

01/30/14

Update: Alaska
State Rail Plan,
Haines Railroad
Study & 7G7, and
Army Corps of
Engineers Update
on Arctic Ports
(heard by HEDT
members in HTRA)

<TARGET><BILL></BILL><SUBJECT>01-30-14 Update Alaska State
Rail Plan, Haines Railroad Study and 7G7, and Army Corps of
Engineers Update on Arctic Ports (heard by HEDT members in
HTRA)</SUBJECT><COMM>HEDT28</COMM></TARGET>

Alaska State Legislature

Representative Shelley Hughes, Chair

Session Address:
Alaska State Capitol, Room 409
Juneau, Alaska 99801-1182
Phone: (907) 465-3743
Fax: (907) 465-2381
House District 8



Representative Lynn Gattis
Representative Bob Herron
Representative Pete Higgins
Representative Craig Johnson
Representative Kurt Olson
Representative Lance Pruitt
Representative Harriet Drummond
Representative Geran Tarr

House Special Committee on Economic Development, Trade and Tourism

To: House Economic Development, Trade and Tourism Committee Members

From: Representative Shelley Hughes, Chair

Date: January 29, 2014

Re: Committee Schedule for the Week Beginning February 3, 2014

The House Special Committee on Economic Development, Trade and Tourism (EDT) meets in the Barnes Room 124, on Tuesdays and Thursdays from 11:15am to 12:45pm.

Tuesday, February 4, 2014 11:15am in Room 124

Joint hearing with Senate Special Committee on World Trade – Senator Gary Stevens, Chair

- + Representative Bob Herron (D-Bethel)
- + Senator Lesil McGuire (R-Anchorage)
“Alaska Arctic Policy Commission”

Thursday, February 6, 2014 11:15am in Room 124

- + Greg Wolf, Executive Director of the World Trade Center Alaska
“Three Rights - Trends Driving Alaska’s Export Success”

Please feel free to contact the EDT committee aide, Ginger Blaisdell at 465-5265 with questions.

- * First Hearing in First Committee of Referral
- + Teleconferenced
- = Bill was Previously Heard/Scheduled

JANUARY 30, 2014 -

EDT meeting
cancelled

members attended
(H) Transportation
@ 1:00pm



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PORT SYSTEM



Presented to Arctic Speaker Series

15 Jan 2014





Project Need

- Large vessel traffic is increasing and more than 60% of these vessels are foreign flagged.
- Greater traffic heightens risk of incidents, accidents, and potential threats to subsistence and national sovereignty.
- Emergency response can be many days travel away.
- Community resupply costs are high.
- State policy calls for increased development of mineral, oil and gas resources in the Arctic.
- Increased national concern for energy sufficiency.



Study Authority

House Public Works Committee Resolution
dated 2 December, 1970 states:

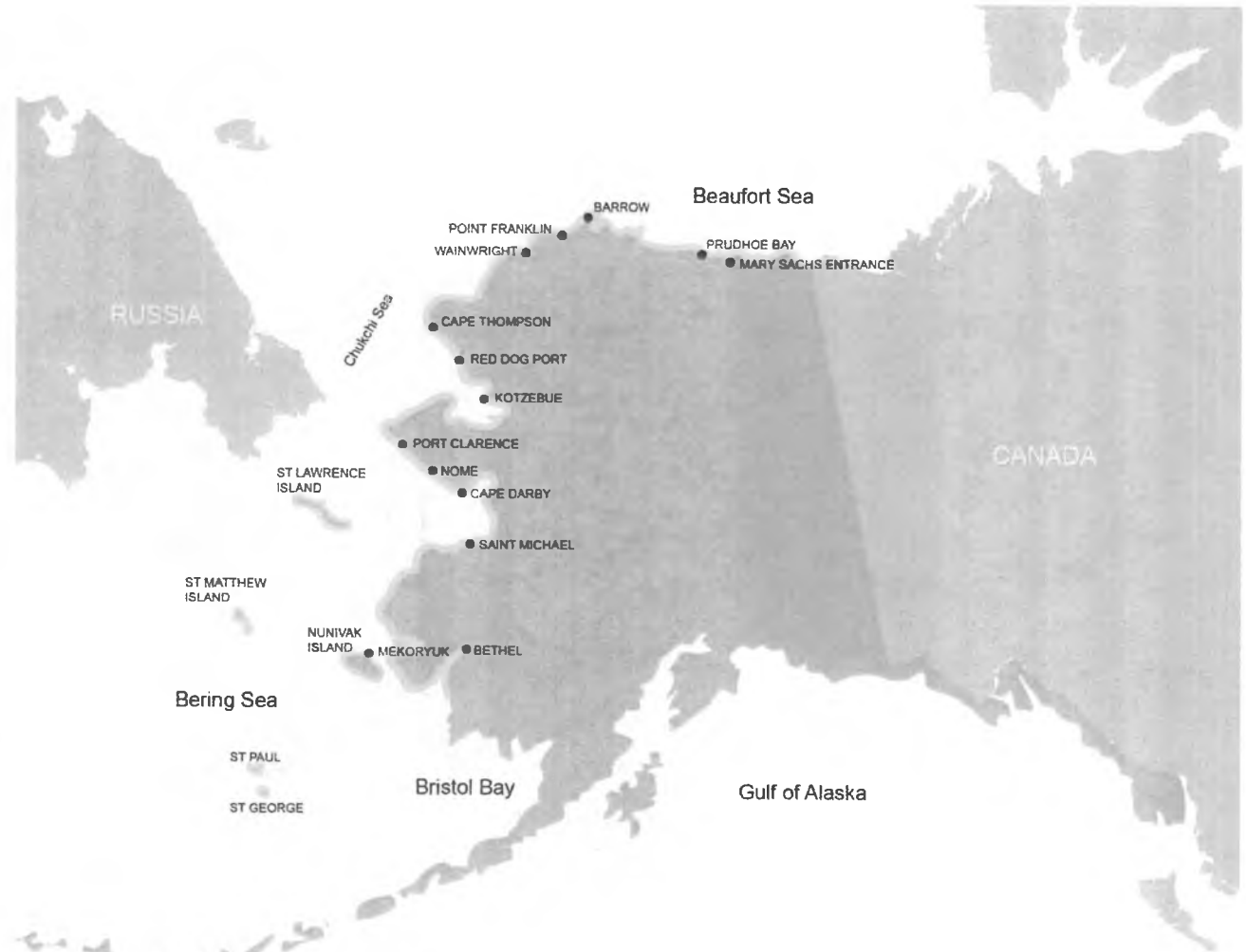
“Resolved by the Committee on Public Works of the House of Representatives, United States, that the Board of Engineers for Rivers and Harbors is hereby requested to review the reports of the Chief of Engineers on Rivers and Harbors in Alaska, published as House Document Numbered 414, 83rd Congress, 2nd Session; and other pertinent reports, with a view to determining whether any modifications of the recommendations contained herein are advisable at the present time.”

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The greatest need for Arctic marine infrastructure is the area from Bethel west and north and then east to the Canadian border.

Study Area



Site Selection Criteria

The primary criteria for evaluation of each site's physical suitability as a deep-draft Arctic port were:

- Ports Proximity to Mission(s)
- Intermodal Connections
- Upland Support
- Natural Water Depth
- Navigation Accessibility

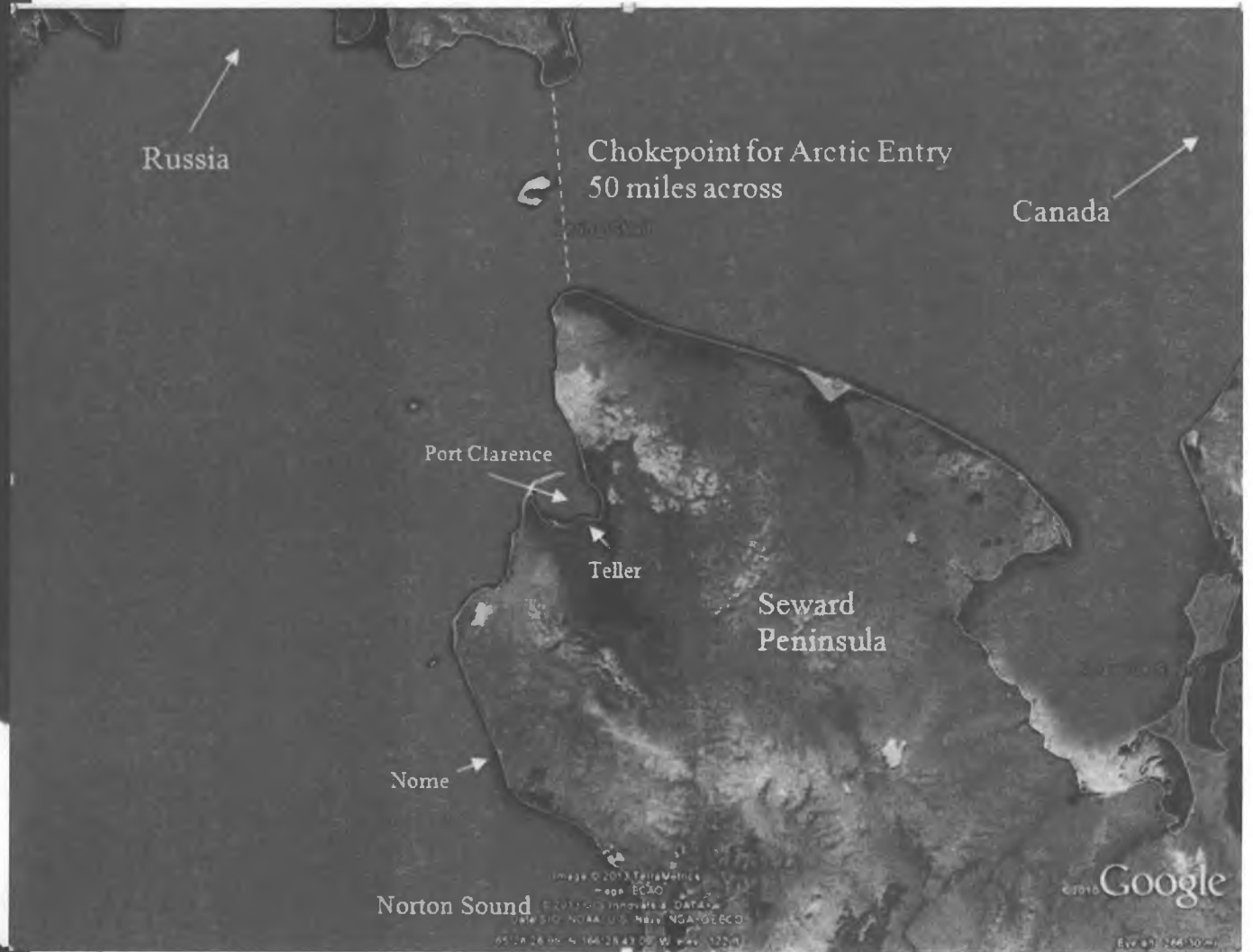
Site Shortlist

- All sites, all purposes, all criteria, equal weights:
 - Nome, Port Clarence (Teller), Cape Darby
- Oil and Gas sites – water depth limited to minus 35-feet
 - Nome, Port Clarence (Teller), Barrow
- Mining Sites – water depth limited to minus 45-feet
 - Nome, Cape Darby, Port Clarence (Teller)

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Study Area





Problem Statement

Increased vessel traffic coupled with limited marine infrastructure along Alaska's Western and Northern shores poses risks for accidents and incidents, increases response times for Search and Rescue, and requires international coordination.

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Opportunities

- Develop local and regional economies (i.e. resource extraction, tourism, research)
- Decrease the cost to exist in the Arctic region
- Improve cooperation and sharing between Nome, Port Clarence, and Teller (and possibly Brevig Mission)
- Provide protected moorage to support offshore oil and gas endeavors, fishing fleet, and resource extraction vessels



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Opportunities Cont'd

- Provide vessel repair and maintenance support
- Improve international relationships
- Increase U.S. exports
- Optimize economic benefits while preserving natural resources
- Raise awareness of U.S. as an Arctic Nation
- Provide upland support to vessels operating in the region (i.e. fuel, water, electricity, food, medical, storage facilities, laydown/staging area for resource extraction)





Initial Array of Alternatives

Alternative Number	Alternative Name
1	No Action
2	Cape Riley alone
3	Point Spencer alone
4	Nome alone
5	Point Spencer/Cape Riley
6	Nome/Point Spencer
7	Nome/Point Spencer/Cape Riley
8	Nome/Cape Riley



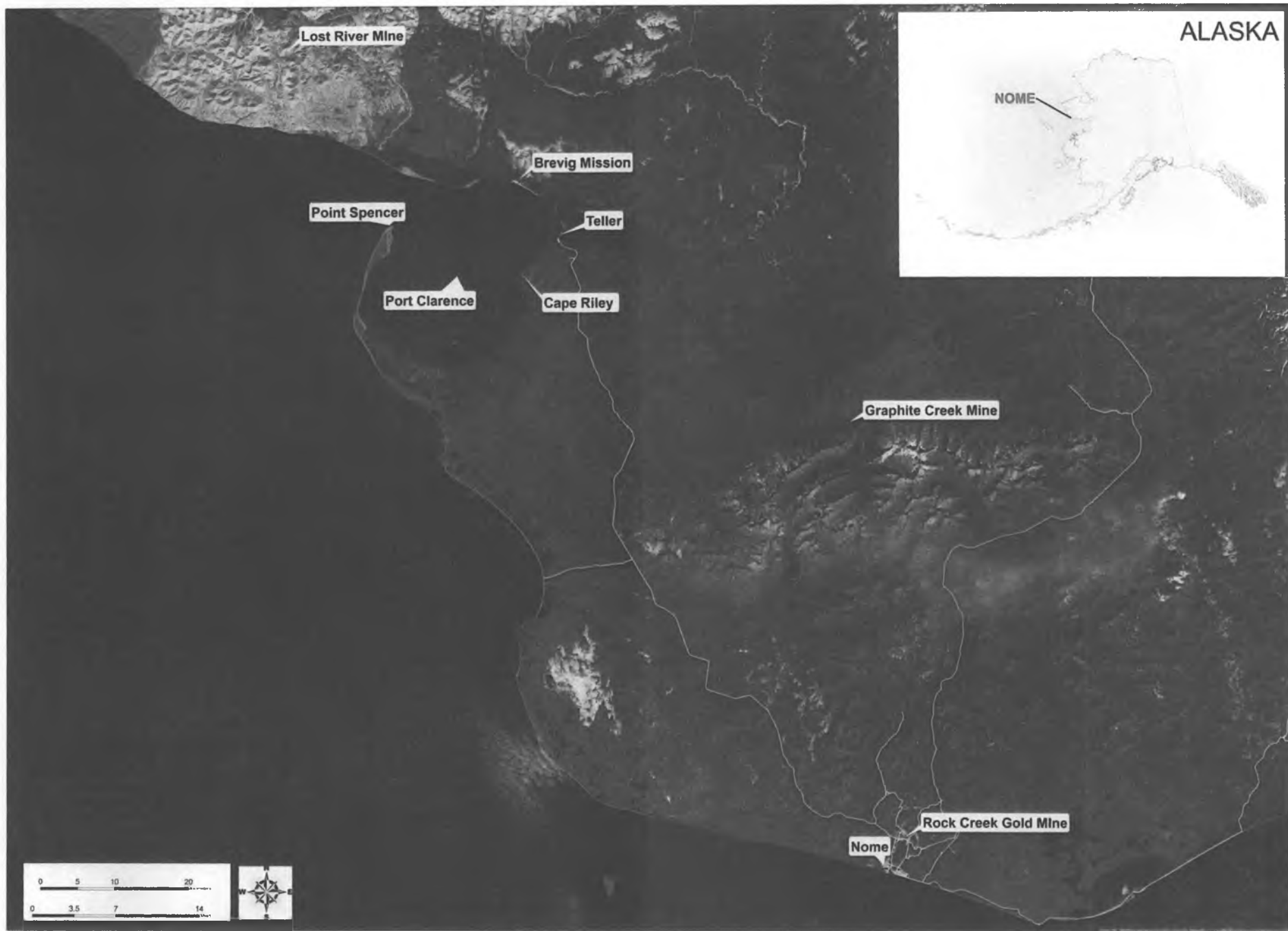
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Screening Alternatives

- Three geographic sites:
 - Nome
 - Point Spencer
 - Cape Riley

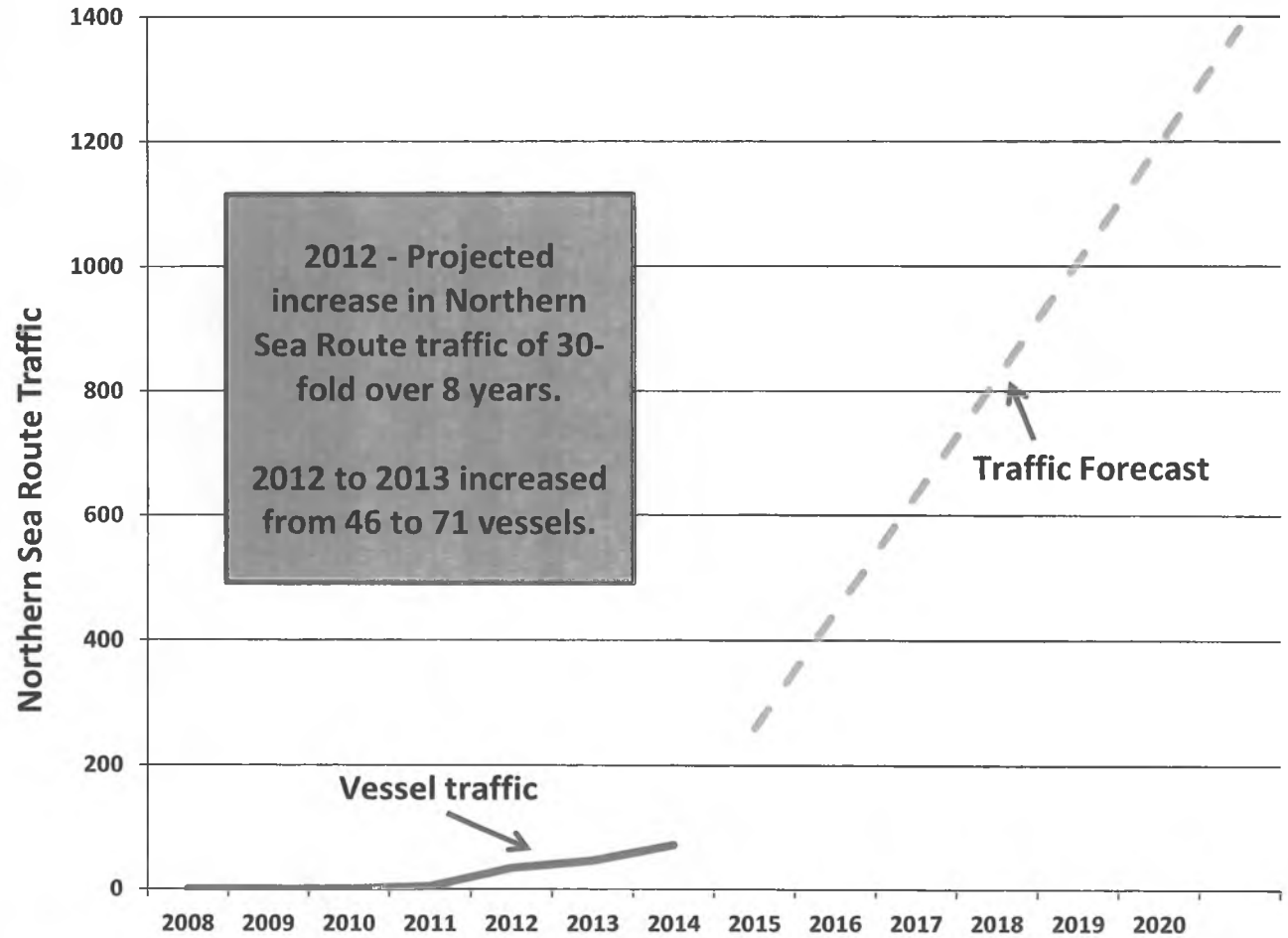




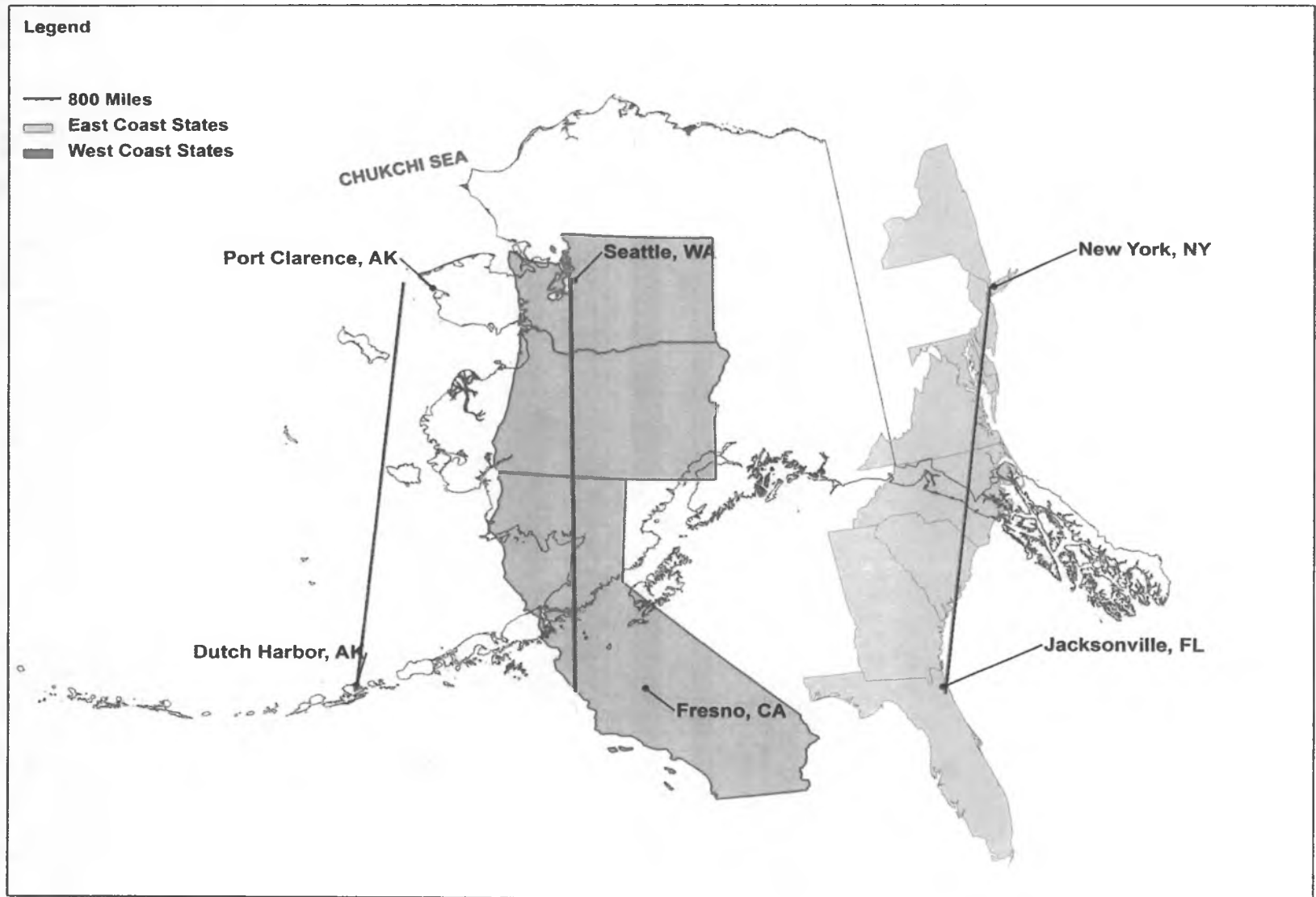
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Arctic Traffic Trends



What does 800 miles look like?

