



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, FRA and FHWA 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

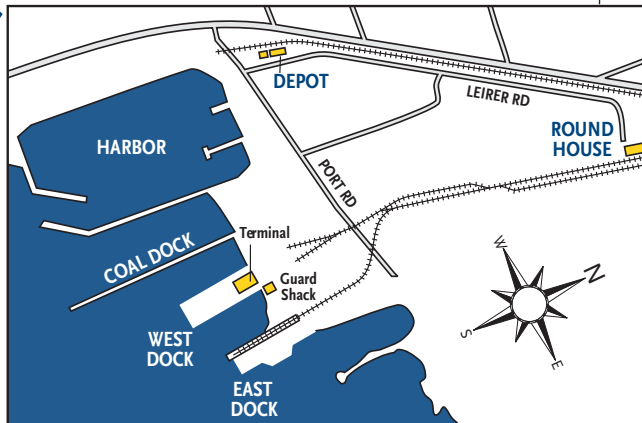
From 2003 to 2005 ARRC focused on intermodal improvements. On land just north

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.

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

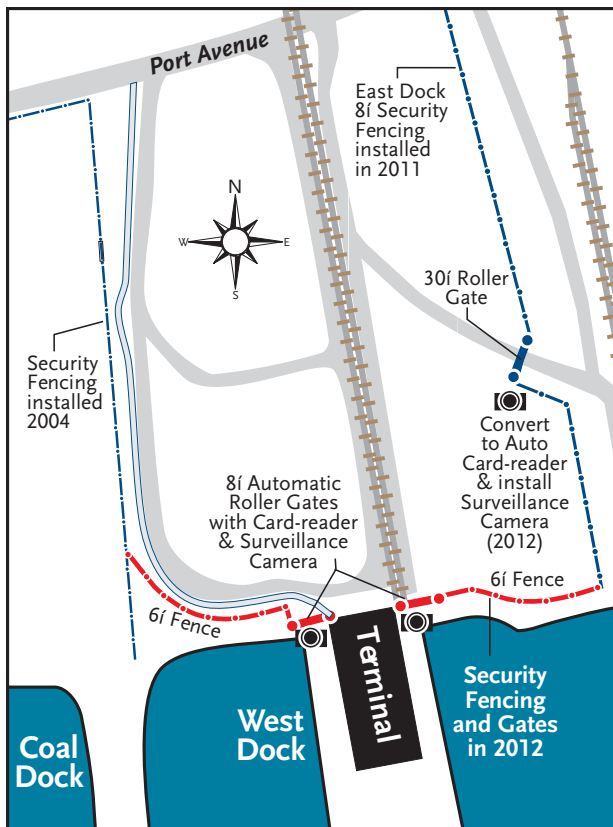


Two cruise ships dock at the West Dock.

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 2012 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 connectivity. New fencing on the west side of the West Dock will connect to existing fencing along the Coal 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.



New fencing to be installed in 2012 on either side of the West Dock will fill a gap in security fencing around the railroad's three dock.



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 east side of the terminal, a new 6-foot fence will be erected and link to an existing fence along the Coal 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.

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

Cruise Ship Berthing / 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, so essentially all passengers (and their baggage) leave the ship, and a new set of passengers board. Passengers travel to or from Anchorage via the Alaska Railroad or by bus along the Seward Highway. To better accommodate this activity, several enhancements have been identified for 2013, including (at right):



West Dock Enhancement Plan.

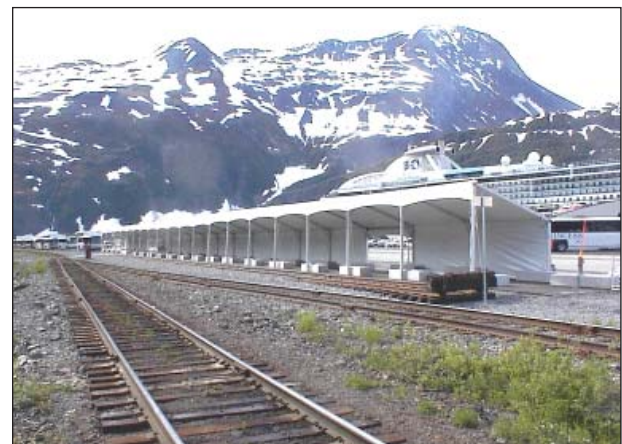
• Baggage Conveyor Slot/Cruise Ships	\$450,000
• Seasonal Covered Walkway/Trains	\$360,000
• 2nd Mooring Bollard / for 2nd ship	\$150,000
• Extend Under Dock Security Lighting	\$200,000
TOTAL	\$1,310,000

