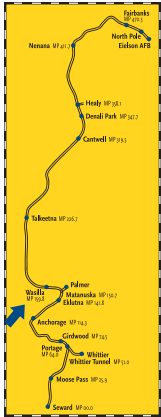


ALASKA RAILROAD

Port MacKenzie Rail Extension



Project Scope

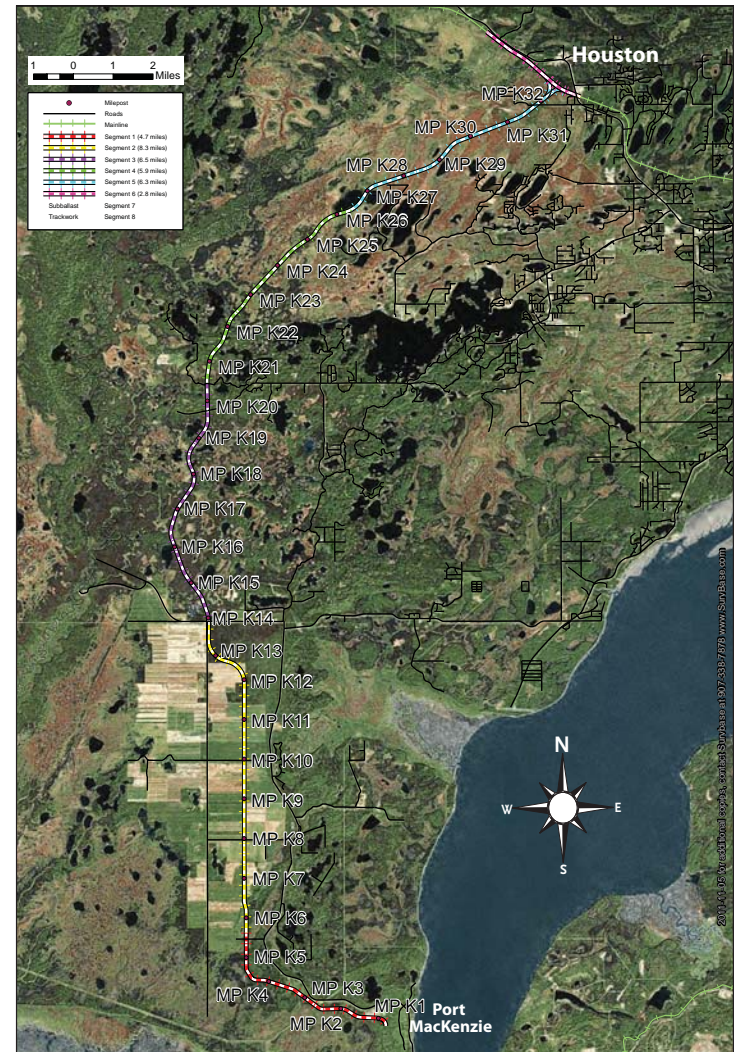
- In June 2007, the Matanuska-Susitna Borough (MSB) and the Alaska Railroad Corporation (ARRC) agree to co-manage the project effort.
- **Environmental Impact Statement (EIS):** Develop reasonable, feasible alignment options for a 30- to 45-mile rail extension from Port MacKenzie to existing mainline track, connecting at a point between Meadow Lakes and north of Willow. Conduct an Alternatives Analysis of options. Provide additional information to the Surface Transportation Board (STB) to aid in preparing the EIS as required by the National Environmental Policy Act (NEPA). Final EIS released March 25, 2011, recommending Mac Central / Houston South as preferred route. STB issued Record of Decision late November 2011, authorizing new rail extension.
- **Design and Construction:** Final design underway for 32-mile preferred route corridor from the port to the mainline at Houston. MSB is responsible for right-of-way (ROW) land acquisition. ARRC is providing project management. Construction will be pursued in phases, and will begin in early 2012. Phasing and schedule will depend upon funding.

Purpose and Need

- Support port potential as a bulk resources export and import facility.
- Support resource development, which will provide employment and economic benefits to all railbelt communities and the state as a whole.
- Spacious port facilities offer an attractive site to supply materials for pipeline and other construction projects.