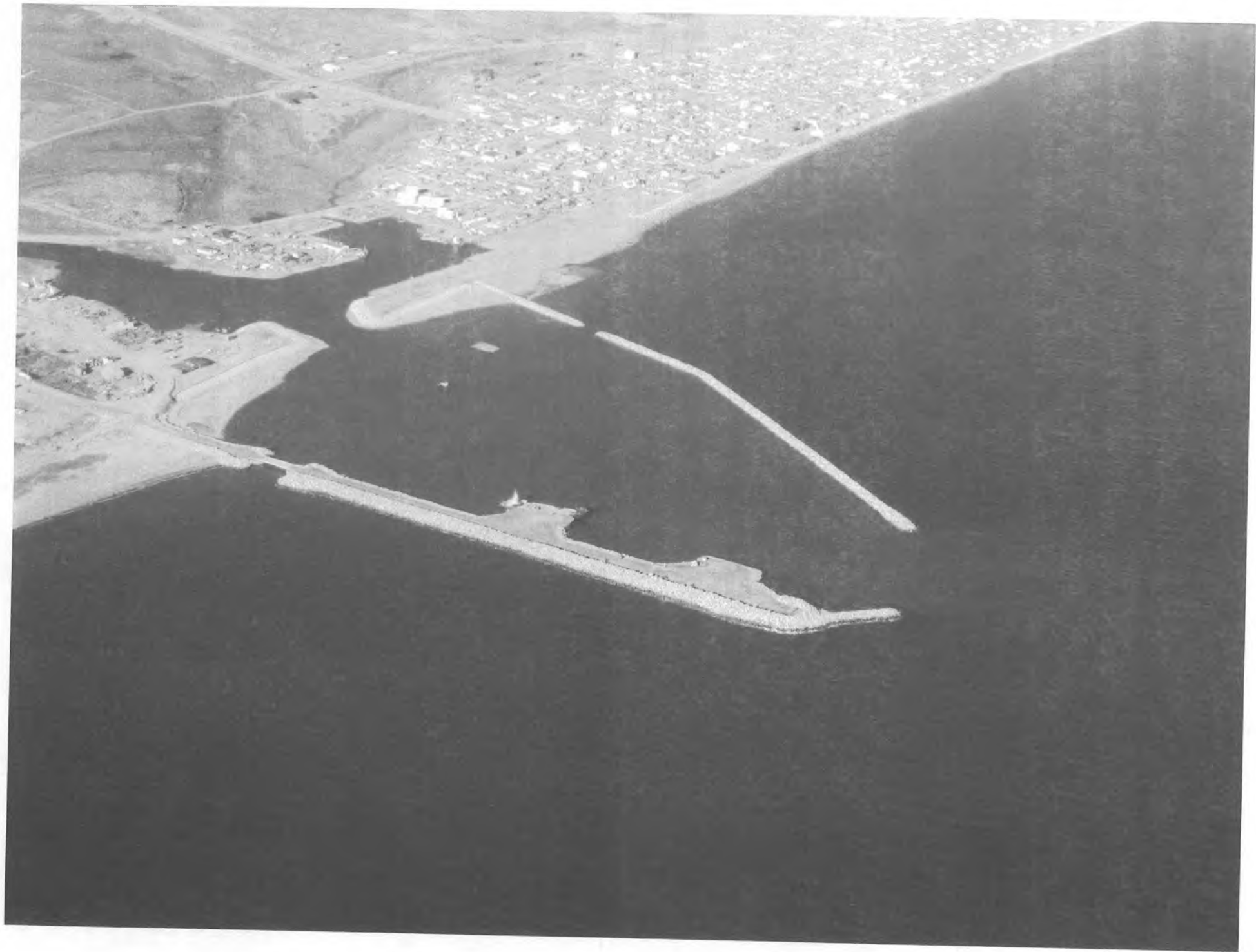




Nome proposal

- Will accommodate line haul fuel barge, ice breakers, cargo barges, tanker, Coast Guard cutters, NOAA, research vessels, landing craft, tugs
- Extend existing causeway 2,150 feet
- Demolish existing spur breakwater
- Construct 600-foot concrete caisson dock, (maybe an additional 400-foot caisson dock)
- Connect City Dock and West Gold Docks
- Dredge outer channel and maneuvering area to minus 35-feet, dredge between existing causeway and main breakwater to minus 22-feet. Disposal in existing offshore disposal area.
- Extend utilities to caisson dock
- Armor stone on seaward face is 22-ton average and harborside face is 8-ton average

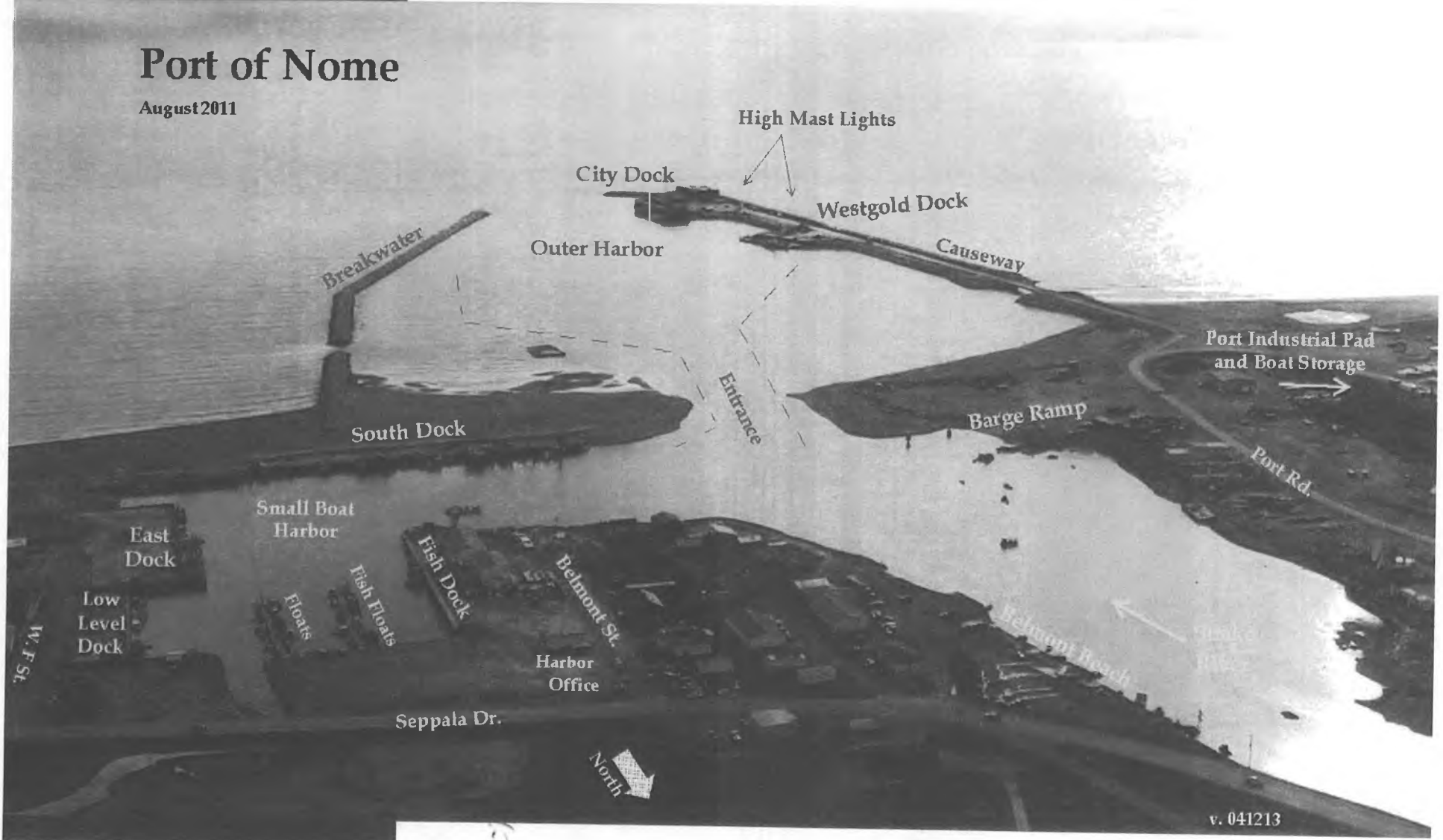




Port of Nome

Port of Nome

August 2011



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Point Spencer proposal

- Will accommodate line-haul barge, tug assist, ice breakers, oil and gas support vessels, heavy lift barge
- Construct 200, 600, or 1,000-foot caisson dock
- Turning basin and entrance channel dredged to minus 35-feet
- Upland facilities include fuel tanks and 13-acre laydown area
- No connecting road to Nome/Teller Hwy.



