

Seward Cruise Terminal Replacement Project

The Alaska Railroad Corporation (ARRC) is seeking a private sector operator or consortium “partner” to invest in developing a cruise facility within the ARRC Seward Terminal Reserve. The partner will provide design, construction and seasonal operation of a new facility to replace the existing facility, as well as potentially expand the current operations to include additional uplands development. The ARRC is open to exploring options that use the available lease areas for viable commercial development.

Purpose and Goals

The project purpose is to replace the existing Seward Passenger Dock. It was constructed in 1966 and is nearing the end of its useful life. Project goals include:

- Replace the existing passenger terminal – including dock, building and upland facilities – permitting continued cruise/visitor industry growth in Southcentral Alaska.
- Provide opportunities for new entrants into the market.

- Increase passenger rail business and ARRC profitability.
- Develop unleased areas of the Terminal Reserve adjacent to the existing terminal.

Project Background

The existing Passenger Dock is a pile-supported pier dock with a concrete deck, a length of 736 feet and a width of 200 feet. This infrastructure provides support and moorage space for freight vessels and non-cruise vessels during the visitor off-season. The dock’s pile foundation has experienced significant corrosion over its half-century lifespan, which limits the dock’s remaining useful life and has resulted in weight restrictions being implemented.

The Dale R. Lindsey Alaska Railroad Intermodal Terminal is located on the northern end of the Passenger Dock. The terminal passenger facility is a 26,555 square foot, steel-framed rectangular building. The facility layout is flexible, and the building’s space has capacity to accommodate up to 1,675 people at one time.



Outside of the cruise ship season, the terminal building is currently available for hire as a venue for sports practices, community festivals, weddings and other celebrations, and conferences. Traffic staging to support cruise ship activities takes place in a five-acre area north of the terminal. The area is used for loading and unloading passengers and luggage from buses and trains.

Adjacent to the existing terminal is the 35 yr-old coal loading facility. Its primary purpose was to unload coal from railcars, convey the coal to storage, and load coal into bulk ships for international export. This facility has not been in operation since 2016 and there are not current plans to bring it back into operation.

In 2016, ARRC initiated the *Seward Marine Terminal Expansion Planning Project* (also known as *Railport Seward*) to consider current and anticipated long-term needs at the Alaska Railroad’s Seward Marine Terminal. The project included three studies – *Passenger Traffic*, *Freight Traffic* and *Transportation Connectivity*. Completed in 2017, these studies resulted in a Master



Plan supporting development strategies to meet current and future demand.

Within the *Master Plan*, ARRC considered several different passenger terminal replacement concepts. The plan recommends replacing the aging dock with a floating dock, and constructing a new cruise terminal building and associated facilities. This recommended concept has an estimated cost of about \$70 million. The developer partner is not required to follow this concept.



The existing dock and terminal building serve as an intermodal hub, with bus, train and marine connectivity. The dock structure is nearing the end of its useful life.

Project Lease Area



The area potentially available for terminal development is shown here in pink-purple, with some limitations.

Project Scope

The project scope includes the following components:

- Provide a cruise passenger terminal to accommodate anticipated cruise traffic for the next 50 years.
- Consider commercial concessions in other available lease areas.
- Avoid interruption of cruise or rail passenger traffic between May and September.

- The new dock must be capable of mooring two ships from 80 to 1,080 feet in length.
- Provide for off-season mooring of freight vessels.
- The terminal building shall have an open space capable of accommodating 1,500 people.
- Operate, manage and maintain the terminal for the duration of the agreement.

Project Schedule

ARRC's preliminary schedule is developed with the intent to have the terminal construction completed by December 15, 2023.

ID	Task Name	Duration	Start	Finish	Pred**	2019 H1 H2	2020 H1 H2	2021 H1 H2	2022 H1 H2	2023 H1 H2
1	Solicit for Concessionaire	26 wks	7/19/2019	1/16/2020	n/a					
2	Negotiate Terms	12 wks	1/17/2020	4/9/2020	#1					
3	Preliminary Design	20 wks	4/10/2020	8/27/2020	#2					
4	Permits	40 wks	8/28/2020	6/3/2021	#3					
5	Final Design	48 wks	8/28/2020	7/29/2021	#1, #3					
6	Procure Materials	20 wks	7/30/2021	12/16/2021	#5					
7	End 2021 Season	n/a	10/1/2021		n/a					
8	Construction	115 wks	10/1/2021	12/14/2023	#7					
9	2022 Temporary Operations	20 wks	5/16/2022	9/30/2022	n/a					
10	2023 Temporary Operations	20 wks	5/15/2023	9/29/2023	n/a					

** Pred = Predecessor tasks that must be completed prior to beginning the indicated task.

For More Information

- Visit the project website at www.railportseward.com
- Visit the ARRC website's Projects section for more information on the master planning effort – www.AlaskaRailroad.com > CORPORATE > Projects (Seward Capital Projects dropdown)
- For public comment or inquiry, use Public_Comment@akrr.com or call ARRC's Regulatory & Corporate Communications Officer Stephenie Wheeler at (907) 265-2671.