Participants Cost and Funding

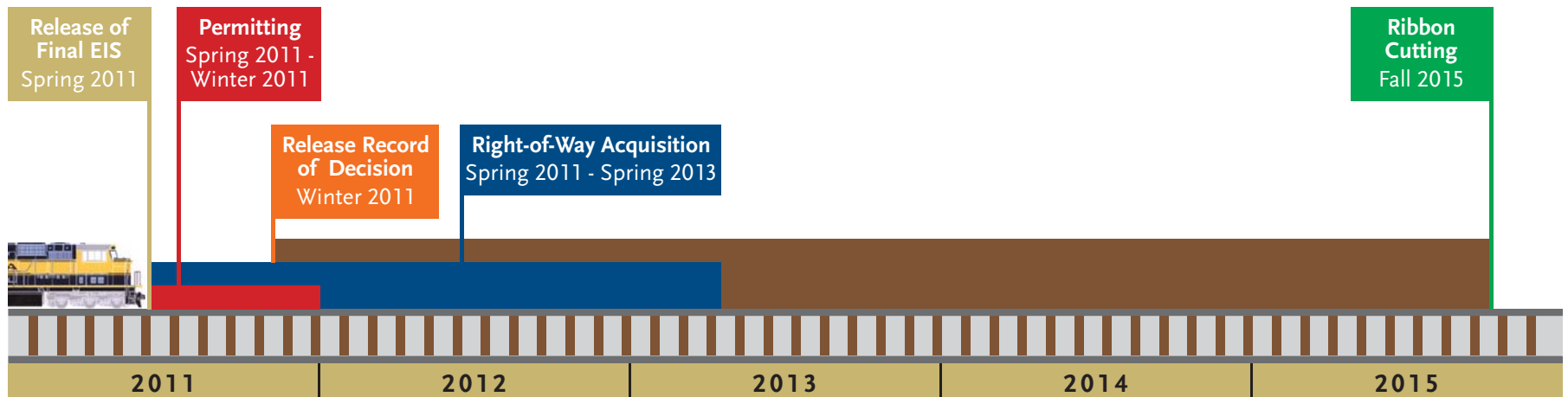
- Project budget is \$272.5 million. All funding to date is from the State of Alaska.
 - \$10 million in 2007 to complete the environmental document and related studies.
 - \$17.5 million in 2008 to construct a port bulk commodities road loop.
 - \$35 million in 2010, and \$30 million in 2011 to pursue the first phases of rail design and construction (purchase ROW, construct rail loop, rail yard and segments of track bed).
 - Estimated additional \$180 million to complete.



Project Schedule

Milestones

- **March 25, 2011** — Release of Final Environmental Impact Statement (EIS)
- **Spring 2011** — Permit applications are submitted to State and Federal agencies and Mat-Su Borough for review and comments
- **November 17, 2011** — STB issues Record of Decision, approving construction and operation of the rail extension
- **December 23, 2011** — Record of Decision recorded
- **December 2011** — Segment One construction bid awarded
- **February 2012** — Second construction bid to be released



Right-of-Way Acquisition Process

The Matanuska-Susitna Borough (MSB) is responsible for right-of-way acquisition.

Property Appraisal

1. Appraiser will contact property owners to evaluate property.
2. MSB will use the appraiser's report to establish just compensation to be offered. The amount offered will not be less than the fair market value established by the approved appraisal.
3. MSB will prepare a written offer of just compensation.

Negotiations

1. Negotiations begin with delivery of the written offer of just compensation.
2. The written offer will be delivered by mail, and will include a follow-up phone call.
3. The property owner will be given time to consider the offer, ask questions, and to request clarification.
4. The property owner makes a decision and negotiations are complete.

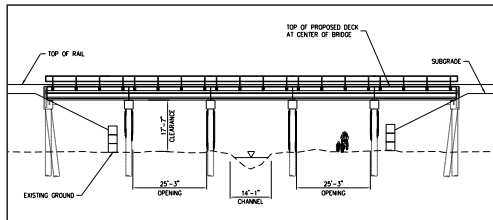
Payment

1. Payment is made once all paperwork required to transfer property title is completed.



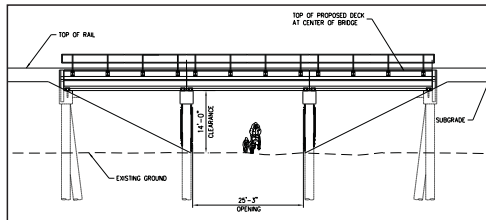
Crossing Locations

Example of 5-span grade-separated, multi-use crossing



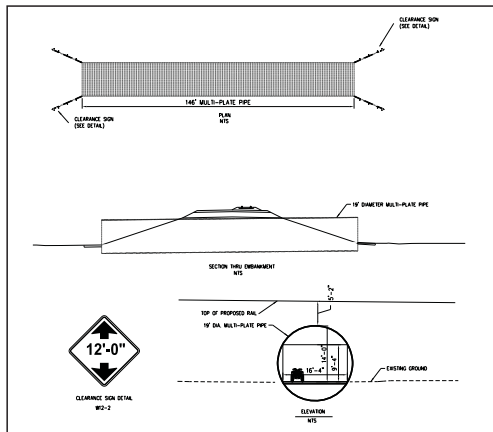
A multi-use crossing is being considered for crossings where flowing water is a factor.

