



“Stimulus” Funded Railroad Projects

PROJECT FACTS

In 2009/2010, the Alaska Railroad (ARRC) received nearly \$26 million from the American Recovery and Reinvestment Act of 2009 (ARRA), known as federal “Stimulus” funding. In 2011, an additional \$1.4 million. ARRA funds are administered through the Federal Transit Administration (FTA) for passenger-related projects that are eligible for FTA grants.

The following is a brief summary of Stimulus-funded projects. More detailed fact sheets are available for each. Many of these projects continue or complete previously-initiated capital improvements, although some initiatives are new. Any additional environmental analyses and documentation required by the National Environmental Policy Act (NEPA) were completed by spring 2009.

Track Rehabilitation

The Alaska Railroad continues an aggressive track rehabilitation program each year to upgrade mainline, siding and yard infrastructure by replacing aging ties, rail and ballast. ARRA money purchased material and track welding services in 2009 for the 2010 track rehabilitation program.

2009-2010 ARRA Budget: \$11.8 million



Ship Creek Security Fencing

Nearly 1,000 feet of security fencing was installed to the east of the Anchorage Historic Depot to improve public safety near the depot.

2009-2010 ARRA Budget: \$300,000



Ship Creek ITC Phase 2a work in 2010 removes utility equipment on the roof of the Anchorage Historic Depot.

Ship Creek Intermodal Center

The Alaska Railroad is pursuing a phased intermodal transportation center (ITC) project that incorporates the Anchorage Historical Depot into a hub to facilitate connections between rail, air, marine, public transit, private vehicle and pedestrian transportation modes. Phase 1 track and utility work were completed in 2009. ARRA-09 money began Phase 2, including depot exterior improvements, relocation of mechanical equipment from the roof top and wall mounts, electrical system upgrades and boiler replacement. Phase 2a work began in 2009 and will be complete in 2011.

2009-2010 ARRA Budget: \$7.425 million

Positive Train Control

The ARRC is implementing a positive train control system with Computer Aided Dispatch (CAD), a locomotive on-board computer system, data radio and GPS locator technology to minimize human error. Radio, GPS and CAD components are installed. Locomotive onboard control and validation systems are being tested. Phase 4 includes monitoring wayside detection devices for track integrity, switch position, load, avalanche and hot wheels. ARRA money funded 2010 monitoring of seven of the 142 wayside locations required by the Rail Safety Improvement Act.

2009-2010 ARRA Budget: \$2.5 million

Wheel Impact Load Detector

ARRA-09 money funded an automated Wheel Impact Load Detector installation at milepost 121.3 on Fort Richardson, northeast of the Anchorage Rail Yard. The system provides early detection of wheel defects so that repairs can be done quickly, reducing derailment risk and operational delays. Started in 2009, the project was completed in 2010.

2009-2010 ARRA Budget: \$1 million

Fairbanks Depot Second Track

The Alaska Railroad completed a new depot and intermodal facility in Fairbanks in 2005. ARRA-09 money funds construction of a second passenger track parallel to the existing track next to the depot. This 3,000-foot track will allow for train staging by the depot, reduced switching and improved passenger train operation efficiency. Started in 2010, the second track will be completed in 2011.

2009-2010 ARRA Budget: \$1.2 million



One passenger track runs alongside the Fairbanks Depot.

Seward and Talkeetna Depot Restroom Facilities

The restrooms inside the Seward and Talkeetna depots are inadequate to accommodate the growing number of passengers and employees using the facility. ARRA money funds construction of a new building within 20 feet of each depot, housing separate men's and women's restroom facilities. Construction on both facilities began in 2010 and will be completed in 2011.

2009-2010 ARRA Budget: \$1 million

Seward Track-side Shore Power

Passenger trains parked at the Seward Depot must rely on locomotive engines running to provide

power for onboard food and beverage services. ARRA money funds installation of a track-side power supply to allow trains to plug in, thereby reducing locomotive wear, fuel cost, engine noise and emissions. Started in 2010, the project will be completed in 2011.

2009-2010 ARRA Budget: \$250,000



The Talkeetna restroom facility nears completion in 2010.

Nenana Rail Line Relocation

The Alaska Railroad proposes to realign the mainline track outside of the downtown area of Nenana to improve crossing safety, increase train speed and reduce operating costs. The environmental assessment (EA) was completed in late 2004. Right-of-way acquisition concluded in 2009. ARRA-09 money funded a hydrology study as a major component of final design work. Started in 2010, the study was complete by the end of 2010.

2009-2010 ARRA Budget: \$350,000

Locomotive Emission Upgrade

An FTA "TIGGER II" grant funded by ARRA is helping to underwrite the overhaul of four older GP40 locomotives, to include installation of engine idle-reduction systems and a Tier 0 kit to bring the locomotive engine into Environmental Protection Agency (EPA) compliance for lower emissions and increased fuel efficiency. Work begins in 2011 and will be complete in 2013.

2010-2011 ARRA Budget: \$1.4 million

These projects funded all or in part by:

