



ALASKA RAILROAD

PROJECT FACTS

Port MacKenzie Rail Extension

Project Scope

The Matanuska-Susitna Borough (MSB) and the Alaska Railroad Corporation (ARRC) jointly propose construction and operation of a new rail line to connect the Borough's Port MacKenzie to ARRC's rail system. The port lies about 30 miles southwest of Wasilla and about 5 miles due north of Anchorage, across Cook Inlet. The selected route involves 32 miles of new rail line extending from Port MacKenzie to the Alaska Railroad's main-line just south of Houston.

Port MacKenzie has a deep draft dock (60 feet at low tide) that requires no dredging and can serve the world's largest ships (Panamax and Cape Class vessels). The port's 8,940 upland acres and 1,300 tide-land acres provide ample room to accommodate bulk resource storage, transport and processing facilities, as well as rail and terminal facilities for efficient train loading and unloading.

The project includes an Environmental Impact Statement (EIS) as required by the National

Environmental Policy Act (NEPA). The EIS and associated studies identified and analyzed feasible alignment alternatives, completed preliminary engineering design on alternatives, estimated construction costs, and determined the project's economic, financial and engineering feasibility.

When complete, the new rail line would operate as part of the Alaska Railroad system.

Project Benefits

- With the longest rail car loop in Alaska, the extension offers highly-efficient offloading of bulk resources from train to ship.
- For Interior shippers, the new rail link shortens the distance to tidewater.
- Increased rail freight activity, and development stimulated by the rail link, would benefit railbelt communities through increased employment, contributions to the state and community tax base, and overall economic health.



Segment 4: 2015 summer work on a 140-foot 5-span concrete girder bridge over a tributary to the Little Susitna River.

March 22
2024



- With ample room for staging and assembling, Port MacKenzie is an ideal site for large construction projects, such as oilfield modules or pipeline assembly.

Project Status & Timeline

- In June 2007, MSB and ARRC signed a Memorandum of Agreement to pursue environmental work, engineering and alternative analysis in support of the Surface Transportation Board (STB)-led environmental document for a Port MacKenzie rail line extension.
- 2011: After an extensive environmental review process, the STB issued a record of decision recommending the Mac East Variant (Mac Central) and Houston South route.
- 2011-2013: Construction bids awarded to Bristol Construction (Segments 1 and 4), Quality Asphalt Paving (Segment 3), and Granite Construction (Segment 6).
- June 4, 2013: Ground-breaking ceremony.
- 2014: Segments 1, 3 and 6 substantially complete.
- 2015-2016: Construction bid awarded to Quality Asphalt Paving (Segment 5) in 2015. Segments 4 and 5 substantially completed by fall 2016.
- 2024: Estimate 3 years to complete project, if funded.

Project Participants

- **Matanuska-Susitna Borough (MSB)** – The local government that owns Port MacKenzie land and facility. The MSB is the project Sponsor and has raised funds through requests for State grants. The MSB co-manages the project and is responsible for public and government relations, and land use planning for the project.
- **Alaska Railroad Corporation (ARRC)** – Self-sustaining corporation owned by State of Alaska. The ARRC is the



Segment 5 grade work June 2015.

project's Applicant, responsible for rail-related technical expertise, and for support of the EIS effort. ARRC co-manages the project.

- **Surface Transportation Board (STB)** – STB is the lead federal agency on the project with the authority to approve construction of new rail lines (including extensions) in the United States. Because the project requires federal approval, an environmental document was prepared to meet NEPA requirements. The STB, through its Section of Environmental Analysis (SEA) was responsible for preparing the EIS.

Cost and Funding

- The total project budget estimate is \$314 million.
- From 2008 to 2015, \$184 million has been funded via state grants. No funding allocated after 2015.
- A 2023 estimate determined an additional \$250-\$300 million in funding is needed to complete design and construction of the project.