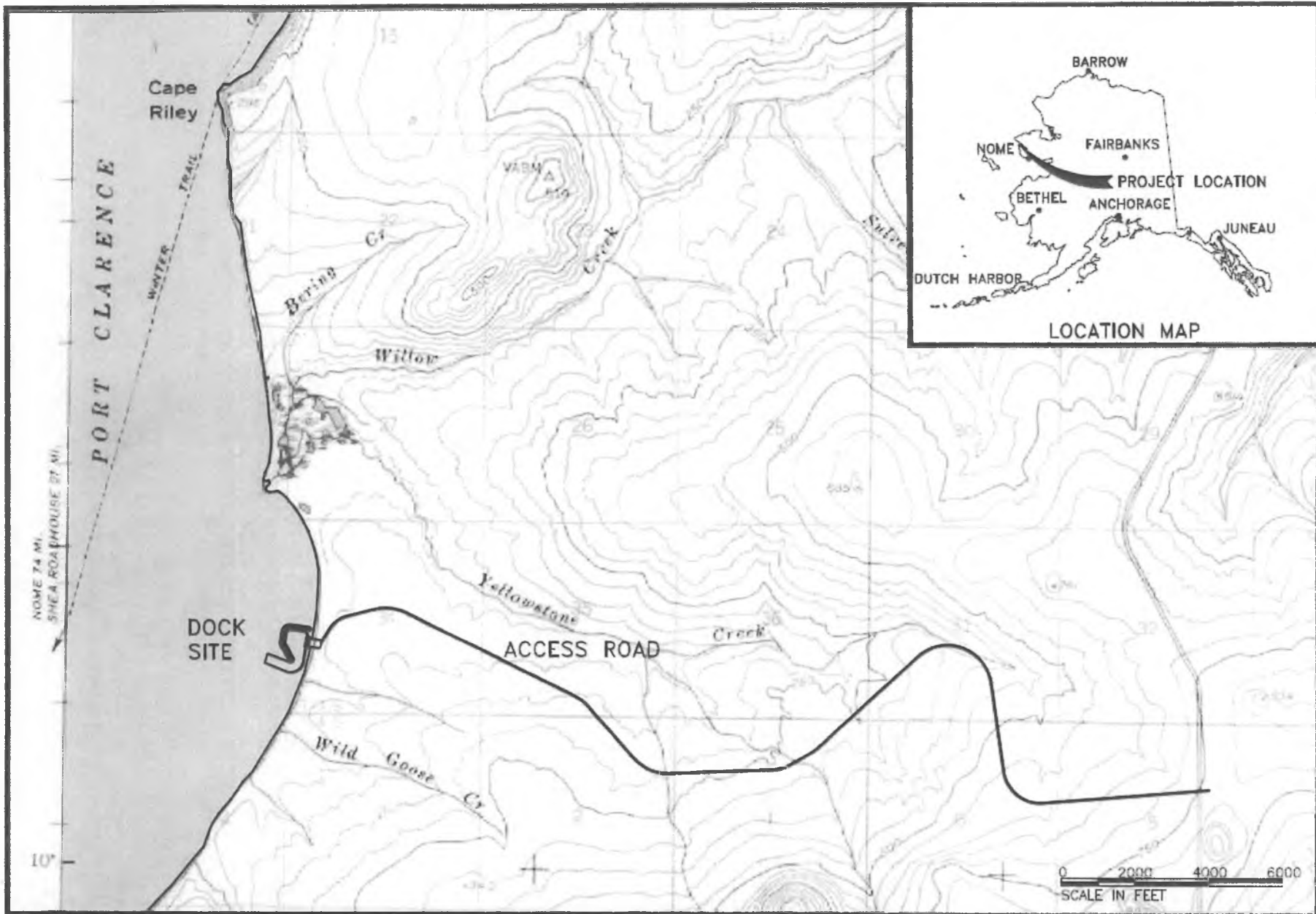




Cape Riley proposal

- Can accommodate shallow draft mineral extraction vessels, lightering vessels
- 250-foot by 40-foot concrete caisson dock
- 200-foot by 360-foot staging area
- 550-foot turning basin with minus 12.5-foot depth
- 305-foot entrance channel with minus 12.5-foot depth
- Armor stone weighing 3 to 6 tons
- 5.5 mile road connecting to Nome/Teller Hwy.





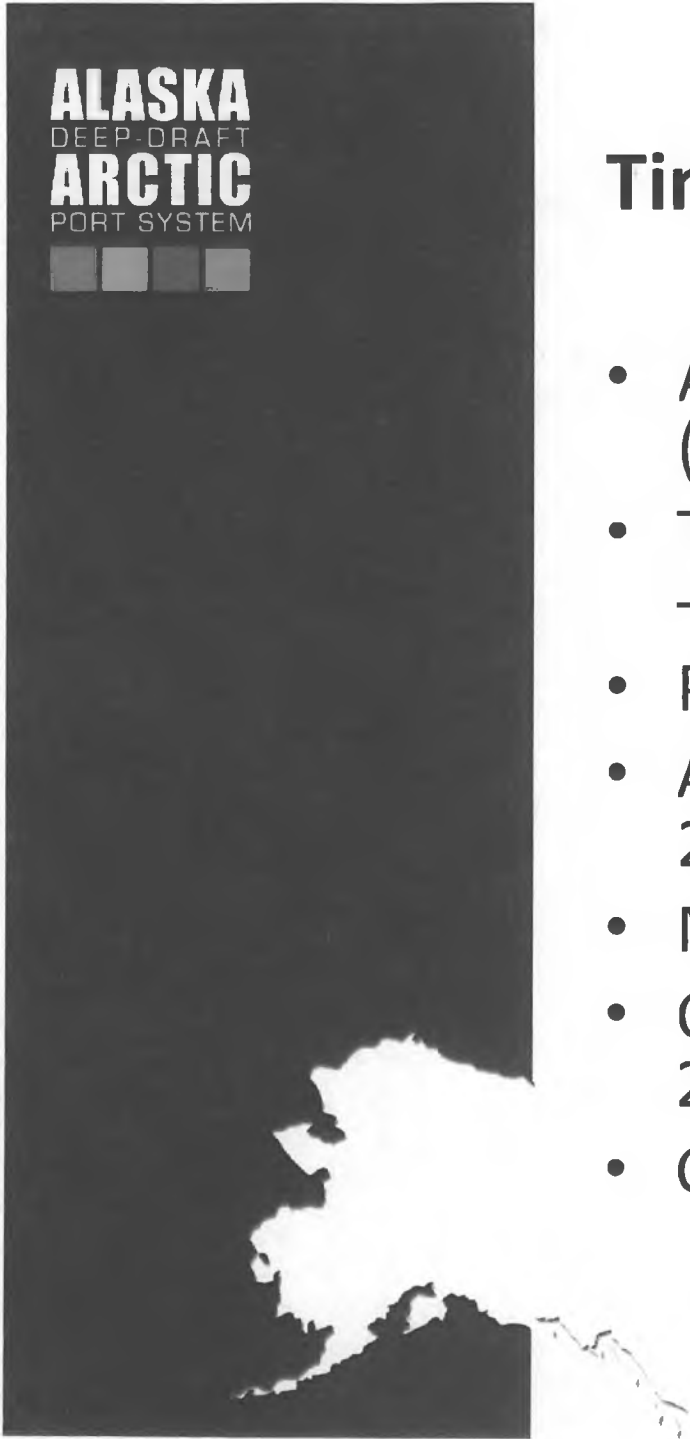
ALASKA DISTRICT
CORPS OF ENGINEERS
CIVIL WORKS BRANCH

CAPE RILEY SHALLOW-DRAFT MINERAL EXTRACTION DOCK
ARCTIC DEEP DRAFT FEASIBILITY STUDY

#

Timeline (USACE Process)

- Alternatives Milestone – May 15, 2013 (Actual)
- Tentatively Selected Plan concurrence – November 2013 (not yet)
- Public Review – March 2014
- Agency Decision Milestone – June 2014
- MSC Submittal final report – July 2014
- Civil Works Review Board – August 2014
- Chief's Report – December 2014



What happens then?

Once the Assistant Secretary to the Army for Civil Works, ASA (CW), signs the feasibility study:

- Final feasibility report goes to Congress for action:
 - Authorization to construct (WRDA type action)
 - Appropriations to construct (funding)



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More Information....

State website and email

<http://www.dot.alaska.gov/stwddes/desports/arctic.shtml>

dot.jhq.arcticportstudy@alaska.gov

Federal website and email

<http://www.poa.usace.army.mil/Library/ReportsandStudies/AlaskaRegionalPortsStudy.aspx>

Akregports@usace.army.mil



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Thank You

Lorraine Cordova

(907) 753-2672

Lorraine.a.cordova@usace.army.mil





All Commodity Rail Transport to and from Northern Pacific Tidewater

presented
January 30, 2014

ALASKA STAKEHOLDERS

Dedicated to Alternative Solutions for the benefit of all



DISCLAIMER

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Generating for Seven Generations

KEMERER, Ward Ward has been in the Renewable Energy business in British Columbia for over twenty five years, being a founding Director of the Independent Power Producers Association of BC. Ward's early stage prospecting work has led directly to over 60 MW of operating small hydro plants and another 80 MW permitted and in pre-construction with BC Hydro PPAs. Ward then began to prospect for Wind Energy potential. Since 2001, Ward has studied and secured some of the best potential sites available in BC and Alberta. Ward is dedicated to Environmental concerns and the introduction of innovative clean Business Practices in the Energy Sector.

VICKERS, Matt (Gunaatsk) Matt specializes in establishing links in cross-cultural business environments. He has a successful track record of matching Aboriginal with non-Aboriginal potential business partners. Matt's in-depth knowledge of the Aboriginal market stems from his First Nation roots (Tsimshian/Heiltsuk & Haida) and his extensive work with Aboriginal communities in areas of organizational reviews; business plan development; feasibility studies; roles and responsibility training for elected leaders and staff; five year funding agreements; policy development; board training, as well as goals and objectives setting sessions.

Matt's dedication to institutions of higher learning includes: a founding board member of the University of Victoria's Administration of Aboriginal Government certificate program; the University of British Columbia's advisory board for their Bachelor of Commerce program and a founding member of the Chinook Program; Simon Fraser University's Presidents Advisory Board and the Banff Centre's Advisory Council as well as Head of Faculty for their Principles and Practice of Good Governance Program since 2000. Matt has been recognized with several awards for his performance in business and for his passionate support of diversity in the workplace.

WILSON, Len Len has spent most of his working life in Management with almost twenty years as General Manager with an Alberta Manufacturing Company that specializes in the innovation, design, production and distribution of Forestry Equipment. After Len successfully sold his personal project to Caterpillar, and looking for a rewarding change, Len began to focus on the needs of Canadian Aboriginals. To this end, Len holds the honour of being the only non-Aboriginal to complete the necessary courses at the Banff Centre to receive his Certificate of Aboriginal Leadership, Governance and Management Excellence. It was during his Banff Centre training that Len decided to focus on what he and Ward have dubbed the Aboriginal Energy Ownership Initiative. This Initiative is designed to introduce Renewable Energy opportunities and training within the Aboriginal Traditional Territories complete with an equity stake for the Community.

JACKSON, Tom Tom was born on the One Arrow Reserve near Batoche, Saskatchewan, to a Cree mother and an English father. Appointed an Officer of the Order of Canada in 2000 for his music and humanitarian work, Tom is well known to Canadians as an accomplished musician and actor dedicated to helping the less fortunate. At the 2007 Junos, the Canadian Academy of Recording Arts and Sciences bestowed Tom with the Humanitarian Award in recognition for his positive contributions to the social landscape of Canada. That same year, the Academy of Canadian Cinema & Television also presented Tom with their prestigious Humanitarian Award at the annual Gemini events. Tom received the Queen's Jubilee medal in 2002 and Centennial Medals from Alberta and Saskatchewan in 2005. Time Magazine named him one of Canada's best activists and honorary Degrees have been conferred upon him from the University of Alberta, Laurentian, Winnipeg, Victoria, Trent, Lakehead, Calgary, Lethbridge and Regina. Tom began a 3 – year appointment as Chancellor of Trent University in September 2009.

Tom's Musical Tours, The Huron Carole, Singing for Supper and Swinging for Supper, have raised millions of dollars for local food banks across Canada.

