



South Wasilla Rail Line Relocation

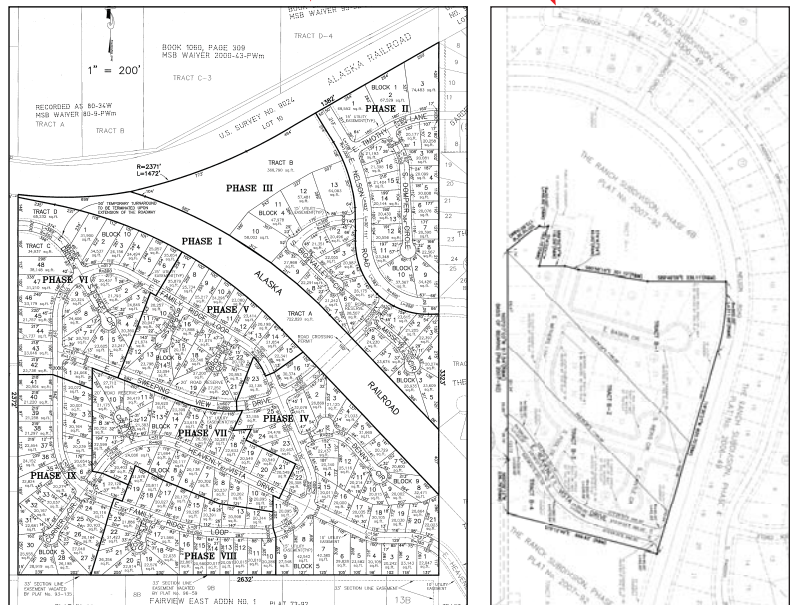
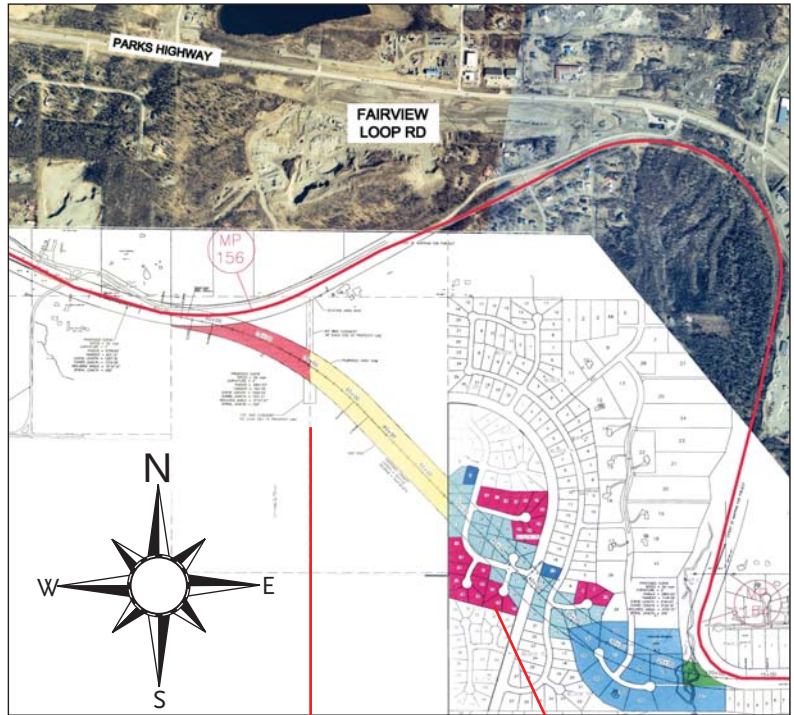
PROJECT FACTS

Project Scope

The Alaska Railroad Corporation (ARRC), in cooperation with the Federal Transit Administration (FTA), plans to straighten curves along the mainline track in South Wasilla, between ARRC Mileposts 154 and 158. This is part of a larger ARRC effort to reduce track curvature and improve safety along the main line track between Girdwood and Wasilla.

Project Benefits

- The new alignment will eliminate five at-grade (same level) road-rail crossings, thereby improving crossing safety.
- Straighter track reduces the risk of derailment, thereby improving operational safety.
- Reducing track curvature will allow trains to travel safely at increased speeds, thereby shortening passenger train travel times, as well as improving freight train efficiency.
- Shortened passenger travel times is a key factor to help make commuter rail service between Anchorage and the Matanuska-Susitna Valley a viable option.
- Straighter track reduces operating costs for fuel and labor, and decreases wear-and-tear on train wheels and rail, lowering maintenance costs.