For More Information

Mat-Su Borough:

- Borough Manager Mike Brown at 907.745.9577

Alaska Railroad:

- Corporate Communications Officer
Catherine Clarke at 907.265.2671

www.portmacrail.com

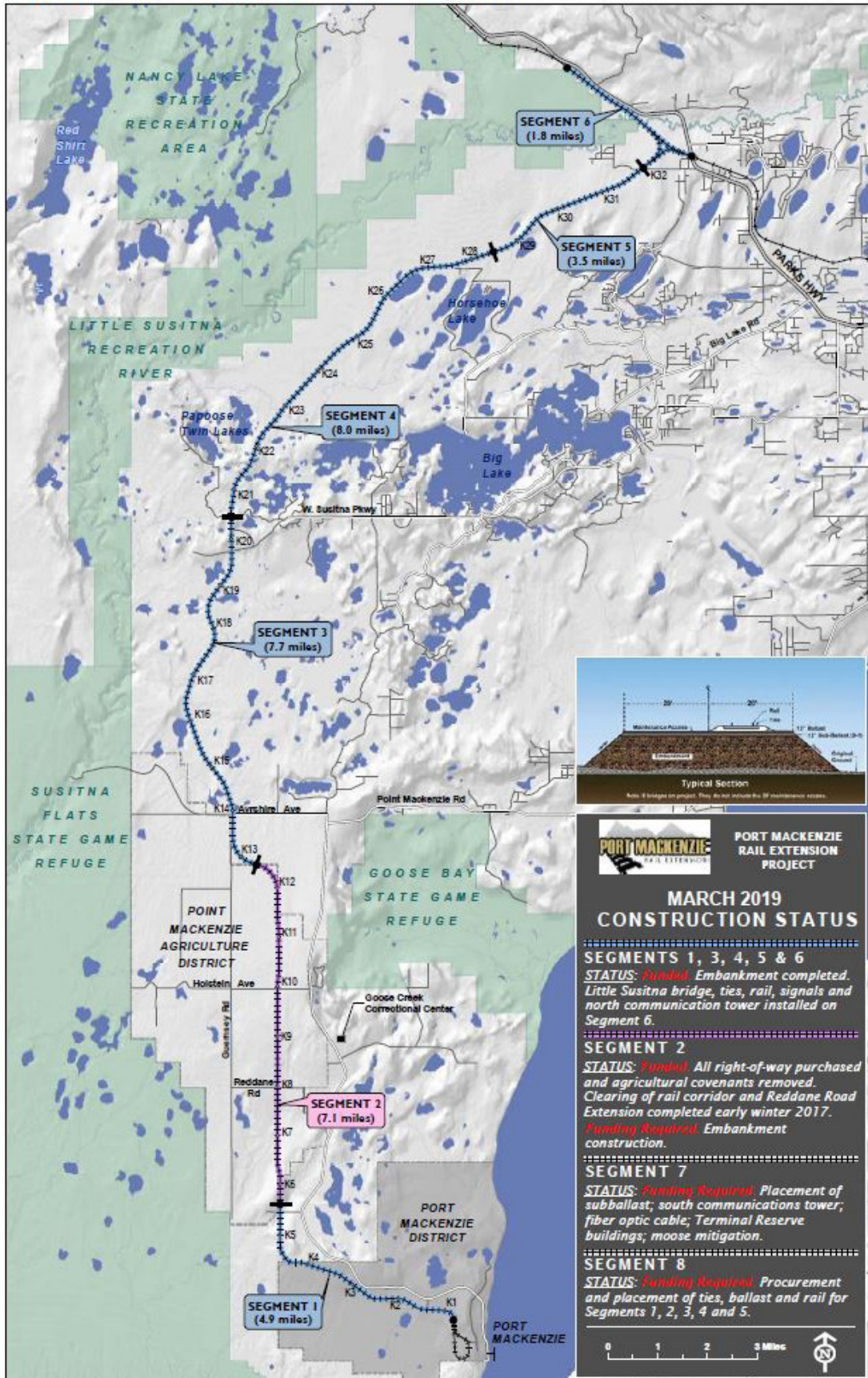
- Joint MSB-ARRC web site established in 2007 to facilitate the public process prior to STB application submittal. The web site continues to incorporate project status updates and visual information.



