



# Ship Creek Intermodal Transportation Center

## PROJECT FACTS

### Project Scope

The Alaska Railroad (ARRC) is pursuing an Intermodal Transportation Center (ITC) and associated improvements (pedestrian amenities, transit infrastructure, parking, track modifications, etc.) in the Ship Creek area. The Ship Creek ITC has been part of the vision and plans for the Ship Creek basin and Anchorage Downtown areas for several years.

The purpose is to facilitate connections between transportation modes (rail, air, marine, public transit, taxi, private vehicle, bicycle and pedestrian) to meet passenger transit needs over the next 30 years. A secondary goal is to provide an efficient and safe connection between downtown Anchorage and the Ship Creek area, creating better access for residents and visitors. The Ship Creek ITC project is designed to complement existing and projected developments in the Ship Creek area. Project components include:

1. A new intermodal transportation center with adequate baggage and passenger services; safe and convenient passenger boarding zones; well-defined arrival and departure areas; and platforms, signage and security; along with complementary retail and office space (for example, news stands or transit-related offices).

2. Pedestrian connections between the ITC and Municipality of Anchorage (MOA) downtown, and between Ship Creek and 2nd avenues.
3. Public parking improvements and expansion.

### Project Benefits

- The ITC project addresses the inadequacy of ARRC's existing Anchorage Historic Depot. The facility had inefficient baggage handling, limited passenger service capability, and baggage handling and passenger loading/unloading activities that share a platform, resulting in conflicts. The depot location also affords poor traffic circulation and poor pedestrian access.
- The project provides two new tracks and rehabilitates two existing tracks. Included are one new passenger track and one new main track that will allow passenger and freight traffic to bypass the intermodal facility without disrupting passenger operations. The new and rehabilitated passenger tracks provide more flexibility in operations and provide the infrastructure for future commuter rail service.
- The project addresses the inadequate parking areas and sidewalks leading to the depot.



*ECI/Hyer architectural design model view from the south.*



*Architect's elevated walkway rendering.*

- The project will accommodate an estimated 3% annual growth in rail mass transit over the next 30 years. Projected rail traffic increases would require multiple trains on the platform, and construction of additional tracks and platforms to enable efficient, safe boarding.
- Long-term projections consider increased train activity via shuttle service from downtown to the Ted Stevens Anchorage International Airport (TSAIA), where ARRC's rail station opened in May 2003. By 2030, up to 60 trains may depart / arrive from the Ship Creek ITC per day — 10 trains would run in the critical morning time frame. This figure includes the shuttle service between TSAIA and downtown Anchorage, trains running between Anchorage and Seward, and between Anchorage and Whittier. The long-term shuttle service projection assumes 30-minute headways (4 trains/hour), 12 hours per day.
- Long-term projections also anticipate increased rail activity from development of commuter rail service to the Mat-Su Valley. By 2024, such service may handle 40,000 passengers / week, translating into an additional 1,000 commuters per day moving through the depot. The morning commuter period alone may include four train arrivals /departures between 7:00-9:00 a.m.
- The project takes into account other impacts from commuter service, including the need for parking for commuters that drive a vehicle into Anchorage at the beginning of the week, commute via train throughout the week, then drive their vehicle home at the end of the work week.
- The project recognizes that the current depot was designed as a train passenger waiting area, and is ill-equipped to interface with other modes of transportation. Project infrastructure will accommodate pedestrian and vehicle traffic circulation and efficient intermodal transfers.

## Project Status

### NEPA (National Environmental Policy Act)

- Public involvement began fall 2002 to include scoping activities and a public open house.
- An Environmental Assessment (EA) was released for public comment in mid-April 2003.

- The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) in June 2003.
- EA re-evaluations will be conducted as necessary if the scope of the project is modified.

### HISTORIC RESOURCES

- The Anchorage Historic Depot is listed in the National Register of Historic Places. Proposed renovations will result in adverse effects under Section 106 based on consultation with the State Historic Preservation Officer. Mitigation was addressed in a Programmatic Agreement.

### DESIGN

- A contract for project design was awarded in July 2004 to ECI/Hyer based in Anchorage. The final preferred facility layout incorporates use of the historic depot within the new ITC facility.
- The schematic design phase was complete in July 2005. Following ARRC Board approval, the design was unveiled at a public open house October 6, 2005. Final design for Phase 1 (track and utility work) was completed in early 2007.
- Phase 2a design completed in 2009.
- Conceptual design for Phase 2b began in 2009 and was completed in 2011.

