miles of rail from the west side of the Tanana River crossing to the Donnelly Training Area
4	Approximately 38 miles of rail between the Donnelly Training Area and Delta Junction.



Phase 1-4

Figure 2.2.2-2

Legend

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



Map Projection: NAD 83 Albers 1 Dist. Equal Spheroid, 430, Unknown, CSRS88
 Author: HDR Alaska, Inc.
 Date: 03 February 2013

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

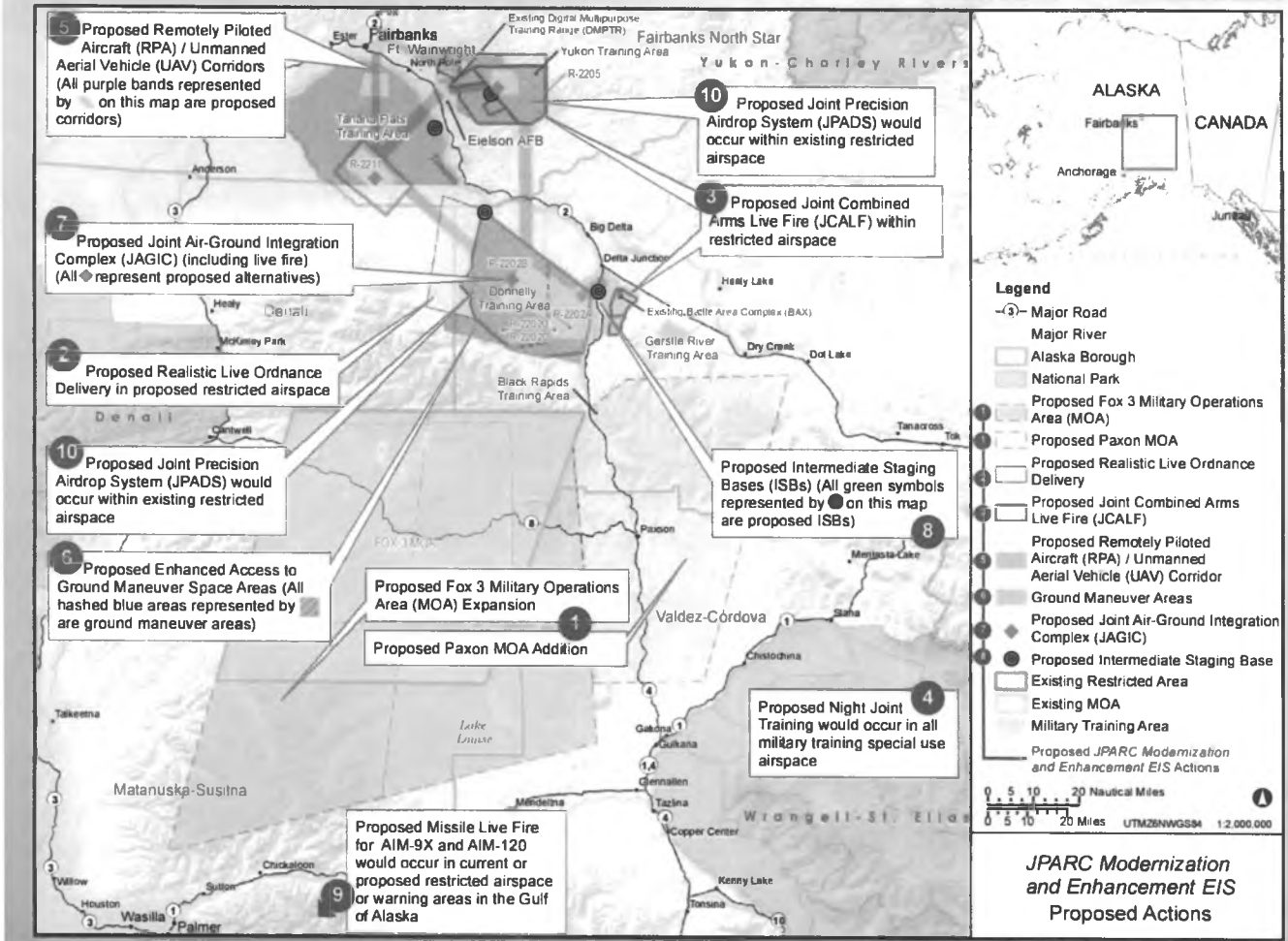
Phase 1: Tanana Crossing at Salcha



JPARC

Joint Pacific Alaska Range Complex

Modernization and Enhancement Environmental Impact Statement



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	8.5%	\$ 10,377,000
Total Phase 1A Cost Estimate		\$ 187,729,000

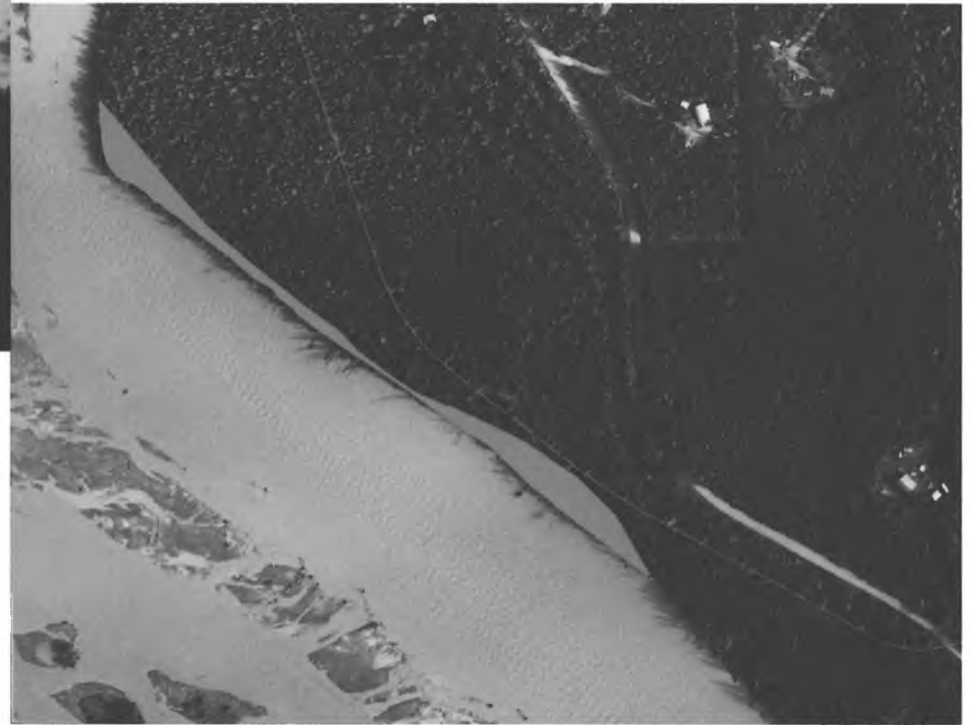


Cost Escalations

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