August 2015: Machinery at work on Segment 5.



Project Milepost and Segment Summary



PORT MACKENZIE RAIL EXTENSION PROJECT

MARCH 2019 CONSTRUCTION STATUS

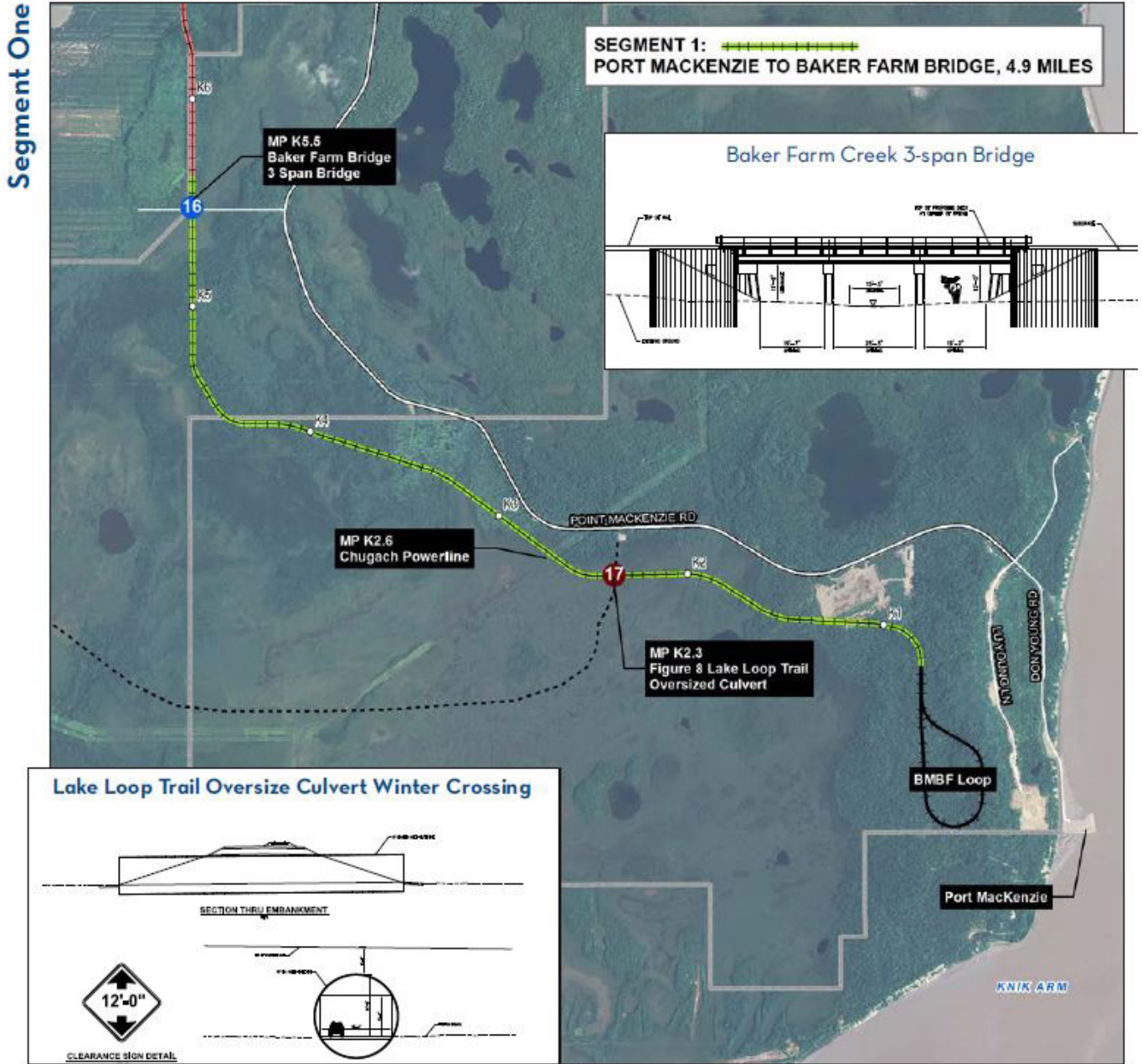
SEGMENTS 1, 3, 4, 5 & 6
STATUS: *Funded* Embankment completed. Little Susitna bridge, ties, rail, signals and north communication tower installed on Segment 6.