STRATEGIC PARTNERS



FIRST NATIONS :

G7G is dedicated to “making a difference” for the general population and for Mother Earth. The best way to achieve this is to collaborate with the original stewards of the land since time immemorial the **First Nations**. G7G has the traditional and cultural knowledge to adequately consult and inform the First Nations that will be directly affected by the Project. But, unlike standard Industry approach, G7G is also including the First Nations that will be indirectly affected by the Project. In the spirit of true accommodation, the First Nations will hold 50% equity ownership in the Project. To this point G7G has received Letters of Support from the First Nation Leadership for the Project concepts as presented.

AECOM Canada Ltd :

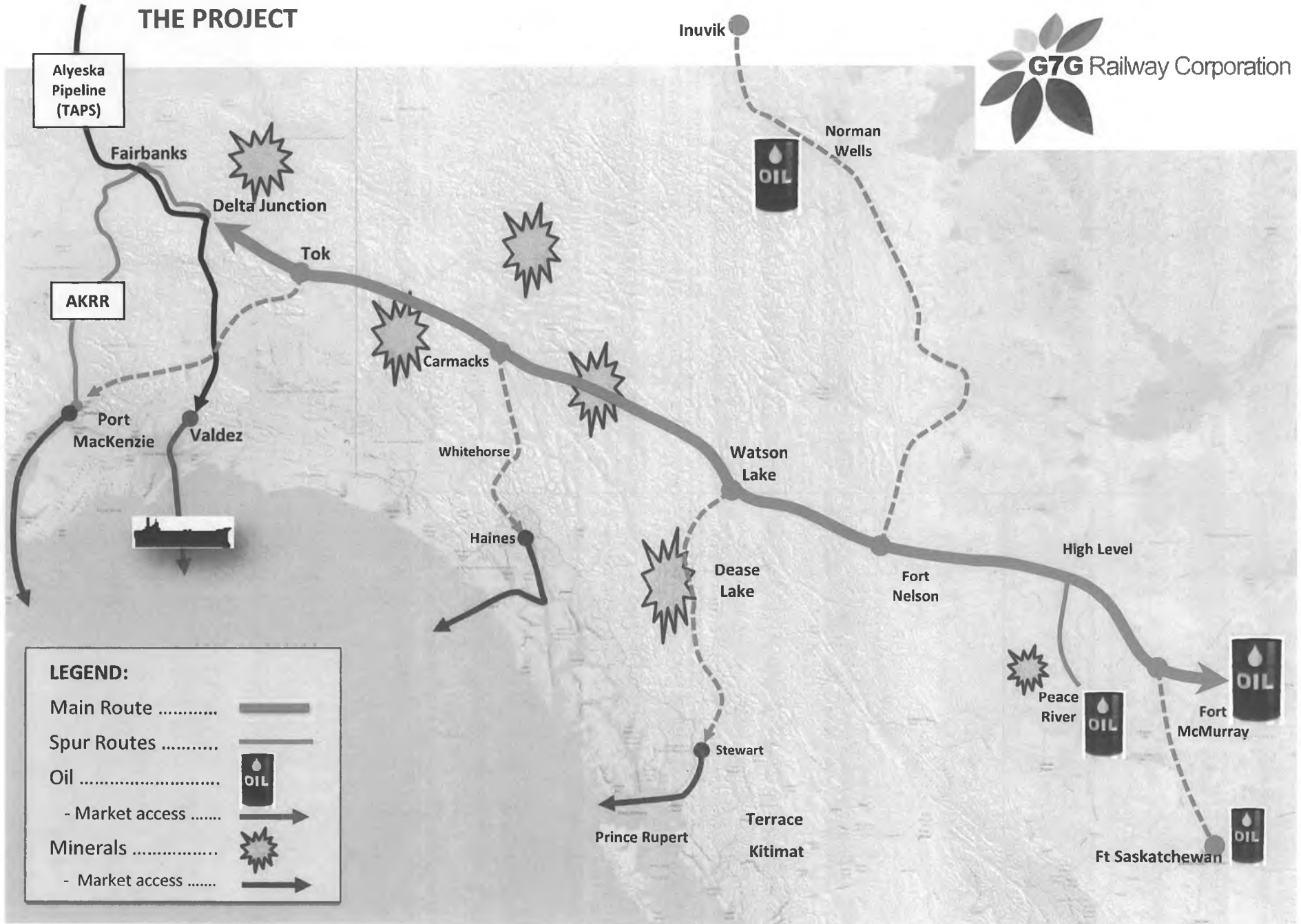
G7G received a Letter of Intent from AECOM to partner with G7G on project proposals. Specifically to, but not limited to, the rail project. This was followed up with a Memorandum of Agreement. Following is an excerpt from the Letter of Intent:

“AECOM is pleased to provide this letter of intent to work in partnership with G Seven Generations Limited in the development of the Alaska to Fort McMurray Rail Project. We see this project as a major initiative to enhance West Coast access to the abundant resources in Western Canada. In our development of the business case and feasibility studies, we will work in partnership with G7G, the First Nations and other stakeholders to minimize the environmental impact of the project while meeting the needs of the potential users of the development. We will implement “green” technology to create sustainable infrastructure that can be used for generations to come.

AECOM is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental, energy, water and government and is ranked as the #1 design firm in the 2011 Engineering News-Record. With approximately 45,000 employees around the world. AECOM is a leader in all of the key markets that it serves. AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that create, enhance and sustain the world’s built, natural and social environments. A Fortune 500 company, AECOM serves clients in approximately 125 countries and had revenue of \$7.7 billion during the 12 months ended June 30, 2011. AECOM is ranked by *Ethisphere* as one of the world’s 110 most ethical companies for 2011.

AECOM immediately took on the task of performing a Scoping Document to confirm the viability of the Project.

THE PROJECT



LEGEND:

- Main Route
- Spur Routes
- Oil
- Market access
- Minerals
- Market access

GOVERNMENT SUPPORT and INTEREST

ALASKA: Sean Parnell, Governor

"Thank you for the opportunity to write in support of the Generating for Seven Generations (G7G) proposed rail project."

"The potential economic benefits of a rail link for both Alaska and Canada have been a vision as far back as the Harriman Expedition in the mid-1800's."

YUKON TERRITORY: Currie Dixon, Minister of Economic Development

"A rail development, such as the project proposed by G7G could significantly decrease transportation costs and improve competitiveness of key industries in Yukon."

ALBERTA: Premier Alison M. Redford, QC

"I appreciate being informed of projects that relate to Alberta's strategic objective to diversify our energy products and market portfolio."

BRITISH COLUMBIA: Premier Christy Clark

"We will, of course, follow your project's progress with interest."

CANADA: Joe Oliver, Minister of Natural Resources

"... the Government is supportive of any private sector project that would contribute to shipping our growing Canadian crude oil supply to international markets as long as the project meets all the applicable regulatory requirements."

SASKATCHEWAN: Has not been approached to date.

NORTHWEST TERRITORY: Has not been approached to date.

UNITED STATES: Has not been approached to date.

GOVERNMENT SUPPORT and INTEREST

Quote from April 30, 2013 Letter to
G Seven Generations Ltd. from the
Government of Alberta – Department of Energy
with regard to the G7G Railway Project

“The Government of Alberta has provided a grant of \$1.8 million to the Van Horne Institute to allow them to work with G7G, the project proponents and with the University of Alaska, Fairbanks, Michigan Tech, and other organizations or companies on the potential routing, cost, and business case for such a railway. The Van Horne Institute will provide the information they obtain to the Government of Alberta and other stakeholders.

This information will include a feasible route description and initial cost of facilities. It will also include an assessment of the potential for oil, mineral, and other products that could be exported and imported via this line.”

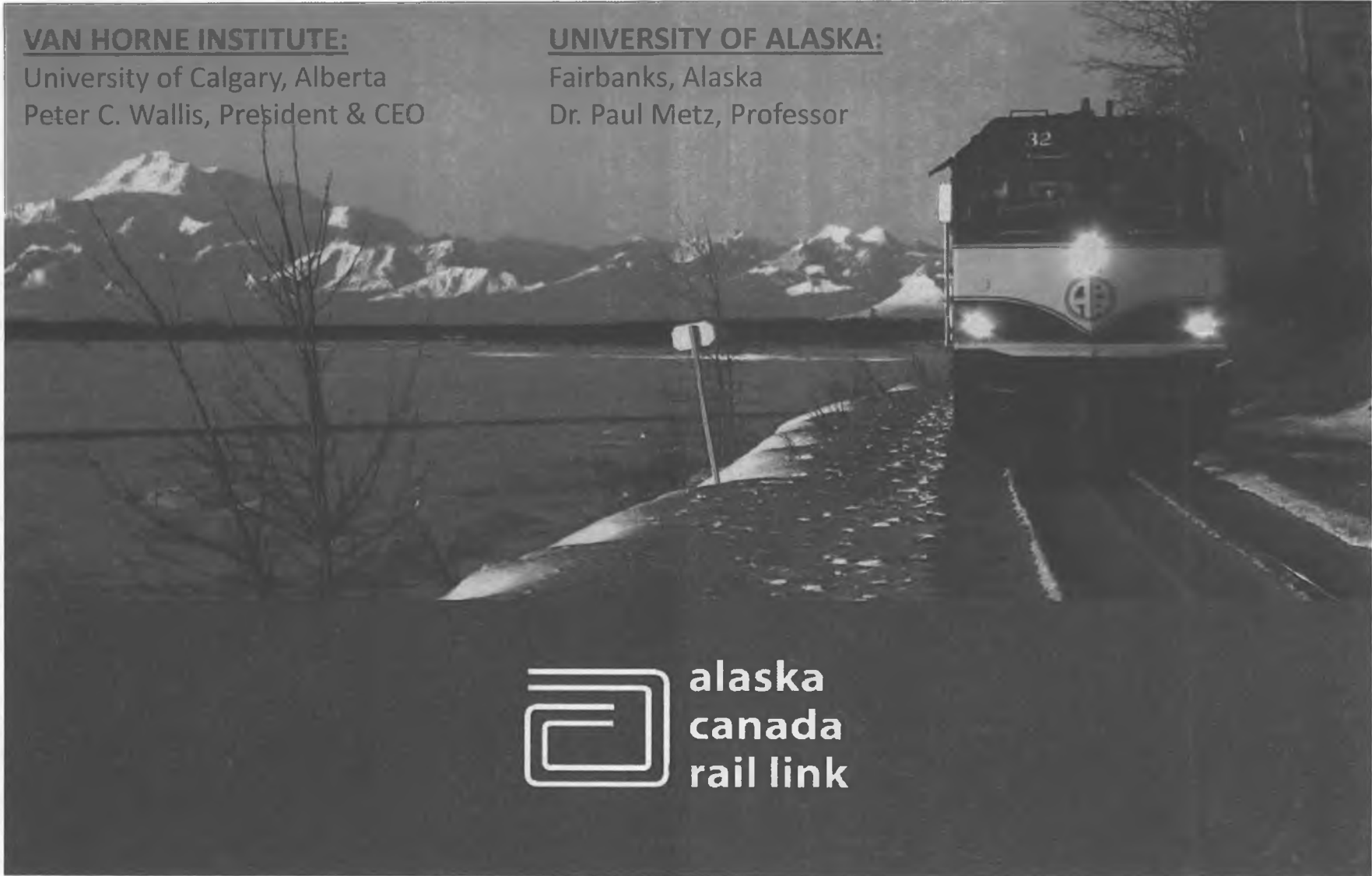
INSTITUTE INVOLVEMENT

VAN HORNE INSTITUTE:

University of Calgary, Alberta
Peter C. Wallis, President & CEO

UNIVERSITY OF ALASKA:

Fairbanks, Alaska
Dr. Paul Metz, Professor



alaska
canada
rail link

SOCIAL LICENSE NOW A PRE-CONDITION FOR MAJOR INFRASTRUCTURE DEVELOPMENT

- **What is social license?**
 - Early engagement and broad support among First Nations and other affected communities
 - “Duty to Consult and Accommodate” – where a government decision may affect Aboriginal and treaty rights, the Crown is required to consult with potentially affected First Nations, minimize infringement on Aboriginal and treaty rights, and address the potential effects through accommodation, as interpreted by Canadian courts
 - Public support for development , taking into account socio-economic and environmental impacts
- Social license is a necessary condition for securing major infrastructure project approvals across Canada
 - This is also summarized by the World Energy Council’s stated goals of “accessibility, availability and acceptability”

A FIRST NATION SUPPORTED PROPOSAL COMPLETE WITH EQUITY INVOLVEMENT

Community Consultation

- G7G's indigenous initiative lays out a precedent-setting approach to aboriginal consultation and accommodation.
- G7G has met with the leadership of the First Nations villages, communities and tribes along the proposed project route, already receiving letters of support for the concept as proposed.
- Along with the aboriginal communities; all of the other community stakeholders will be consulted as part of this work element.
- G7G expects this critical element to be an approximately one year process per community, performed simultaneously.
- G7G will use the following criteria as a guideline:

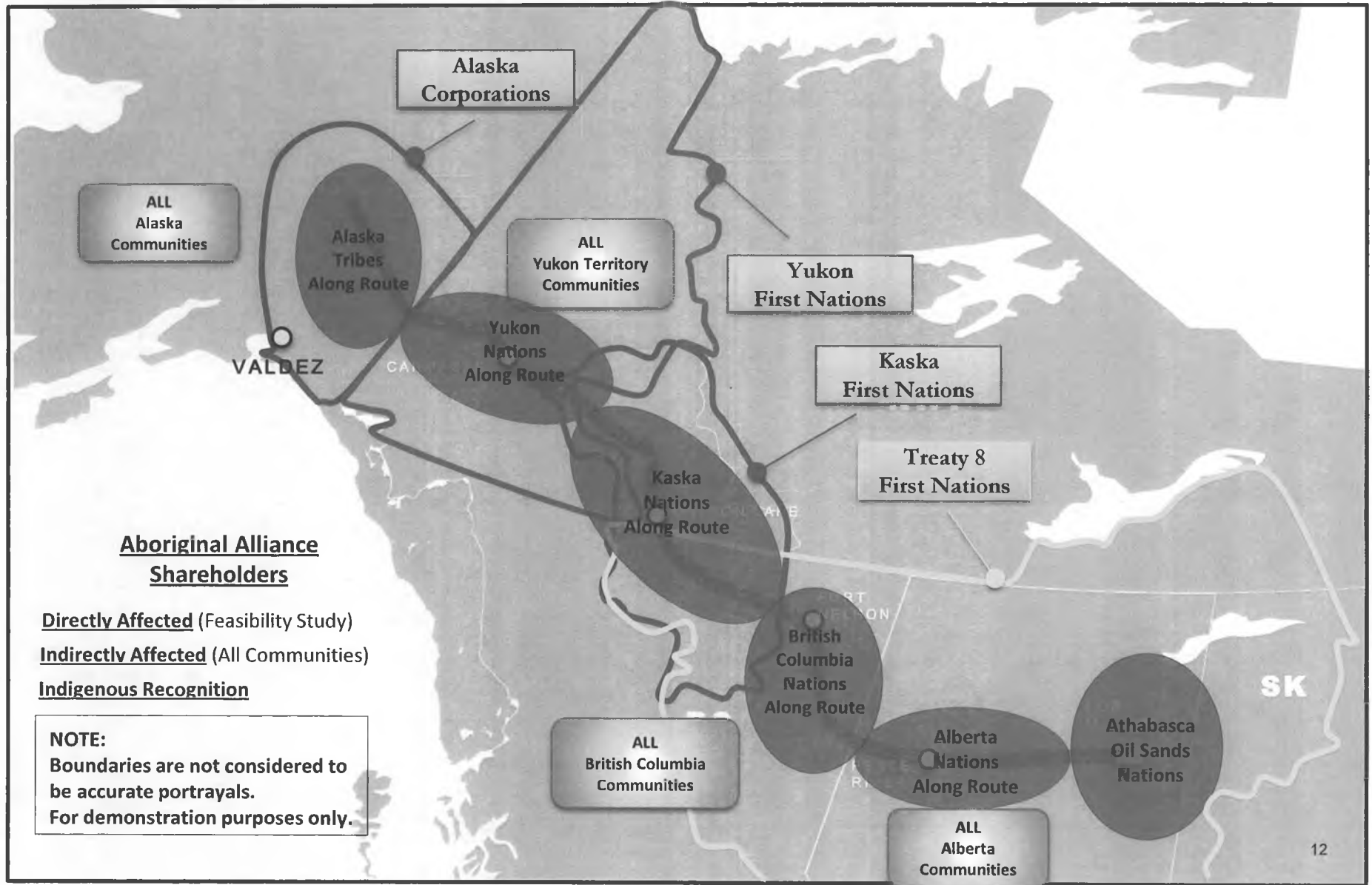
Vickers and Associates
*Summary of Best Practices for First Nations
in Consultation and Accommodation*

The Benefits

The Benefits of this Project for First Nations:

1. Recognition – Rights and Title
2. Respect – early engagement
3. Relationship – personally informed
4. Partnership – 50% equity/profit sharing
5. Employment Opportunities
 - construction
 - operation
 - maintenance
 - management

ABORIGINAL ALLIANCE STAKEHOLDERS



The Benefits

The Benefits of this Project for Canada :

1. Unlock the bottleneck for transporting Canadian oil, minerals and other commodities to offshore markets
2. Accelerated increase of royalty and tax revenues
3. Economic hauling, export and import of all commodities
4. Increase long term and permanent employment
5. Positive impact on stakeholder relationships

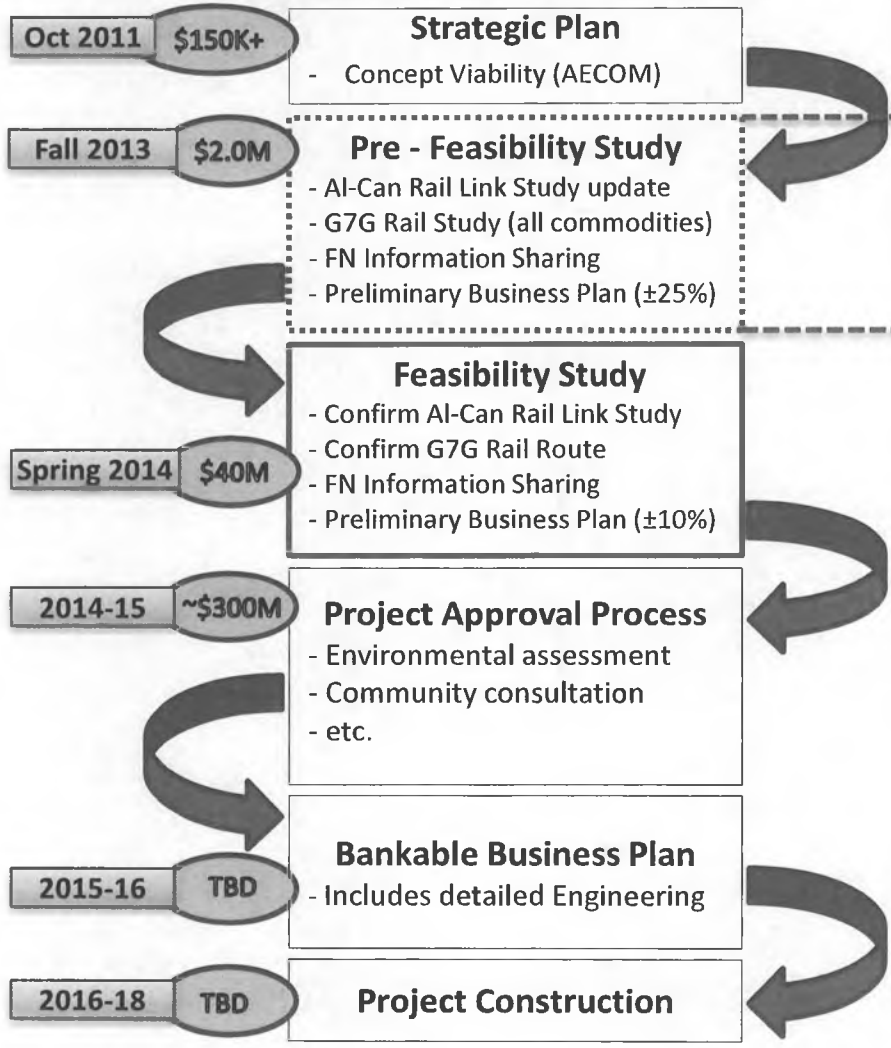
The Benefits

The Benefits of this Project for Alaska :

1. Connection to the rail network of North America, specifically the Lower 48 States.
2. Enhance utilization of infrastructure (TAPS, Ports, etc.)
2. Economic hauling, export and import of all commodities
2. Accelerated increase of royalty and/or tax revenues
2. Increase long term and permanent employment
6. Positive impact on stakeholder relationships



G7G Project Timeline



Pre – Feasibility Study (\$2.0 million)

- Conducted by Van Horne Institute
- Government of Alberta \$1.8 million Grant
- Government of Yukon Observer

Project Equity Partners

- Aboriginal Alliance Trust 50%
- AECOM Canada Ltd (Letter of Interest) 10%
- G7G Finance/Investment Firms or Industry 40%

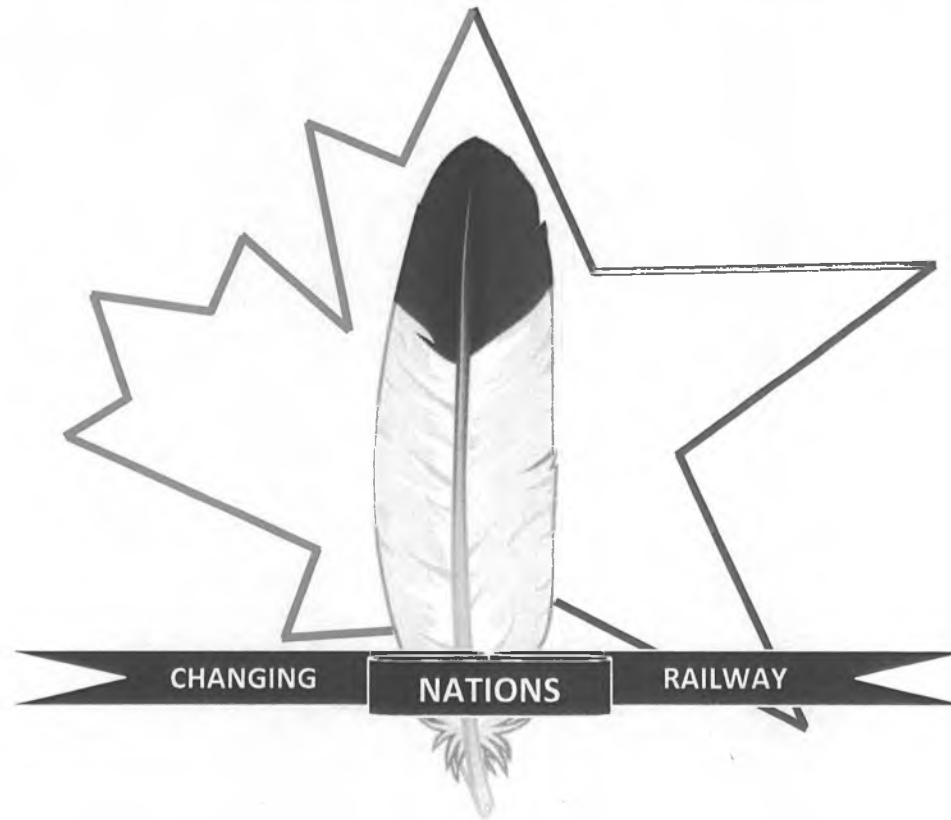
Other Opportunities

Project Management	Operation & Maintenance
Shipper Contracts	Commercial Agreements
Rolling Stock	Material Supply



G7G RAILWAY CORPORATION

AECOM



Generating for Seven Generations

Contact: Matt Vickers, CET
matt@mattvickers.com

Len Wilson
len.wilson@askenterprises.com



Alaska Department of Transportation & Public Facilities

Alaska State Rail Plan Update
House Transportation Committee
Murray Walsh, ADOT&PF

January 30, 2014

Purposes of a State Rail Plan

- To set forth **state policy** involving freight and passenger rail transportation, including commuter operations.
- To present **priorities and strategies** to enhance rail service that benefits the public.
- To serve as the **basis for federal and state rail investments** within the state.





