



# Seward East & West Dock Investments

## PROJECT FACTS

### Background and Status

#### 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. The East Dock was originally 640 feet long by 200 feet wide.

In 2001-2002 major improvements were made to the West Dock, including connection to the City of Seward's sewer service, concrete floor with floor heat, improved lighting, and terminal building electrical and mechanical upgrades.

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

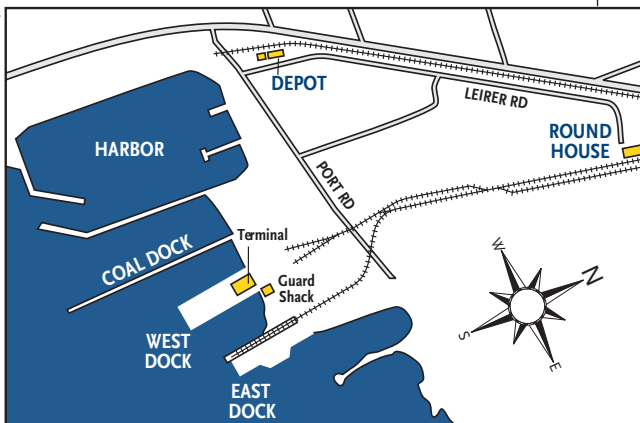
removed from the West Dock and its surface was repaved to reduce tripping hazards and improve drainage. Terminal facility upgrades included security checkpoints, building aesthetics, and better passenger and baggage transfer accommodations.

#### Dock Expansion

In 2006 ARRC initiated a phased expansion of the East Dock that will eventually double the dock's original 5.3-acre footprint to 10.6 acres. The first phase of expansion in 2007 widened a portion of the dock from 200 feet to 320 feet. In later phases, the dock will be widened the full length of the dock, providing an adequate operating area to accommodate a complete truck circuit from ships to another area where trailers are loaded and/or unloaded to/from railcars. The East Dock expansion will be accomplished in phases over the next two to eight years, depending on business needs and funding availability.

#### 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.



In 2008, dozens of portable concrete jersey style barriers were purchased. These are being placed as dock security needs dictate.

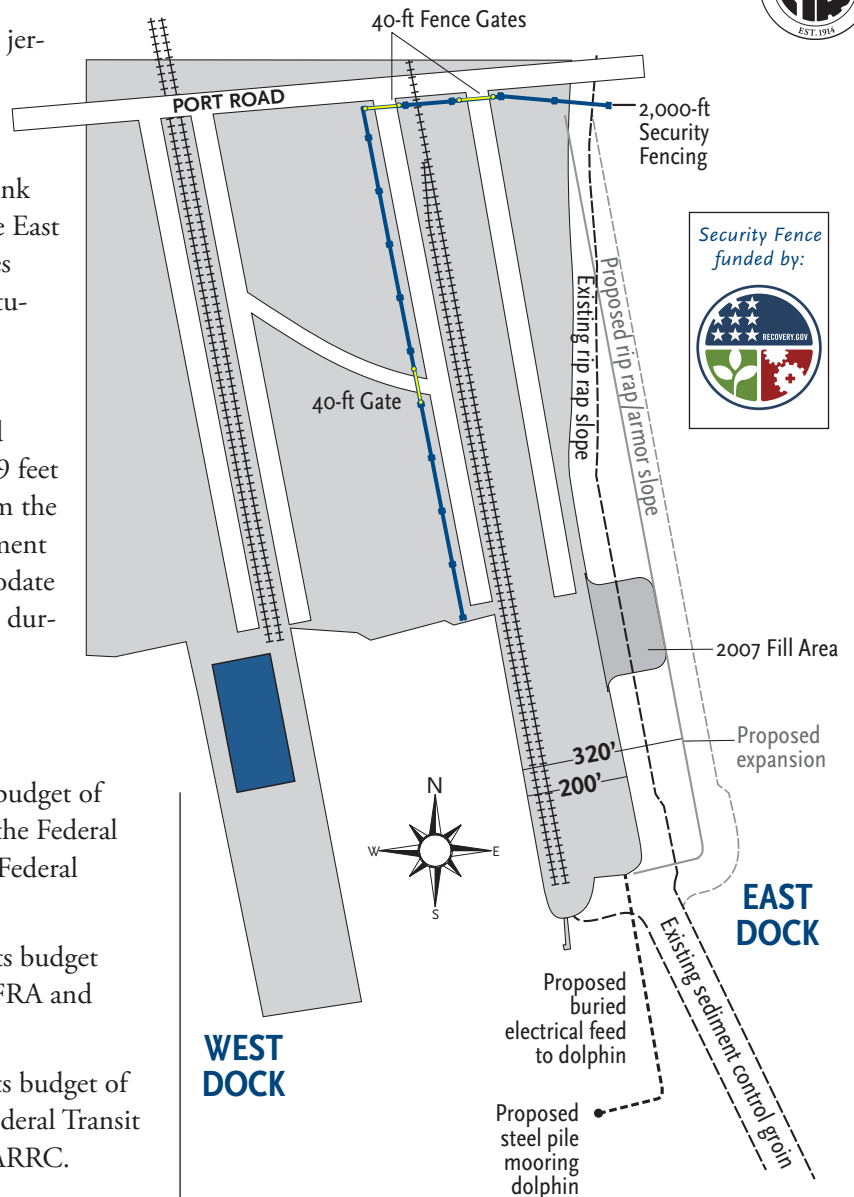
In 2009-2010, an 8-foot-tall chain-link security fence will be installed around the East Dock. The 2,000-foot-long fence includes three 40-foot roller entry control gates situated at roadways leading to the dock.

### Dredging

ARRC is overseeing dredging around East, West and Coal docks, from 36 to 59 feet deep and stretching about 2,000 feet from the shoreline. The purpose is to remove sediment from Resurrection River and to accommodate larger ship sizes. Dredging will take place during 2010 and 2011 winter months.

### Costs & Funding

- 2000-2001 East Dock construction budget of \$7.7 million was funded by ARRC, the Federal Railroad Administration (FRA) and Federal Highway Administration (FHWA).
- 2001-2002 West Dock improvements budget of \$2.67 million funded by ARRC, FRA and FHWA.
- 2003-2004 intermodal improvements budget of \$3.77 million 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 funded by ARRC.
- 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.
- Phase 1 East Dock expansion budget is estimated at \$2.2 million. Funding is from non-federal sources, including the Alaska Railroad. The first element of Phase 1 — filling the two-thirds acre in 2007 — cost \$220,000, funded by ARRC.
- Later East Dock expansion phases to include additional expansion of the dock surface, electric



and water utility upgrades, new mooring dolphin, further track work and other upgrades and modifications, are estimated to cost at least \$1.6 million. Funding is not yet identified,

- 2008 East Dock access barrier \$15,500 budget funded by Port Security Grant Program (PSGP).
- 2009-2010 East Dock security fencing \$162,400 budget funded by PSGP through the American Recovery & Reinvestment Act.
- Dredging cost is estimated at \$2 to \$3 million, funded by the State of Alaska (with money generated by the Cruise Ship Tax) through the City of Seward, and by ARRC.