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ALASKA RAILROAD CORPORATION PO BOX 107500, ANCHORAGE, AK 99510-7500 327 W SHIP CREEK AVE ANCHORAGE, AK 99501 (907) 265-2300	
KEY MAP	
HDR ENGINEERING, INC.	
CAPITAL PROJECTS P.O. BOX 107500 ANCHORAGE, ALASKA 99510-7500	
PROJECT:	WHITTIER TERMINAL MASTER PLAN
SHEET TITLE:	MAP5
AFE NO. ----	
YEAR 2023	
SHEET 8 OF 9	



Appendix C Public Open House

TUESDAY
APRIL 15, 2025
PUBLIC
OPEN HOUSE
== SAVE THE DATE ==
WHITTIER
TERMINAL
MASTER PLAN
UPDATE

Join us to learn more about the ARRC's proposed plan for modernization and investment at the Whittier Terminal! We want to hear your thoughts!

Comment period closes
April 30, 2025

OPEN HOUSE DETAILS

Tuesday, April 15, 2025
4:00 - 6:00 p.m.

Presentation at 5:00 p.m.
City Council Chambers
3rd Floor, Public Safety Building
Whittier, AK 99693

Light snacks will be provided.



WHITTIER TERMINAL MASTER PLAN UPDATE

The Alaska Railroad Corporation (ARRC) is hosting a public open house on **April 15, 2025**, to update the community on its draft Whittier Terminal Master Plan.

This draft Master Plan evaluates the existing conditions of the terminal's facilities, identifies critical needs for upgrades and replacements, and proposes strategic alternatives to meet the growing demands at the ARRC's Whittier railyard and marine facilities.

WAYS TO COMMENT

Comments are welcome at any time during the planning process, but comments on the draft Master Plan should be submitted by **April 30, 2025**.

Send comments to info@whittierterminalmpu.com or Whittier Terminal Master Plan
c/o HDR, 582 E. 36th Avenue, Ste. 500
Anchorage, AK 99503.

LEARN MORE

Read the draft plan and learn more in the Whittier & Portage Capital Projects section at:

www.alaskarailroad.com/corporate/projects.



P.O. Box 107500
Anchorage, AK 99510-7500



ALASKA RAILROAD CORPORATION WHITTIER TERMINAL MASTER PLAN UPDATE PUBLIC OPEN HOUSE

The Alaska Railroad Corporation (ARRC) is updating its Whittier Terminal Master Plan to identify critical needs for upgrades and replacements to meet the growing demands at the ARRC's Whittier railyard and marine facilities. The ARRC is hosting a public open house on Tuesday, **April 15, 2025**, to share the draft plan's findings and proposed alternatives.

