



Seward West Dock Passenger Investments

PROJECT FACTS

Previous Investments

Dock Infrastructure Investment

The Alaska Railroad Corporation (ARRC) has invested substantially in its Seward dock infrastructure. In 2000 a new dock was constructed 400 feet east of the existing dock. Construction of the East Dock allowed freight and passenger activities to be separated for improved safety and security. The \$7.7 million project was funded by ARRC, the Federal Railroad Administration (FRA) and Federal Highway Administration (FHWA).

In 2001-2002 major improvements were made to the West Dock, which serves cruise ship passengers. Upgrades included connection to the City of Seward sewer service, concrete flooring with floor heat, improved lighting, and terminal building electrical and mechanical upgrades. ARRC and FRA funded the \$2.67 million cost of these improvement projects.

Since then, additional west and east dock improvements have been made to include new mooring dolphins, fender and other component fabrication, catwalk replacement, and cathodic protection repair.

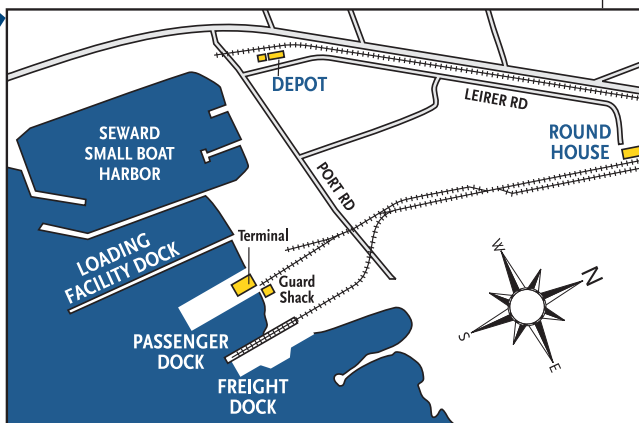
Intermodal Improvements

From 2003 to 2005 ARRC focused on intermodal improvements. On land just north

of the West Dock (“uplands”), parking areas were paved and a circular asphalt roadway was added, extending off of Port Avenue. The passenger train platform was extended and a new pathway built to connect the West Dock terminal to the city’s sidewalk along Port Avenue. Exterior lighting was installed to better illuminate parking, platform, roadway and pathway areas. Three tracks were removed from the West Dock and its surface was repaved to reduce tripping hazards and improve drainage. Terminal facility upgrades included security checkpoints, building aesthetics, and better passenger and baggage transfer accommodations.

The intermodal improvements budget of \$3.77 million was funded 80% by the Federal Transit Administration (FTA) and 20% by ARRC. 2004-2005 passenger platform extension, additional paving, and the pedestrian pathway budget of \$254,000 was funded by ARRC.

For 2013, the City of Seward approved \$208,150 from the State Commercial Vessel Passenger Tax Program (CVPT) to be spent to: re-pave expanded parking and baggage drop-off areas; to repair asphalt paving across railroad tracks by the East Dock gate; to repair and install new directional signs; and to paint crosswalk and lane lines, train platform stripes and stencils.



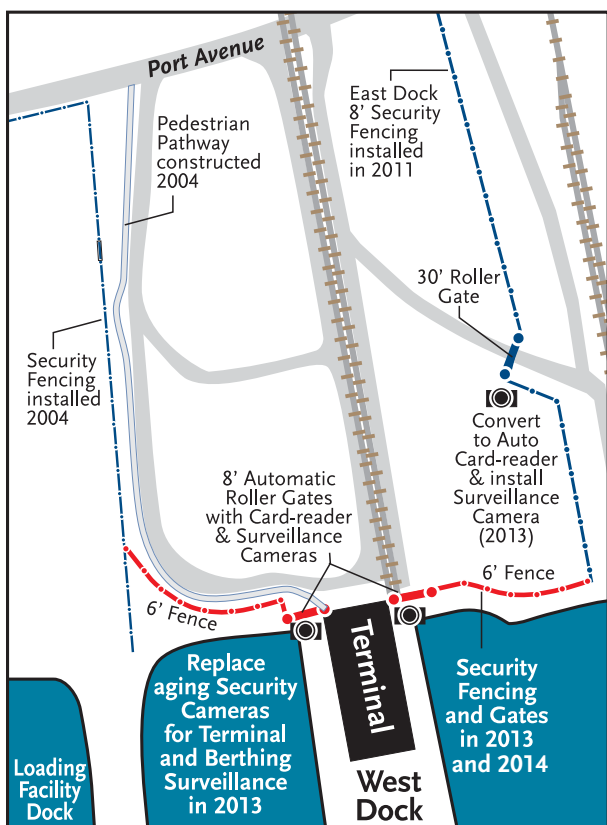
Two cruise ships dock at the West Dock.