Example of 3-span grade-separated trail crossing



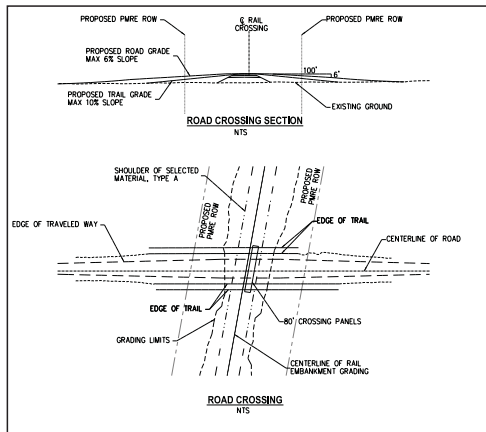
Several areas along the corridor are being considered for this type of trail crossing.

Example of oversized culvert trail crossing

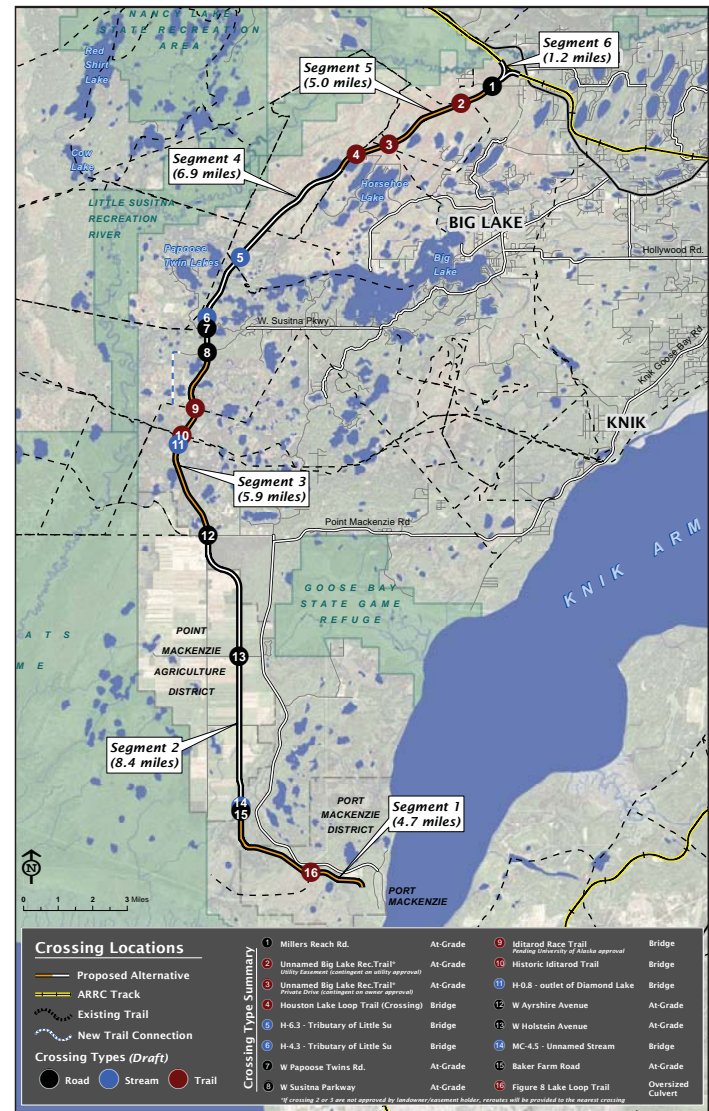


Crossing 16 at Figure 8 Lake Loop Trail is the only trail crossing being considered for use of an oversized 19-foot-diameter culvert.

Example of at-grade road crossing



At-grade crossings are being considered for existing roads and utility easements. Some of these crossings will include accommodations for trail users.



Required Permits

	PROJECT PERMIT REQUIRED	RESPONSIBLE AGENCY
Federal	Section 404 Permit (POA 2007-1586)	U.S. Army Corps of Engineers
	Section 9 Bridge Permit for the Little Susitna River Crossing	U.S. Coast Guard
	Obstruction Analysis 7460-1	Federal Aviation Administration
State	Title 16 Fish Habitat Permits: <ul style="list-style-type: none"> • Five (5) Bridges • Three (3) Culverts • Eight (8) Temporary Water Use Sites 	Alaska Department of Fish and Game
	Land Use Permits: <ul style="list-style-type: none"> • Six (6) Stream Crossings • Six (6) Temporary Structures • Winter overland travel 	Alaska Department of Natural Resources Division of Mining, Land and Water
	Temporary Water Use Permits: <ul style="list-style-type: none"> • Ten (10) Locations • Two (2) Temporary Diversions 	Alaska Department of Natural Resources Division of Mining, Land and Water
Local	Port Development Permit	Matanuska Susitna Borough
	Floodplain Development Permit	Matanuska Susitna Borough





For More Project Information

www.portmacrail.com

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Project Web Site

- www.portmacrail.com
For project status updates, meeting notices, maps and more.