Above: Land acquisition for Phase One is nearly complete. A number of parcels in the Sweeping Vista Subdivision (bottom left) and the neighboring Ranch Subdivision (bottom right) have been purchased to accommodate the new Phase One right-of-way.

Status

- In spring 2003, a joint steering committee — comprised of ARRC, Alaska Dept. of Transportation & Public Facilities, Mat-Su Borough, City of Wasilla, and Mat-Su Community Transit — identified the South Wasilla Rail Line Relocation as a project to move forward for engineering and environmental analysis work.
- In 2003, ARRC began the environmental assessment (EA) and the EA was completed in late September 2005.
- FTA issued a Finding of No Significant Impact in January 2006.
- Four alternatives were analyzed, including a no-build option. One build alternative was identified as the preferred alternative, with construction recommended in two phases. Phase One is approximately from MP 154 to 156; Phase Two is from MP 156 to 158. Due to continued land development activity in the Wasilla area, Phase 2 is becoming far less likely to proceed.
- In 2003, the FTA approved advance right-of-way acquisition. Land acquisition for the Phase One corridor is expected to be complete in

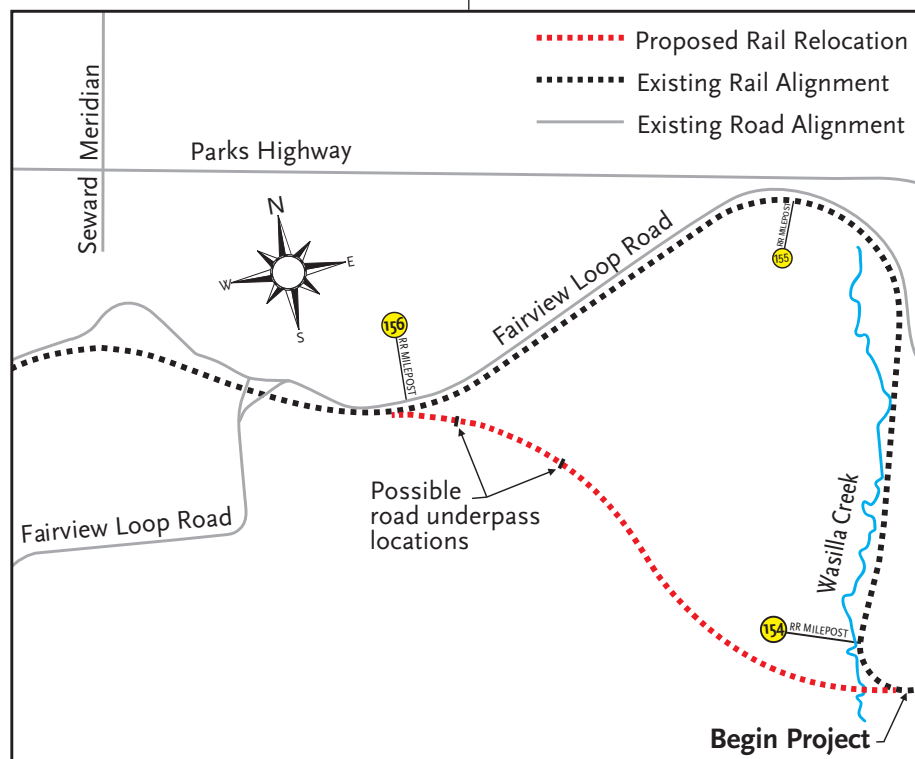
2012, followed by replatting of the purchased properties.

- ARRC has also been participating in the Mat-Su Borough diagnostic team to evaluate options for the South Trunk Road Extension.

Cost and Funding

Total funding dedicated to this project thus far is approximately \$5.5 million.

- The initial \$246,000 budget for conceptual engineering and the EA, was funded 80% by the FTA and 20% by ARRC, City of Wasilla and ADOT&PF.
- FTA granted \$2.72 million for preliminary engineering and land acquisition, funded 91% by FTA and 9% by ARRC.
- The Federal Highway Administration (FHWA) granted approximately \$2.5 million to continue land acquisition. This is funded 91% by FHWA (via FTA) and 9% by ARRC.
- The remaining cost for engineering, land acquisition and construction for Phase One is estimated at \$37 million. Funding has not been identified.



Phase One of the Preferred Alternative.