Why ADOT&PF?

- Alaska Statutes (AS 44.42) assign DOT&PF the responsibility to plan for all modes of transportation.
- There is more than one railroad in the state; there may be even more in the future.
- Any movement of freight or passengers involves more than just a railroad – what happens when the freight shipment gets to the end of the line; how does it get to its ultimate destination?



Our Focus

A word of caution: the Alaska State Rail Plan (ASRP) focuses on rail, generally. This is not an Alaska Railroad Corporation plan.

- Alaska Railroad Corporation and White Pass & Yukon Route are Alaska's two railroads, and the individual needs of these operators are identified in the plan.
- ASRP looks at the potential for NEW operators and future capacity needs. What infrastructure, plans, or information is needed to promote rail, broadly defined, in the future?

Rail Plan—Not in Isolation

- The State Rail Plan must be coordinated with the State's Long Range Transportation Policy Plan.
- In September 2013, the Federal Railroad Administration released new guidance for preparing state rail plans. Our plan will comply with those guidelines.



Alaska Department of Transportation & Public Facilities
Statewide & Area Transportation Plans

DOT&PF » Long Range Planning

SLRTP Home 2030-Let's Get Moving Area & Regional Modal/System Other Plans Related Links & Resources Contacts

Statewide Long Range Transportation Plan

Guiding Transportation Development for Alaska's Future

DOT&PF Strategic Plan - Office of the Commissioner
Mission Statement: "Get Alaska Moving through service and infrastructure."

Statewide Long Range Transportation Policy Plan
This plan embodies the long-range vision, policies and objectives that will guide Alaska's transportation development during the upcoming 20-year period. It is required by federal regulation (23CFR450.214) and draws its authority from Alaska Statute 44.42.050. The current Statewide Long-Range Transportation Policy Plan is called Let's Get Moving 2030, and was approved February, 2008.

Area/Regional Transportation Plans
These are regional, multi-modal transportation plans developed for specific areas of the state, designed to address movement between communities in the region, and from the region to points beyond. Each of these plans incorporates economic modeling to evaluate potential projects and prioritize them to best meet state and regional goals. Within the Area/Regional Transportation Plans Category, we also have Metropolitan Transportation Plans. These are fiscally-constrained plans unique to the state's metropolitan planning areas and required by federal regulation 23CFR450.322. They include both long and short range strategies and actions that lead to an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demands.

Modal/System Transportation Plans
These are statewide plans that address system needs and structure of a mode or subset of the overall transportation system. System plans help identify system-wide issues, goals, objectives, standards, and processes. Examples include the Alaska Aviation System Plan, Alaska State Rail Plan, Alaska Bicycle and Pedestrian Plan, and the Alaska Strategic Highway Safety Plan.

Other Plans related to Transportation
Alaska DOT&PF works with other government agencies and communities to develop and update long range plans. This website will link to other plans that may have an impact on transportation in Alaska.

Call us toll-free in the State of Alaska 1-888-PLANDOT
or 907-465-4070 (in Juneau)
TDD: 907-465-3652
or fax us 1-888-PLANFAX

If you have questions regarding the content of this page, please contact Eric Taylor at 907-465-8858 or eric.taylor@alaska.gov

Plan Advisors

Project Steering Committee

Commissioner, DCCED
Commissioner, DNR
Commissioner, DOT&PF
President, ARRC
President, WP&YR

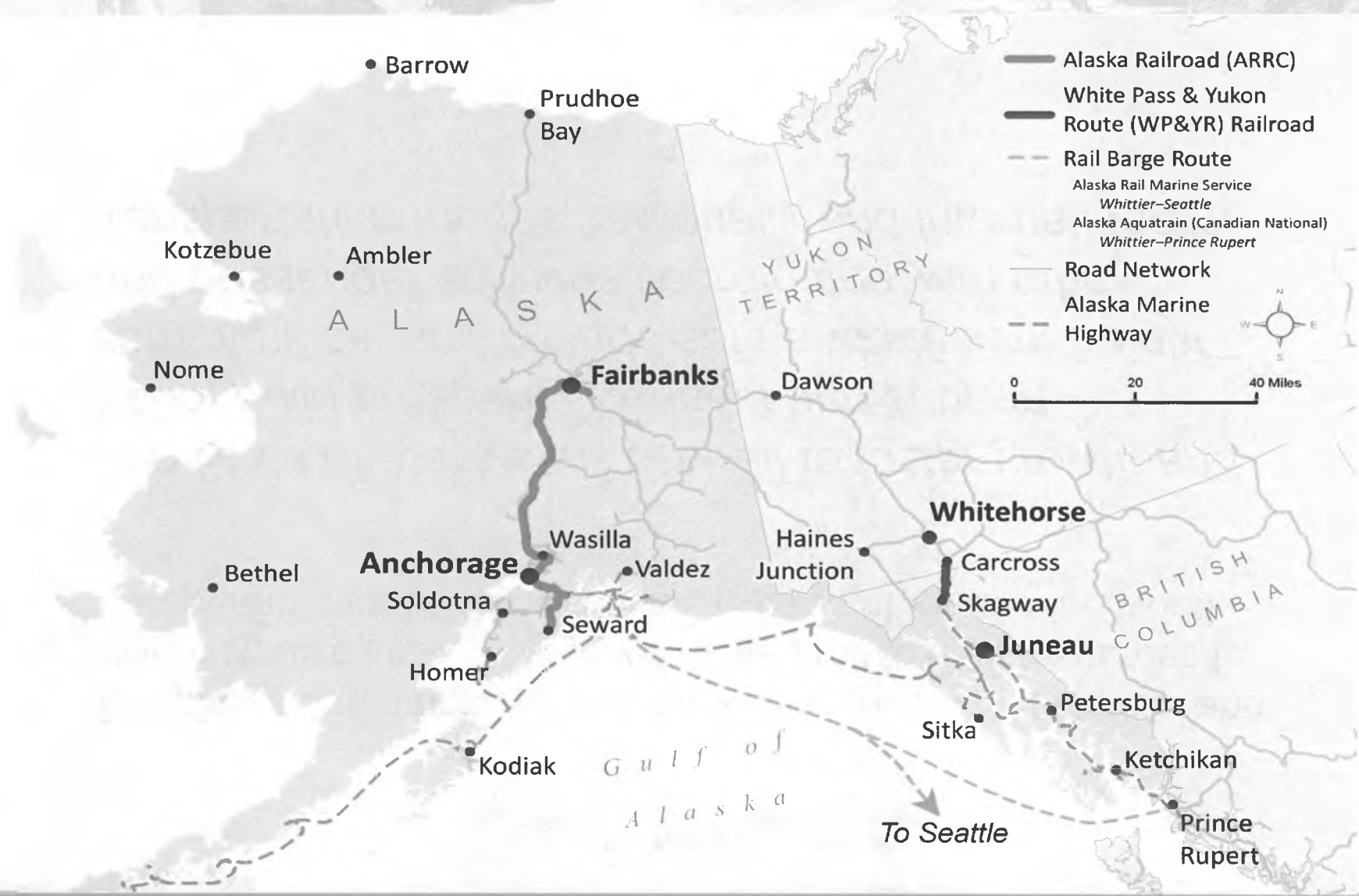
Technical Advisory Group

Transportation System Users
Local Communities Agencies
Transportation Providers
Native Corporations
Federal Land Agencies
U.S. Army

Project Team

DOT&PF
HDR Alaska
CDM Smith

Alaska's Current Rail System





Our Vision

The pioneering ambition that built Alaska was both practical and visionary, using roads, waterways, and rail to haul resources to market and connect communities to each other and the world.

The State of Alaska will use rail to foster growth and trade, build prosperity, connect and support communities, and provide safe and efficient freight and passenger services coordinated with other transportation modes, regionally and internationally.



Planning Context

The Past: Rail has played an important role in the development of Alaska's economy and in national defense.

- Military transport
- Construction and resource development (TAPS)
- Passenger service, both resident and visitor
- Transport of hydrocarbon and petroleum products
- Transport of natural resources such as coal and gravel
- Supply of building materials, equipment, and other commodities