Dock Security

More stringent security requirements from the U.S. Coast Guard and U.S. Department of Homeland Security spurred dock security upgrades in 2004, beginning with security fencing, lighting and battery backup lighting installation on the West Dock. In 2005 ARRC installed a video surveillance system to augment security at the East and West docks and the coal loading facility. 2004 security lighting and fencing budget of \$285,000 funded by Transit Security Administration (TSA) port security grants. 2005 video surveillance system budget of \$297,000 funded by TSA grants.

In 2010, 13 concrete portable jersey barriers topped fence panels were purchased. These are placed as dock security needs dictate.

Security enhancements for 2013-2014 include installation of an estimated 630 feet of 6-foot and 8-foot steel panel security fencing on either side of the West Dock. Card-reader controlled power roller gates will be installed on either side of the passenger terminal building. Gates will be equipped with surveillance cameras and wireless card-reader connec-



New fencing to be installed in on either side of the West Dock will fill a gap in security fencing around the railroad's three docks.



The existing gates on either side of the terminal will be replaced with automatic roller gates equipped with card reader controls. New 6-foot fencing will connect to the gates.



On the terminal's east side, a new 6-foot fence will be erected and linked to an existing fence along the Loading Facility Dock.



On the west side of the terminal, a new 6-foot fence will be erected and link to an existing fence along the East Dock.

tivity. New fencing on the west side of the West Dock will connect to existing fencing along the Loading Facility Dock and a pedestrian pathway, which was installed in 2004. New fencing on the east side of the West Dock will connect to security fencing installed along the East Dock in 2011. Funding is from a federal Department of Homeland Security \$295,000 Port Security Grant (PSG). Another \$80,400 PSG will fund upgraded video surveillance cameras at gates.

Dredging

ARRC oversaw dredging around East and West docks, from 36 to 42 feet deep and stretching about 2,000 feet from the shoreline. The purpose was to remove sediment deposited by Resurrection River and to accommodate larger ship sizes. Dredging was completed in December 2010. The several-million-dollar cost was funded by the State of Alaska (with money generated by the Cruise Ship Tax) through the City of Seward, and by ARRC.

Future Investments

ARRC West Dock Enhancements

More than 60 ships dock at Seward each season. On peak days, two cruise ships berth simultaneously at the ARRC West Dock. Seward is a turnaround point for the ships, meaning essentially all passengers (and their baggage) leave the ship, and a new set of passengers board. Passengers travel to or from An-

chorage via the Alaska Railroad or by bus along the Seward Highway.

A November 2013 condition assessment on the West Dock indicates that the dock is nearing the end of its intended design/service life. The dock can still be safely used for passenger services for several years with some restrictions. Eventual replacement of the dock with a facility that meets current and future needs is being investigated.

Terminal Planning

The ARRC has applied for a U.S. Department of Transportation TIGER (Transportation Investment Generating Economic Recovery) grant for the Seward Marine Terminal Expansion Planning project. This planning effort considers vessel berthing and freight handling needs within the ARRC Terminal to ensure the West Dock replacement is designed to meet future requirements.



The West Dock accommodates thousands of passengers who arrive in Alaska via cruise ships. Many of these visitors elect to use rail to travel to other Alaska communities along the rail belt.