Baggage Conveyor Slot: A slot in the dock for a baggage conveyor exists on the west side of the West Dock. Another slot is proposed on the east side. Slots greatly expedite baggage handling and can help eliminate conflicts with other users. A slot on the east side of the dock also allows cruise ships to berth on the east side on single ship days during coal loading to prevent conflicts between coal ship and the cruise ship.

Covered Walkways: Covered walkways from the cruise ship to the train/motorcoaches will allow passengers to walk most of the distance from cruise ship to the train and motor coaches and vice versa under cover during Seward's frequent rainy days.



The existing covered walkway on the West Dock could be extended to nearly reach the ship's gangway, thereby mostly eliminating walking in the rain.



An extended covered walkway could resemble the one constructed in Whittier (shown above).

Building and Parking Area Upgrades

The West Dock terminal building and the parking area located upland of the dock require additional upgrades to improve safety and service for passengers. Proposed improvements for 2013 include:

- Automatic door motion sliders to replace existing man doors \$100,000
- Install roofs over utility areas inside the building for storage \$50,000
- Parking lot paving, striping, drainage and signage \$250,000
- Replace sodium vapor indoor lighting with florescent lighting \$100,000
- TOTAL \$500,000

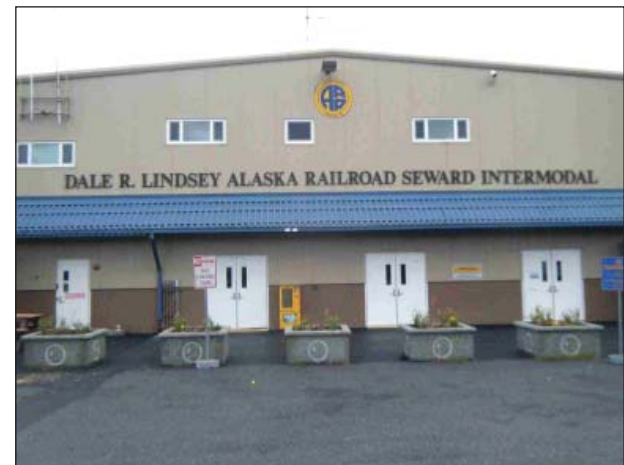
West Dock Maintenance & Repair

The West Dock was built in 1965 and requires a level of maintenance and repair commensurate with its age. Proposed projects for 2013 include:

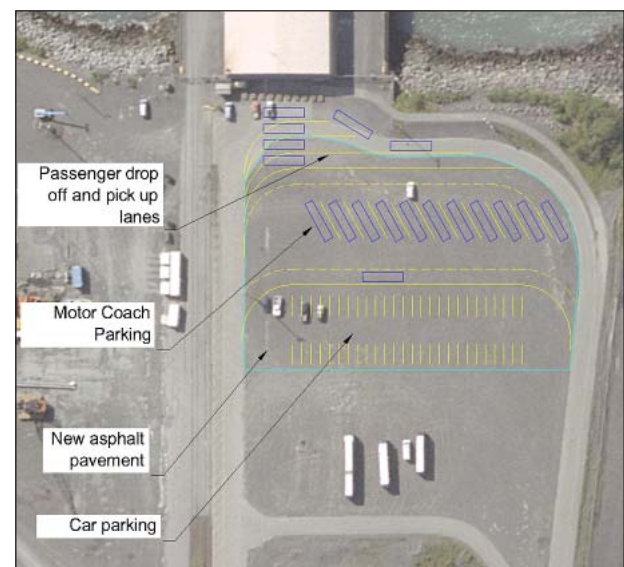
- Pile corrosion repairs \$100,000
- Cathodic protection system repair \$50,000
- Camel and fender repair \$15,000
- Unforeseen and miscellaneous repair \$25,000
- TOTAL \$220,000



Existing baggage conveyor on the west side of the West Dock.



Existing man doors at terminal entrance.



Parking area paving and striping plan.