

Alaska State Rail Plan

Public Open House Presentation
May-June 2013



Rail Economics—Passenger

- State Rail plans must include a statement of the State's passenger rail service objectives, including minimum service levels
- Every dollar invested in public transportation (including buses, ferries, and rail) generates approximately \$4 in economic returns*



* Information courtesy of the American Public Transportation Association
Photos courtesy of the University of Alaska Fairbanks, Lomien Family Collection

Geographic Constraints

- Relatively easy grades needed – 2% or less in loaded direction
- Large radius curves
- Gentle grades and easy curves often mean higher construction costs than for a road



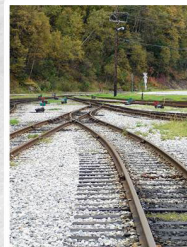
Stakeholder Involvement

- Kick-off public open houses in Haines, Skagway, Seward, Anchorage, Fairbanks, Wasilla, and Nome
- On-line open houses (2) to be held for future stages of the plan
- Technical Advisory Group meetings (3) to provide input
- Steering Committee meetings to provide overall guidance



We seek input on...

- What are the opportunities for economic development utilizing existing or new railroads?
- In what additional ways can Alaska's railroads serve the State?
- What new services should the State consider?



Proposed Vision Statement

We want your input on the proposed vision statement—what will Alaska's freight and passenger rail system look like in 20 years?

The pioneering ambition that built Alaska was both practical and visionary; using roads, waterways and rail to haul resources to market and connect communities to each other and the world. Future rail development in Alaska will follow the same route: fostering growth, building prosperity, supporting communities, and providing efficient freight and passenger services coordinated with other transportation modes.



Schedule

- Summer 2013—Service and investment program and investment opportunities identified
- Summer 2013—On-line public open house
- Fall 2013—Draft plan released
- Fall 2013—On-line public open house
- December 2013—Final plan released

Sign up TODAY to receive e-mail notifications about our future on-line open houses!



Contact Us

Provide your comments by

- Submitting a comment at tonight's open house or
- Send a comment and sign up for our e-contact list at:



<http://dot.alaska.gov/railplan>



Why Plan?

The Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432) requires states have a Federal Railroad Administration-approved State Rail Plan to receive federal funding.



Why prepare a State Rail Plan?

- A rail plan develops the state's vision for rail's role in freight and passenger (including commuter) transportation.
- Establish state policy
- Identify long-term investments and prioritize improvements to enhance rail services
- Serve as the basis for federal and state rail investments within the state



Plan Elements

- Rail programs, railroads overview
- Vision for Alaska rail
- Service and investment needs
- Long-range service and investment program
- Financing
- Intermodal connectivity and development
- Rail safety assessment



WHY DOT&PF?

- DOT&PF is responsible for highways, airports, ferries and many ports, and plans for all modes of transportation (AS 44.42)
- There is more than one railroad in the state; there may be more in the future.
- Other modes of transport are involved in moving freight and passengers.
- The State Rail Plan must be coordinated with the State's Long Range Transportation Plan.
- The plan must be approved by the US Department of Transportation.



Alaska's Railways

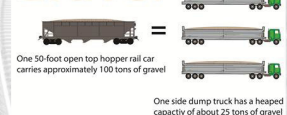
- White Pass & Yukon Route (WP&YR)
 - Alaska's first rail line (1898)
 - Currently carries passengers between Skagway and Carcross, YT
 - More than 380,000 passengers in 2012
- Alaska Railroad (ARRC)
 - Completed in 1923
 - Approximately 470 miles of mainline track
 - More than 415,000 passengers served and 6 million tons of freight hauled in 2012
- More than 65 percent of Alaska's population lives within the service area of WP&YR and ARRC.



New Connections in Alaska?

- Rail is an excellent choice for:
 - large quantities
 - over long distances
 - over long period of time
 - limiting access to new corridor
- Roads and trucks better for:
 - some of this and that
 - short distances
 - relatively small volumes
 - short-term development
 - providing general public access to new corridor

Gravel



Rail Economics—Freight

- On average, railroads are **four times more fuel efficient than trucks.**
- Moving freight by rail **reduces particulate emissions by 90 percent**, especially important in communities such as Fairbanks.
- Moving freight by rail also **reduces highway wear and tear.**



Rail Economics—Freight

Mode of Transportation	Tons	Bushels	Gallons	Miles per Gallon (1 ton of cargo)
One Barge	1,500	52,500	453,600	514
One Rail Car	100	3,500	30,240	
100-Car Train Unit	10,000	350,000	3,024,000	469
Large Semi	26	910	7,865	59

For many kinds of freight, internal costs (to the shipper) plus external costs (to society) are lower for rail transportation



Information courtesy of the Iowa Department of Transportation