SEGMENT 2
STATUS: *Funded* All right-of-way purchased and agricultural covenants removed. Clearing of rail corridor and Reddane Road Extension completed early winter 2017.
Funding Required Embankment construction.

SEGMENT 7
STATUS: *Funding Required* Placement of subballast; south communications tower; fiber optic cable; Terminal Reserve buildings; moose mitigation.

SEGMENT 8
STATUS: *Funding Required* Procurement and placement of ties, ballast and rail for Segments 1, 2, 3, 4 and 5.

0 1 2 3 Miles



Scope and Contractor

- Length: 4.9 miles
- ~ 4 million cubic yards (CY) of earth moved
- Construct 3-span, 84-foot long bridge crossing over an unnamed stream at Baker Farm.
- Install 19-foot diameter 146-foot long steel multi-plate pipe to create winter crossing at Lake Loop Trail.
- Contractor: Bristol Construction Services

Status

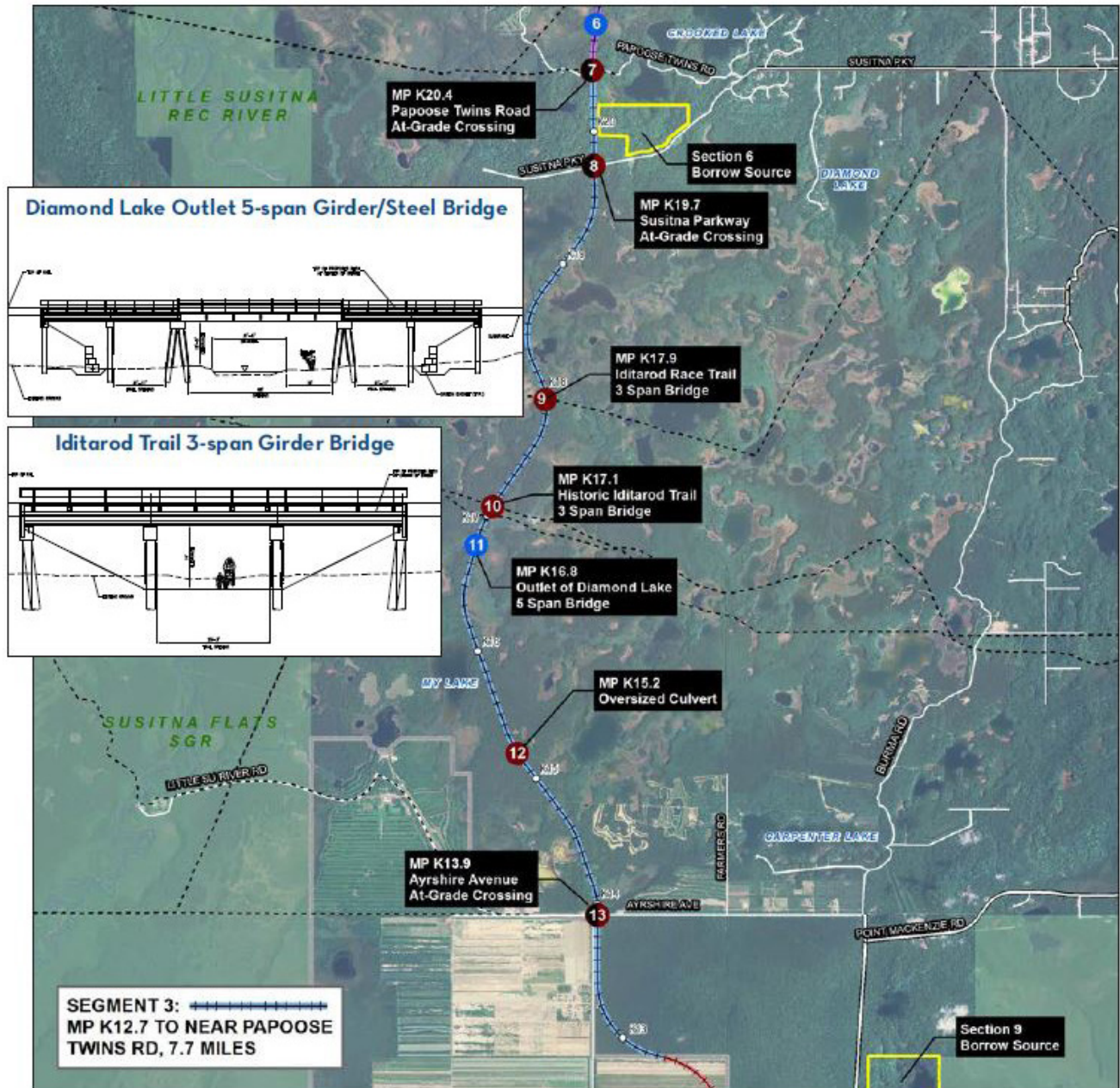
- Began construction in spring 2012.
- Completed in summer 2015.