### CONSTRUCTION

- Construction of the first phase included utility relocation, construction of two new tracks and rehabilitation of two tracks between the depot and Ship Creek Avenue.
- In June 2007, the Phase 1 contract was awarded to Pruhs Construction, which completed earthwork for track construction, utility relocation, electrical system and train signal equipment installation, and storm drainage construction in summer and fall 2008.
- ARRC internal forces constructed the tracks. Crews completed track switches in summer and fall 2007, and constructed two new tracks during winter 2007-08. Track work resumed in fall 2008 and was complete by April 2009.
- Phase 1 was essentially complete in 2009, with work during the year including storm drainage

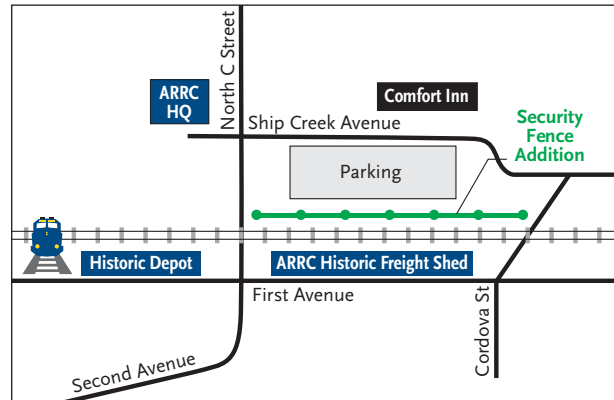
upgrades, existing track rehabilitation, new passenger platform construction, and finish work such as paving and landscaping.

- Phase 2a involved Anchorage Historic Depot upgrades funded by the American Recovery and Reinvestment Act (ARRA). Phase 2a work began in 2009 and includes exterior improvements (such as painting), relocation of mechanical equipment from the roof top and wall mounts, boiler replacement, electrical system upgrades, and removal of an underground storage tank. Work was complete in 2011.
- A separate ARRA-funded transit enhancement and security project added nearly 1,000 feet of fencing to maintain a physical barrier between train operations and general public access areas. Fencing was installed between North C

and Cordova streets along the parking lot across from the Comfort Inn (*see map below*).

Pending funding, future Ship Creek ITC design and construction will complete Phases 2 and 3.

- **Phase 2b** — Continuation of Phase 2 includes:
  - Remove the existing Annex building (east of the depot).
  - Construct a smaller crew facility with a small lobby and restrooms.



## Phase 1



Phase 1 added tracks and a passenger platform.



Right: A tent covers the roof area where old utility equipment is removed. Above: A new paved-system roof is installed along with more insulation for energy conservation.

Phase 2a work funded by:



An energy-efficient system (above left) replaces the old boiler system (right).



## Phase 2a



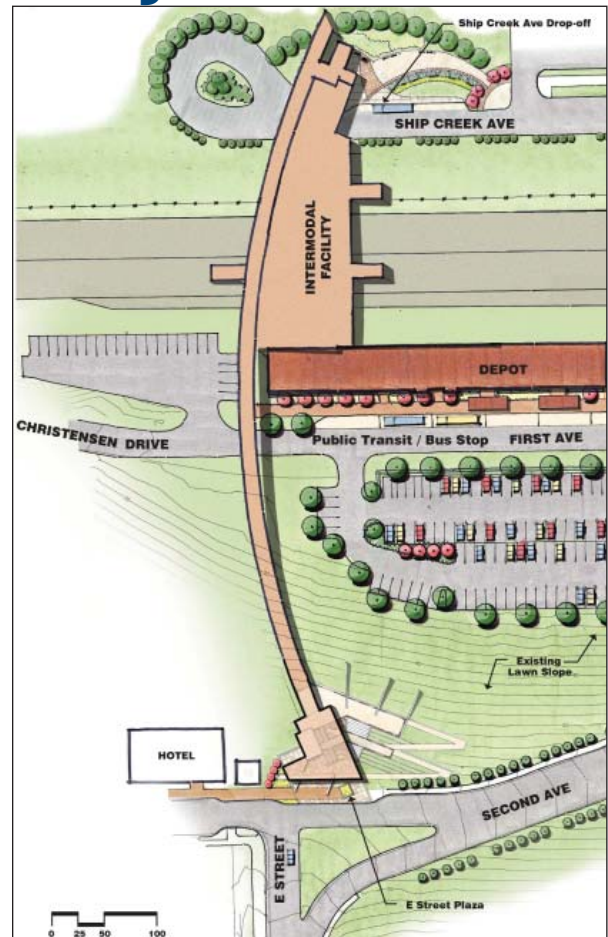
- Construct a passenger plaza.
- Construct an improved passenger baggage and check-in area to the east of the plaza.
- Relocate the Engine #1 static display.

