



“Stimulus” Funded Railroad Projects

PROJECT FACTS

The Alaska Railroad (ARRC) received nearly \$26 million from the American Recovery and Reinvestment Act of 2009 (ARRA-09), known as federal “Stimulus” funding. ARRA-09 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. Work began between summer and fall of 2009, with completion expected in 2010.

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-09 money will purchase material and track welding services in 2009 for the 2010 track rehabilitation program.

2009-2010 ARRA-09 Budget: \$11.8 million



Ship Creek Security Fencing

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

2009-2010 ARRA-09 Budget: \$300,000



Anchorage Historic Depot track work in 2009.

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 will begin Phase 2, including depot exterior improvements, relocation of mechanical equipment from the roof top and wall mounts, electrical system upgrades and boiler replacement.

2009-2010 ARRA-09 Budget: \$7.425 million

Collision Avoidance System

The ARRC is implementing a positive train control system to include 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-09 money will fund monitoring of seven of the 142 wayside locations required by the Rail Safety Improvement Act.

2009-2010 ARRA-09 Budget: \$2.5 million

Wheel Impact Load Detector

ARRA-09 money will fund an automated Wheel Impact Load Detector installation at milepost 121.3 on Fort Richardson, northeast of the Anchorage Rail Yard. The system will provide early detection of wheel defects so that repairs can be done quickly, reducing derailment risk and operational delays.

2009-2010 ARRA-09 Budget: \$1 million

Fairbanks Depot Second Track

The Alaska Railroad completed a new depot and intermodal facility in Fairbanks in 2005. ARRA-09 money will fund 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.

2009-2010 ARRA-09 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-09 money will fund construction of a new building within 20 feet of each depot, housing separate men's and women's restroom facilities.

2009-2010 ARRA-09 Budget: \$1million

Passenger-related Projects in 2009-2010 funded by:



Talkeetna Depot receives thousands of visitors each year.

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-09 money will fund installation of a track-side power supply to allow trains to plug in, thereby reducing locomotive wear, fuel cost, engine noise and emissions.

2009-2010 ARRA-09 Budget: \$250,000



Seward Depot during summer 2009.

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 will fund a hydrology study as a major component of final design work.

2009-2010 ARRA-09 Budget: \$350,000