Building a Segment 1 winter trail culvert crossing fall 2013.



Segment Three



Scope and Contractor

- Length: 7.7 miles; ~ 1.1 million CY of earth moved
- Construct three bridges:
 - 5-span, pre-cast girder and steel beam bridge over Diamond Lake Outlet/Outfall.
 - 3-span, pre-cast girder bridge over Historic Iditarod Trail.
 - 3-span, pre-cast girder bridge over Iditarod Race Trail.
- Install 18-foot diameter 128-foot long steel multi-plate pipe to cross unnamed trail.
- Contractor: Quality Asphalt Paving (QAP)

Status

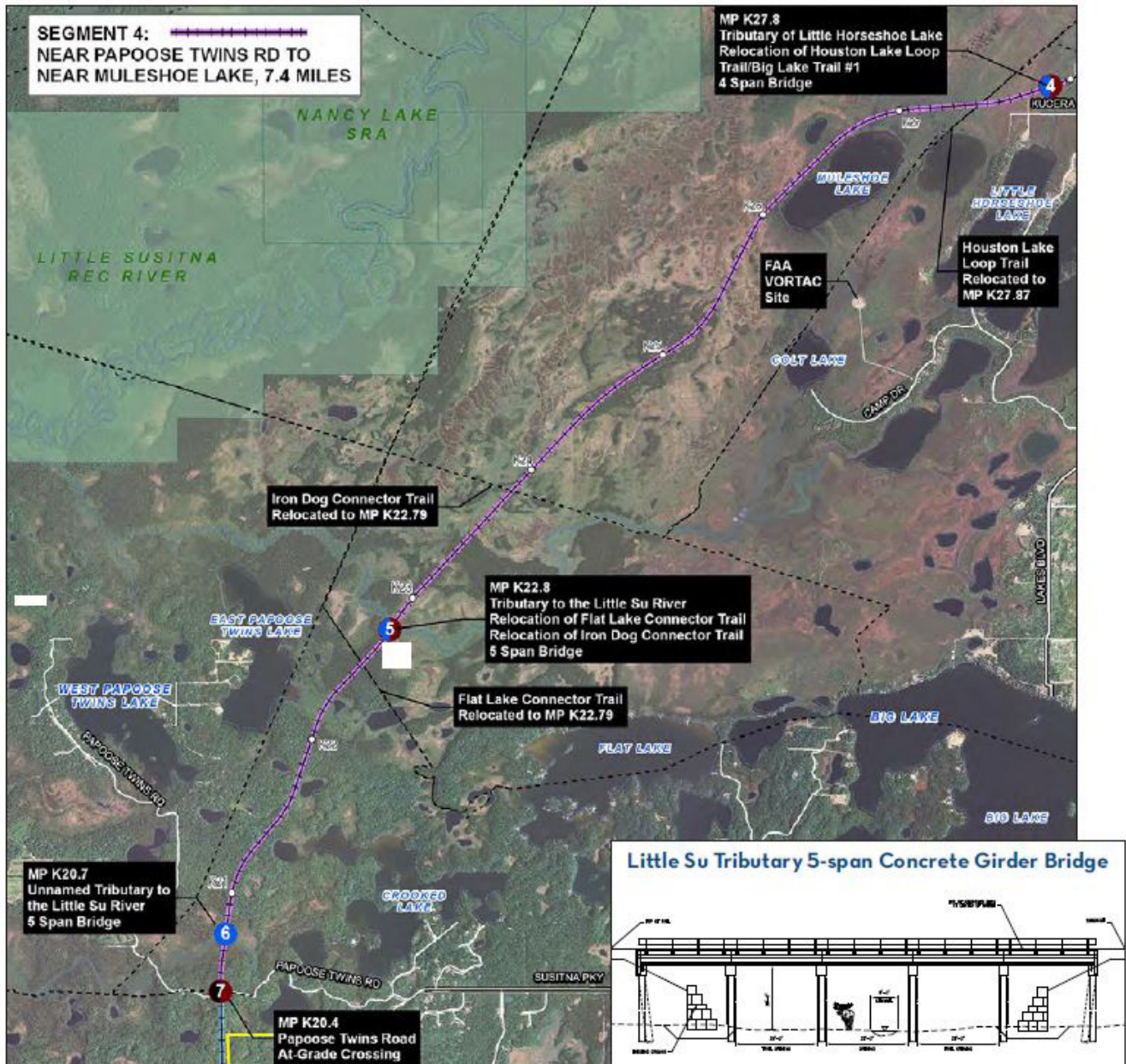
- Construction began spring 2013.
- Completed in summer 2015.



2013 Segment 3 grade work north of W. Susitna Parkway.



Segment Four



Scope and Contractor

- Length: 7.4 miles
- 1.0 million cubic yards (CY) of earth moved
- Construct three bridges:
 - 5-span, concrete girder 140-foot bridge over Tributary to Little Susitna River.
 - 5-span, concrete girder 140-foot bridge over Iron Dog Trail.
 - 4-span, concrete girder 112-foot bridge over Houston Loop Trail.
- Closest residence is 970 feet.
- Contractor: Bristol Construction Services