- **Phase 3** – Construct a departure lounge over the tracks and an elevated covered walkway to connect the project with downtown Anchorage.

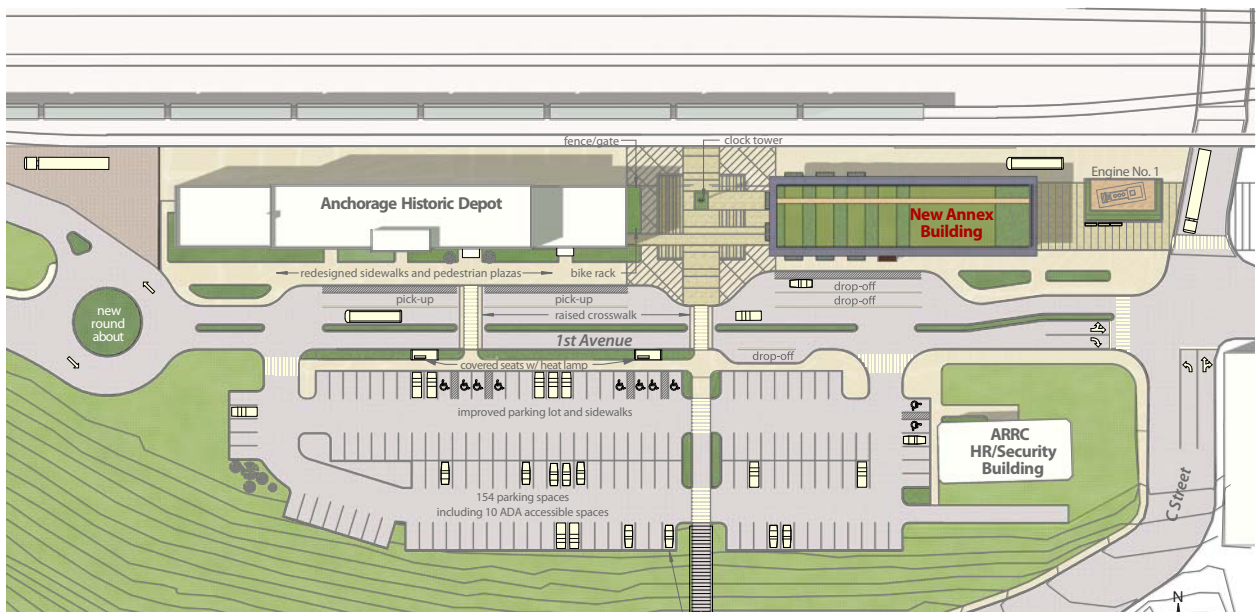
## Project Costs and Funding

- **Phase 1:** Initial \$23 million for conceptual work, preliminary design, environmental documentation, final design and construction of Phase 1. Funding is 91% by the Federal Transit Administration (FTA) with a 9% match by ARRC.
- **Phase 2a:** The American Recovery and Reinvestment Act (ARRA) of 2009 channeled about \$8 million through the FTA to fund Phase 2a depot improvements 2009-2011.
- Another \$384,000 in ARRA money funded additional security fencing east of the Historic Anchorage Depot.
- Total project costs for the three phases is estimated at approximately \$78.3 million.

## Phase 3



## Phase 2b



- NOTES:
- overhead utilities along 1st Avenue to be buried
  - site signage to be replaced and enhanced for improved way-finding
  - landscaping to be improved and trees removed for enhanced security

*Phase 2b includes parking lot, baggage and check-in area, pedestrian plaza and crew facility (Annex). It is not funded.*