



COMMUNITY



Alaska Railroad Corporation
2nd Quarter, 2002

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SHIP CREEK BECKONS PEDESTRIANS

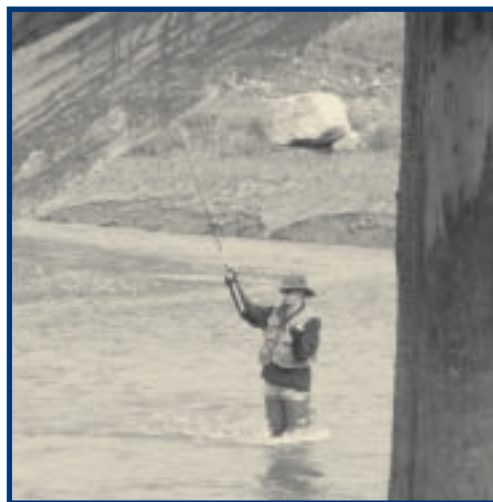
Sidewalks, lighting, landscaping, shuttle add to amenities

The Alaska Railroad is giving Ship Creek a more appealing ambiance with a number of pedestrian-friendly projects. These represent first steps in the Railroad's and Anchorage Municipality's joint master plan for development of the Ship Creek area.

During 2000, the Railroad added sidewalks, street lighting, pedestrian crossing gates and landscaping between the railroad depot, long-term parking and Ship Creek Ave. This year, more is being done to enhance pedestrian safety and enjoyment. Street lighting, along the north side of Ship Creek Ave. near the corner with C Street, is due for repair and replacement. Fencing, landscaping and interpretive/directional signs will be installed in front of the ARR headquarters on Ship Creek Avenue, along 1st Avenue in front of the depot, and along C Street between the depot and headquarters. In the same areas, the Railroad is adding new curbs and sidewalks to complete pedestrian access to this area.

Last October, Railroad contractors poured concrete to form the radial foundation for a new plaza located at the corner of North C Street and Ship Creek Avenue. Landscaping started this May, followed by installation of benches, trash receptacles and planters in June. Several vendors have expressed interest in providing services at the plaza.

Public-private partnership (involving over a dozen local businesses and hotels, the Municipality of Anchorage, and the Railroad) is also at the heart of support for the first regular public transit service to the Ship Creek area. In May, the Ship Creek Shuttle began connecting key downtown Anchorage locations to Ship Creek area stops. The bus service operates 7:30 a.m. to 5:30 p.m. Monday through Friday year-round. Weekend service, 10 a.m. to 6 p.m., began Memorial Day weekend and will run through Labor Day. A route map and schedule are available in the "community" section of ARR's website. ●



Ship Creek offers a popular urban fishing spot. Situated next to the Anchorage Rail Yard, the area also holds potential for trouble when trespassing on nearby tracks is put into the mix. Whatever your summer activity, please keep a safe distance away from the track.

Alaska Railroad Ongoing Projects:

Anchorage Airport Rail Station

Fairbanks Intermodal Facility

Fairbanks/North Pole Rail
Relocation Study

Whittier Equipment
Maintenance Facility

Anchorage-to-Wasilla
Track Realignment

Anchorage Rail Capacity Study

Denali Depot Improvements

Anchorage Yard Expansion

Ship Creek Improvements

Improved Sidings & Signals

Avalanche Program

South Anchorage Double Track

For updates or comments on these projects, visit the Alaska Railroad web site at www.AlaskaRailroad.com

RAILROAD PROJECT SEEKS TO IMPROVE CAPACITY

Corridor from Anchorage Yard to 4 miles south is topic of studies, discussion



The Railroad recently initiated a new project aimed at minimizing delays along the track from the Anchorage Yard (MP 114) to the Tudor Rd. and Minnesota Dr. intersection (MP 110).

This four-mile stretch is one of ARR's most congested due to increased train traffic coming into and out of the yard.

The first phase of the project, entitled *Anchorage Rail Capacity Improvements MP110-MP114*, is to look at current and projected track use, engage citizens in discussion, conduct preliminary engineering, and evaluate alternatives. Options include adding a parallel track, installing signals or constructing

more sidings (pullout lanes to facilitate passing). Part of phase one includes noise and vibration studies. The purpose is to determine existing conditions, seasonal variations, effects at various speeds, and the conditional differences between freight trains and lighter passenger trains. From this analysis, ARR can better predict potential noise and vibration impacts, and adjust our improvement plans accordingly.

The Railroad expects to initiate the NEPA (National Environmental Policy Act) process by the end of the summer. This process includes a thorough environmental analysis of the options for enhancing capacity. Public input is encouraged throughout the project. ●

CAPITAL PROJECT HOTLINE

The Alaska Railroad (ARR) has established new hotlines for Alaskans to express opinions or ask questions regarding any of the Railroad's capital projects.

- Anchorage: 265-2449
- Fairbanks: 458-6009
- Seward: 224-5550, Option 4

The recording phone lines will enhance opportunities to contact project decision-makers as the summer construction season gets underway. The public already has a number of other ways to get more information or to comment on the Alaska Railroad's program of projects. They may:

- Write Capital Projects
Alaska Railroad Corporation
P.O. Box 107500
Anchorage, AK 99510-7500
- Fax: (907) 265-2365
- Email: public_comment@akrr.com
- Web: www.AlaskaRailroad.com

SIGNS OF SUMMER



Above: Celebrating sunny skies and the promise of summer, the Alaska Railroad hosted about 7,000 residents in Anchorage and 2,000 in Fairbanks during annual open house events May 4 and May 11, respectively. **Upper Right:** Track rehabilitation and replacement is a consuming activity along the mainline as spring and summer weather afford maintenance crews ice-free access to the track. **Lower Right:** a new rail fan.