Status

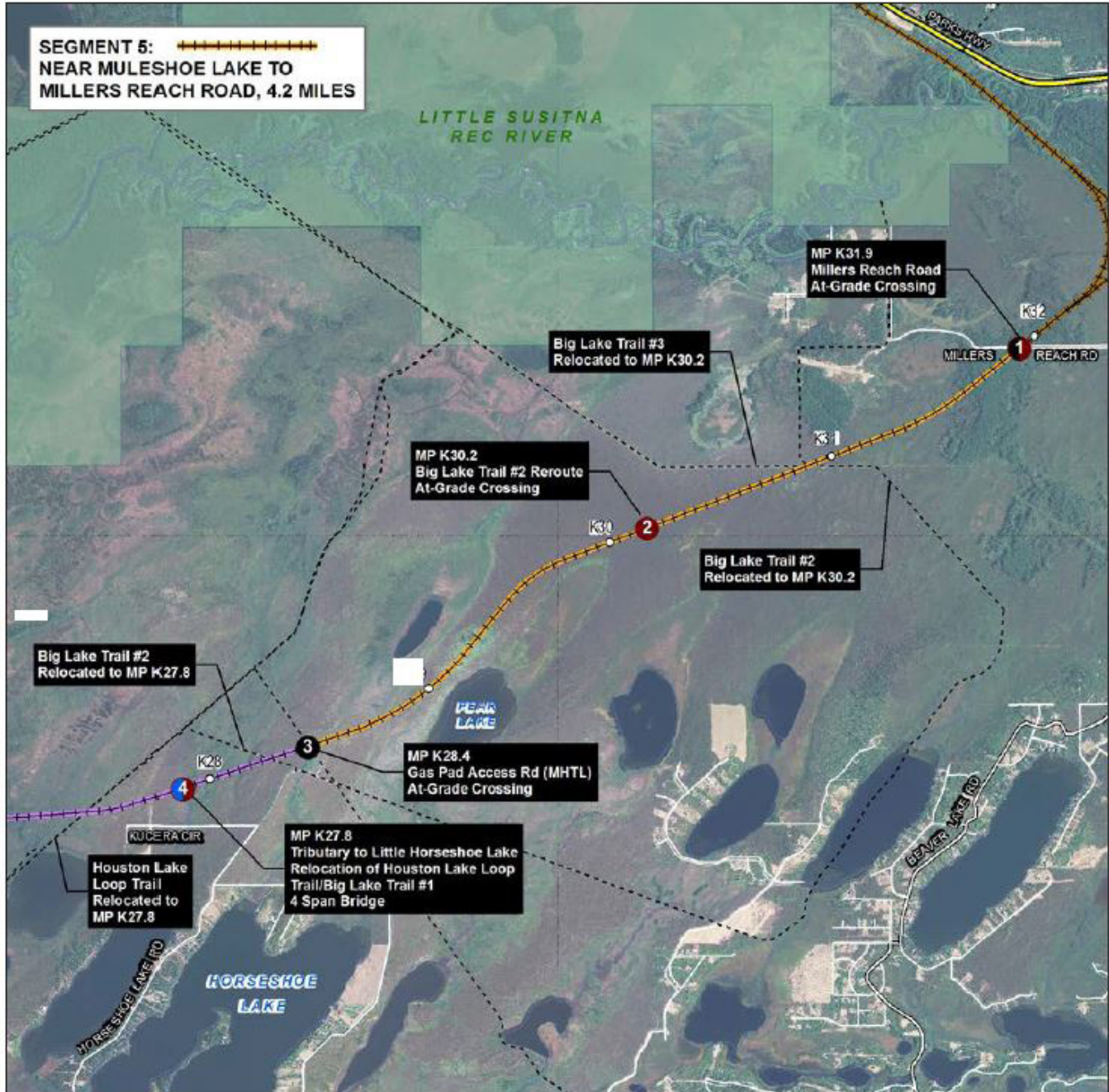
- Began construction winter 2013.
- Completed in summer 2016.



2015 Segment 4 grade work on trail relocation.



Segment Five



- Length: 3.5 miles
- 500,000 CY of earth moved
- One trail crossing and two at-grade road crossings
- Contractor: Quality Asphalt Paving (QAP)