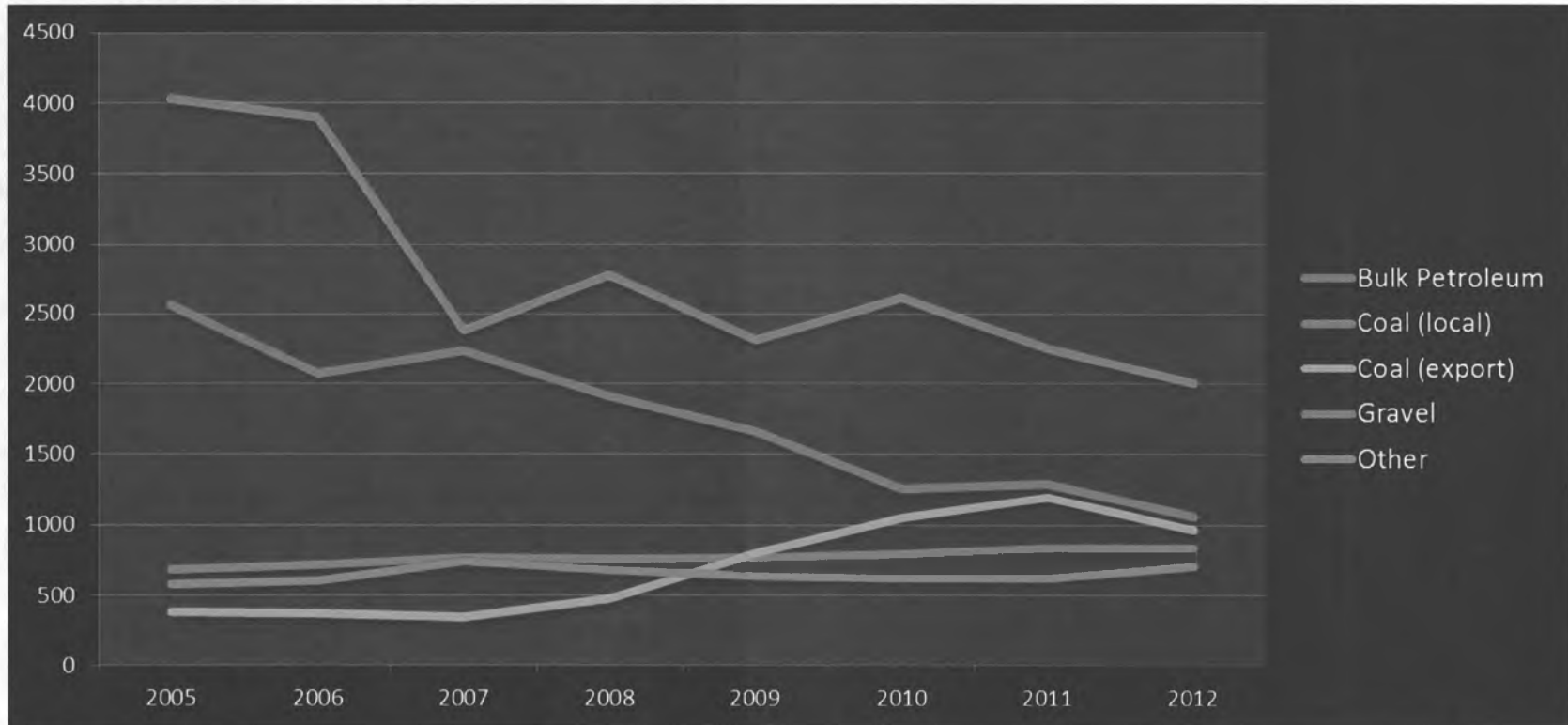
Planning Context

The Present: Rail volumes and revenues, along with industrial activity, have decreased since 2005.

- The Port MacKenzie and Northern Rail extensions are under construction
- External financial support is needed for major safety and efficiency improvements
- The public would like commuter service



Alaska Railroad Freight Operations



Between 2005 and 2012, demand for ARRC freight services declined nearly 32 percent (all commodities, in tons).



Planning Context

The Future:

- The industrial renaissance that Alaska has been preparing for is finally happening — shale, oil, mining, LNG, coal, natural gas...
- The Port MacKenzie and Northern Rail extensions are complete and fully operational.
- Rail commuter service is available, linking Southcentral Alaska and is under consideration elsewhere.



Plan Direction

What do we do now in the present day to:

- *Make sure the railroad is available to support the future context; and*
- *Identify defensible means to evaluate and enable new rail lines?*



Plan Goals

- **Promote economic development** in Alaska; seek rail extensions to new resource and defense opportunities.
- **Maintain systems** in good repair and expand capacity.
- Support rail's role in **international exports**, market development, and trade.
- Emphasize **interconnectivity** with other modes of transport.
- Increase regularly scheduled **passenger rail** service.
- Support **safe and environmentally responsible** rail operations.

Plan Objectives - Passenger

- Develop a Southcentral regional transit organization – Legislation needed



- Include Anchorage International Airport in regular public rail passenger service
- Maintain passenger equipment in continuing state of good repair.
- Complete Wasilla track realignment
- Provide higher speed track for commuter trainsets
- Support connectivity with other transit options

Plan Objectives—Freight

- Establish and re-claim corridors to preserve rail right-of-way for future use
- Lengthen (and strengthen) passing sidings, improve (or remove) tunnels, upgrade bridges
- Increase rail carrying capacity to the emerging US standard of 315,000 lbs. per car
- Include rail in emergency service planning
- Separate the remaining rail-highway at-grade crossings on the National Highway System
- Implement quiet zones to enhance livability
- Improve wildlife crossings and culverts for fish passage

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Capital Improvement Context

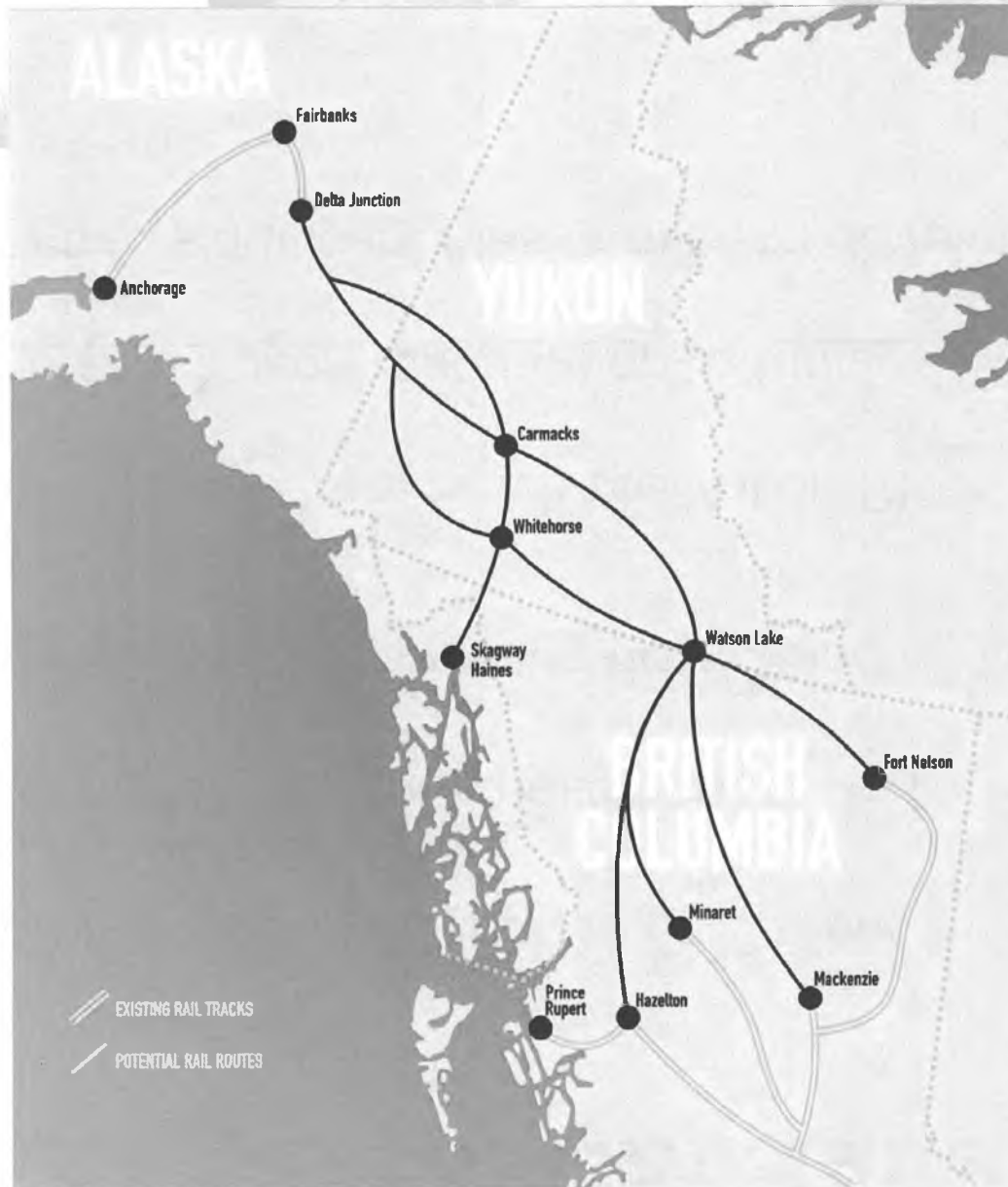
- Alaska's rail accident rate is comparable to other US railroads
- Positive Train Control (PTC) should improve safety, but at a substantial cost
 - ✓ PTC costs exceed the ARRC's ability to fund and requires state support
- Freight operating revenues are lower (ARRC)
- Additional investment in track, depots, and equipment will be needed to operate commuter service

Short/Near-Term Capital Projects

- Remove obstacles to double-stack container train operation – notably the Portage Tunnel
- Grade-separation of mainline/NHS and significant urban at-grade crossings
- Extension from Eielson AFB to Salcha Bridge
- Commuter rail in Southcentral Alaska – Trainsets & Depots
- Wasilla, North Pole and Nenana realignments
- Anchorage to Seward railroad rehabilitation
- Upgrade, rebuild docks in Whittier
- Expand Seward dock facilities
- Girdwood to Portage track upgrades

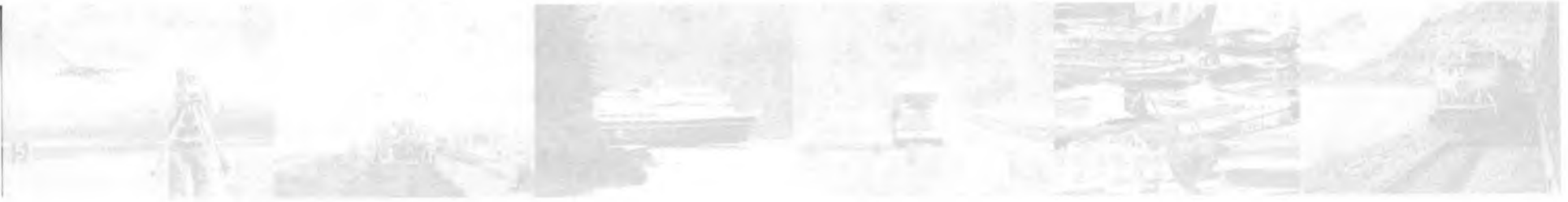
Mid to Long-term Capital Projects

- Extension from Salcha Bridge to Ft. Greely
- Fairbanks and North Pole realignments
- Extension to Livengood mining district and on to Yukon River
- Passenger service from Salcha to Yukon River
- Rail Service to Yukon resource opportunities
- Extensions to significant Alaska mineral developments





- **Crest Iron Ore Deposit in NE Yukon – one of world’s largest (28 million tonnes/yr or 76,000 tonnes per day, seven trains a day!).**
- **The Alaska Canada Rail Link Study determined that investment capital and operating cost would be covered for Crest Iron Ore transport to Haines.**
- **This set the Haines Benchmark which was not met by any other ACRL route.**



The Value Proposition – Haines Rail Access

- a) ***Tidewater access*** for mineral feeder service from an Alberta to Alaska railway junction at Carmacks.
- b) ***Terminal acreage*** to handle Crest Iron Ore (28 million tonnes/yr).
- c) ***Rail alternative to highway*** heavy haul trucking that authorities are reluctant to allow.
- d) ***Interim truck to rail transfer hub*** at Carmacks for current and future Yukon mines
- e) ***Interim Inside Passage connection*** to CN Rail for the Alaska Railroad (50% shorter than Gulf transit).

Long-term Capital Projects

- Extension to North Slope
- Extension to Canada/railhead in British Columbia
- Extension from Yukon River to Nome



Preliminary (Draft) Policy Recommendations

- Plan for and reserve corridors
- Prioritize and commit to capital project assistance
- Authorize Regional Transit Organizations - legislative action required
- Pursue rail service extensions

Next Steps

A draft plan, conforming with federal guidance, will be available in Spring 2014

On-line public open houses featuring preliminary findings and the draft plan







Thank you

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