SEWARD DOCK BEEFS UP SECURITY

Stricter measures include 100% bag screening

In April 2, the U.S. Coast Guard published new guidelines to make the nation's cruise ship terminals more secure. In turn, the Alaska Railroad (ARR) crafted a new plan and implemented more restrictive security measures at the Seward Passenger Dock to meet the Coast Guard's May 1 deadline

ARR spent about \$50,000 to install temporary fencing, concrete barriers, and audible door alarms. Another \$100,000, previously earmarked, was used to purchase an emergency generator and to establish a back-up power supply for x-ray machines and magnetometers. Cruise companies have provided additional screening equipment, including three new checked-baggage x-ray machines that allow 100% screening. Other beefed up security measures include security cameras, additional guards, and a requirement for non-cruise ship vessels to keep at least 100 feet from the dock when a cruise ship is present.

The Railroad has applied for federal assistance to make more permanent security enhancements to the entire area. A list of requests includes permanent fencing, a paved bus turnaround area, and better public screening facilities. The Railroad also hopes for funding to relocate the Marine Highway ferry. New USCG regulations prohibit cruise ships from sharing a dock with other vessels. This means the ferry must use the freight dock several times this summer, whenever a cruise ship is in port. Future security enhancements will depend on USCG funding. ●

LEASE BILL

The Alaska Railroad now has a better tool for marketing land that is available for commercial and community use. The State legislature passed legislation sponsored by Rep. Lisa Murkowski and Sen. Loren Leman, allowing the Railroad to lease land for 55 years — up from the previous limit of 35 years. The successful effort is due in part to overwhelming constituent support from many railbelt businesses and organizations.

Longer lease terms help investors to secure long-term financing, and they create a more advantageous debt amortization schedule. More than \$10 million of ARR's revenue comes from real estate leases and permits, which enables ARR to operate without State subsidies.

ARR JOINS FAIRBANKS TRANSPORTATION GROUPS

Railroad to play more significant role in road-rail-trail planning

The Alaska Railroad now has a seat on the Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee and an ARR representative regularly attends the FMATS Policy Committee. These groups provide counsel to the Northern Region office of the Department of Transportation as it relates to local highway project spending. Railroad participation adds a new interface mechanism during the early stages of project development, ensuring coordination of many highway/rail, trail/rail, and other crossing projects.

ARR has also been appointed as a member of the Fairbanks North Star Borough (FNSB) Rail Task Force, which was established by the FNSB Assembly in January in order to create a vision for rail in the area for the next 100 years. The Rail Task Force is comprised of local public and private leaders, including those from the military, tourism industry, environmental representatives, industrial/manufacturing activities, and four members of the public at-large. FNSB Mayor Rhonda Boyles is appointing task force members. The group is expected to complete its task by March 2003.

Coordination with local planning extends up and down the railbelt. ARR was recently named an official member of the Anchorage Metropolitan Area Transportation System (AMATS) Technical Advisory Committee. ARR is part of the Regional Transportation Steering Committee that advises and prioritizes regional transportation projects. ARR sits on the Palmer Urban Revitalization Steering Committee seeking to rehabilitate the railroad right-of-way. Also in the Valley, the Railroad is a member of the Meadow Lakes Community 2020 Strategic Planning Committee, which is focused on area growth. ●

RAILROAD NAMES NEW MAINTENANCE ASSISTANT VP

30-year veteran railroader to head maintenance team

The Alaska Railroad recently named 30-year railroad veteran Steve Pfeiffer as Assistant Vice President for Maintenance. He is tasked with keeping the railroad's tracks, bridges, facilities, yards and right-of-way in good working order.

Pfeiffer comes to ARR by way of Alliance, Nebraska, where he marked a 30-year career with Burlington Northern Santa Fe. A native of Kentucky, Pfeiffer began his railroading career in the maintenance of way craft. Starting as a laborer, he rose through the ranks to become a heavy equipment operator, roadmaster, manager of production gangs, and division engineer. Along the way, he



Steve Pfeiffer

obtained a locomotive engineer's license and worked as a trainmaster, adding to his well-rounded experience.

Over the years, Pfeiffer spent considerable time working in cold, snowy and mountainous territory — in Montana's Glacier National Park, and in Wyoming's Powder River Basin. This is valuable background as Pfeiffer prepares for work in Alaska.

Pfeiffer also has experience in maintaining large terminals with mechanical facilities in Montana and Nebraska. He is familiar with construction projects, and in 2000, he oversaw construction of 45 miles of second main line track west of Amarillo, Texas. ●

RAIL CHARTERS OFFER BUSINESSES A MEETING CHOICE

Few things are classier than touring along Turnagain Arm in your own private rail car. Anyone looking for a unique place to hold a business meeting, executive retreat or customer appreciation party should consider an Alaska Railroad charter. A number of coaches are available including the single-level dome car, the 50's diner, the Tikki lounge car and regular passenger coaches. For more information, contact Jeff Johnson, sales account executive, (907) 265-2447 or johnsonj@akrr.com.

CONTACT CORRECTIONS?

Please make corrections beside the label and fax to (907) 265-2365.

- Name misspelled
- Address wrong
- Contact person changed
- Receiving more than one copy
- Remove from mailing list

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