Status

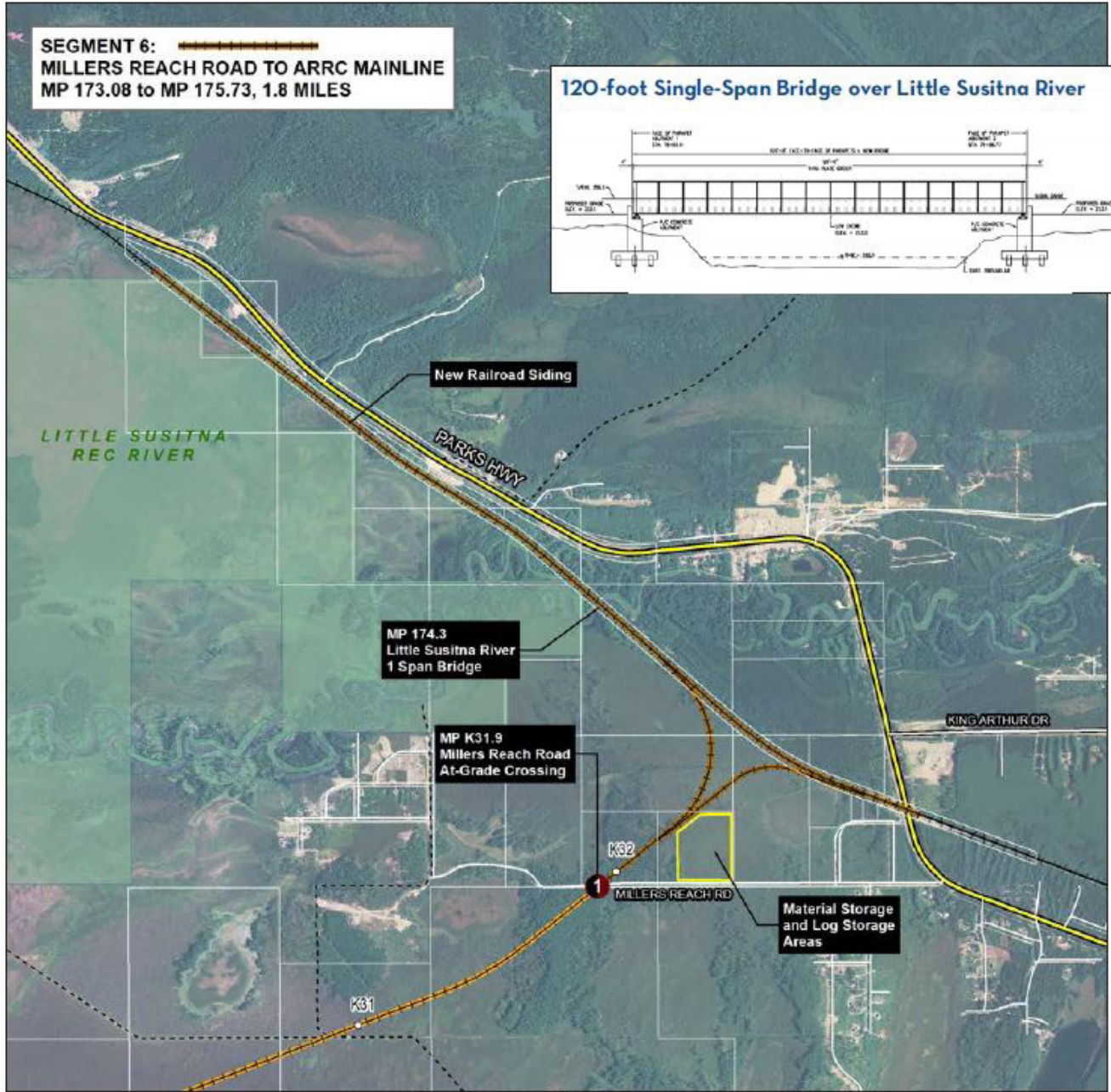
- Began construction summer 2015.
- Completed in spring 2016.



Segment 5 grade work in September 2015.



Segment Six



Scope and Contractor

- Length: 1.8 miles new embankment and widen 2.9 miles of existing mainline embankment
- ~ 630,000 cubic yards (CY) of earth moved
- Construct single-span 118-foot long steel girder bridge over the Little Susitna River.
- Construct a “Y” rail connection and a new siding adjacent to the Alaska Railroad main line.
- Contractor: Granite Construction

Status

- Begin construction spring 2013.
- Completed in fall 2014.



Seeding new embankment along Segment 6 in July 2013.