

Seward Marine Terminal Expansion Planning Project

Project Scope

Each year, on average, more than 230,000 people and 100,000 tons of freight move through the Alaska Railroad Corporation's (ARRC) marine facilities in Seward, Alaska. The Seward Marine Terminal Expansion project, also known as *Railport Seward*, considers the current and anticipated long-term needs at the ARRC's Seward Marine Terminal. Three studies – *Passenger Traffic*, *Freight Traffic* and *Transportation Connectivity* – were completed with stakeholder input identifying efficiency and capacity improvement opportunities.

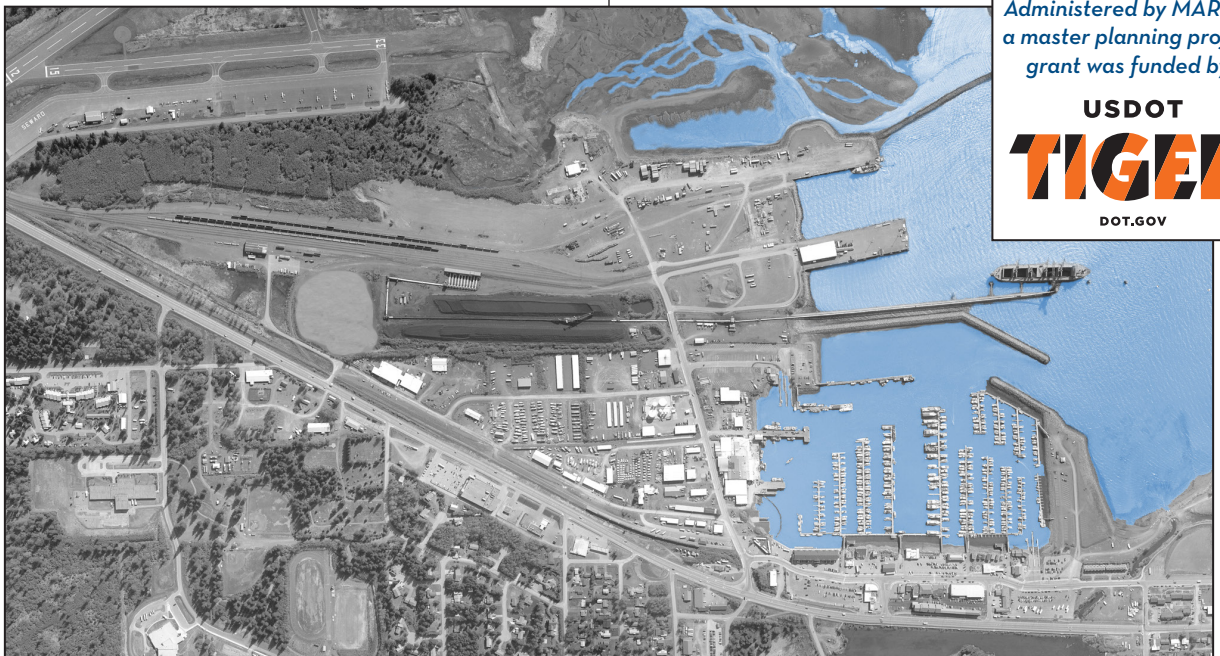
Studies resulted in a *Master Plan* that supports development strategies to meet current and future demand. The *Master Plan* includes improvements or additions to existing and future marine and land-based infrastructure, mainline and/or yard rail configuration, road connectivity, and real estate use.



Project Purpose and Benefits

The *Master Plan* purpose is to ensure this regionally and nationally significant port:

- responds to the assessment that the west dock is nearing the end of its useful life
- continues to meet current and future demand
- identifies opportunities to improve efficiency and capacity



Administered by MARAD, a master planning project grant was funded by:



The Seward Marine Terminal area – port, docks and uplands – considered in the master planning process.

Project Status

- **Master Planning:** In the last quarter of 2015, more than 100 stakeholder engagement meetings were held to set a course for each of the three studies funded in this planning project. Meetings with stakeholders continued into early 2016. Study results provided a basis for engineered design alternatives that were presented at public meetings in Seward later in 2016. Considering public and stakeholder input, the studies and resulting *Master Plan* were completed in 2017.
- **Seward Cruise Terminal Replacement:** The *Master Plan* recommends replacing the aging passenger dock and terminal. In 2019, the Alaska Railroad sought input and requested proposals from interested developers. As of November 2020, the railroad continues proposal review and associated commercial negotiations. See separate *Seward Cruise Terminal Replacement Project* fact sheet.

- **Freight Dock Expansion and Corridor Improvement:** In 2020, the Alaska Railroad proposed a \$25.3 million project to expand this dock and to connect port and airport roadways. In late 2020, ARRC received a Port Infrastructure Development Program award from MARAD for this project proposal. The MARAD award is \$19.8 million. The Alaska Railroad is providing the \$5.5 million match, in part funded by the City of Seward's in-kind commitment for up to \$657,360 in gravel.

Project Costs

Total planning project cost was \$3 million. The Seward Marine Terminal Expansion Planning Project is funded by a generous TIGER VI (National Infrastructure Investments) grant from the United States Department of Transportation (USDOT), Maritime Administration (MARAD). The MARAD-administered grant was \$2.5 million. The Alaska Railroad provided the \$500,000 required local match.



An internal stakeholder meeting with Alaska Railroad Marketing employees.



In 2015, many meetings were conducted with stakeholders. Above, a planning project team member listens to a Seward resident.



The terminal building sits on the north (land) side of the West Dock. This view is from the water end of the dock.



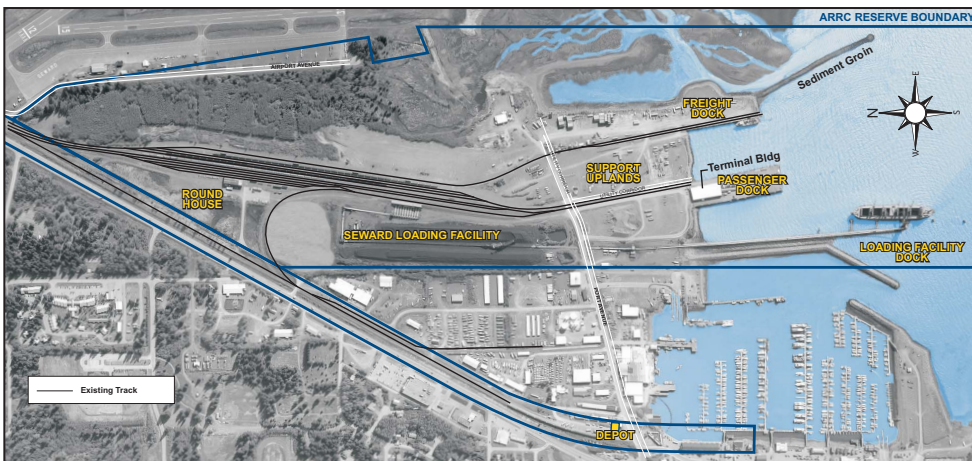
The West Dock currently serves as an intermodal terminal. The dock structure is nearing the end of its useful life.



The railroad owns three dock facilities next to the Seward Harbor. Dock uplands are located within the Alaska Railroad land reserve.



East (Freight) Dock uplands are secured by a fence and gate. Uplands offer direct vehicle access to Port Avenue.



Master planning takes the long view for developing the Alaska Railroad's Seward marine terminal and associated uplands.

Left: this Alaska Railroad Seward Reserve map shows current uses of railroad land, facilities and train operations infrastructure.

Below: this reserve map envisions operational and real estate development to promote economic opportunities.