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COMMENTS

Submit your comments by April 30, 2025,
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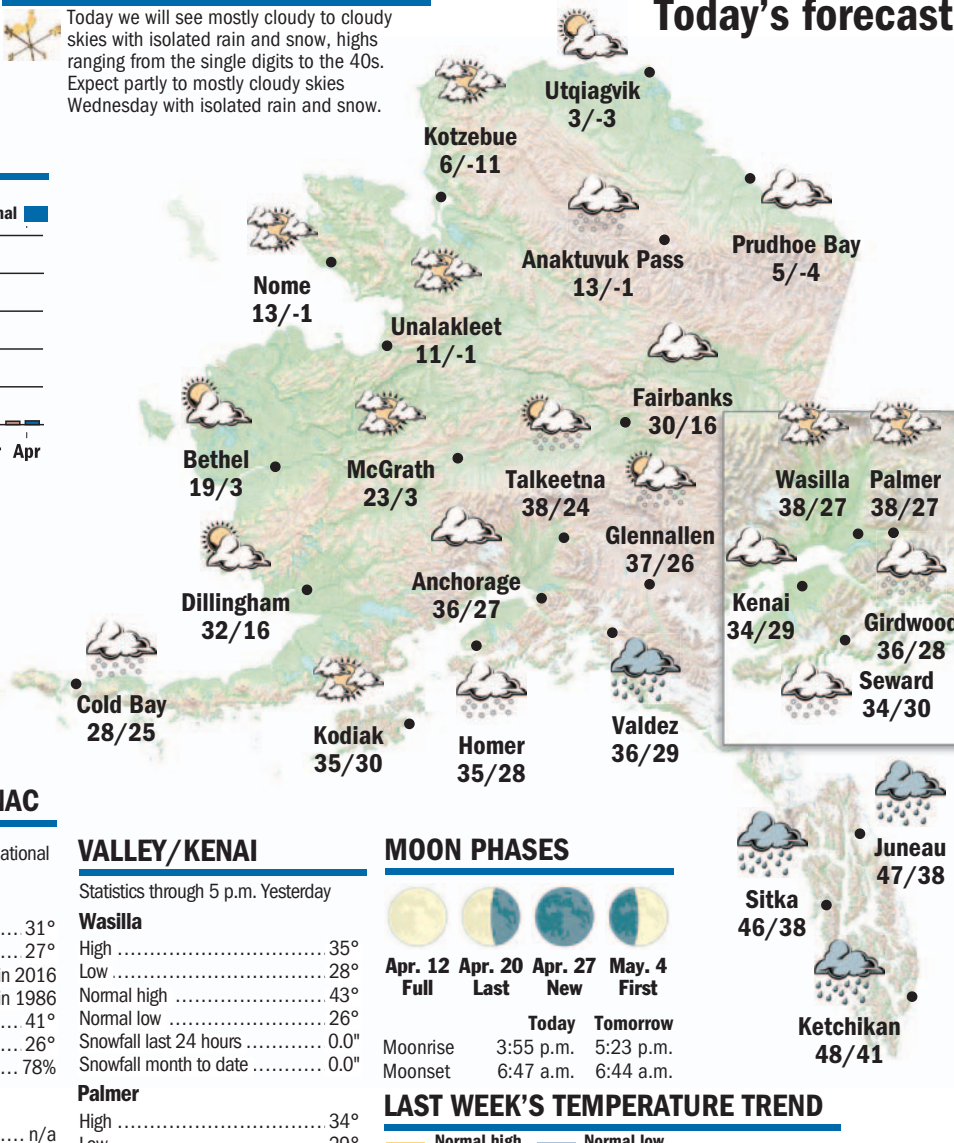
WEATHER

STATE SUMMARY



Today we will see mostly cloudy to cloudy skies with isolated rain and snow, highs ranging from the single digits to the 40s. Expect partly to mostly cloudy skies Wednesday with isolated rain and snow.

Today's forecast



3-DAY FORECAST

Today
Cloudy
36°

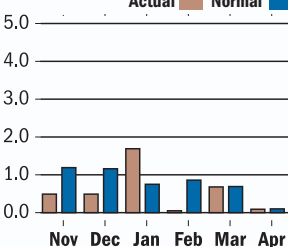
Tonight
Snow Likely
27°

Wednesday
Rain & Snow Possible
37° 28°

Thursday
Scattered Snow
40° 26°

PRECIPITATION

For the previous six months



ANCHORAGE ALMANAC

Statistics are for Anchorage International Airport through 5 p.m. Yesterday

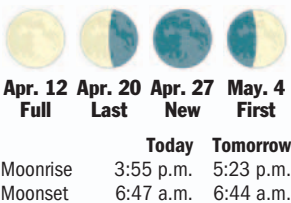
Temperatures	
High	31°
Low	27°
Record high	53° in 2016
Record low	5° in 1986
Normal high	41°
Normal low	26°
Humidity at 5 p.m.	78%
Snowfall	
Snowfall last 24 hours	n/a
Snowfall month to date	0.0"
Snowfall normal month to date	1.4"
Snowfall season to date	48.3"
Snowfall normal season to date	75.0"
Precip. year to date	2.51"
Precip. normal year to date	2.40"
Daylight	
Sunrise	6:59 a.m.
Sunset	9:05 p.m.
Total daylight	14 hr, 6 min, 4 sec
Gain	5 min, 44 sec

VALLEY/KENAI

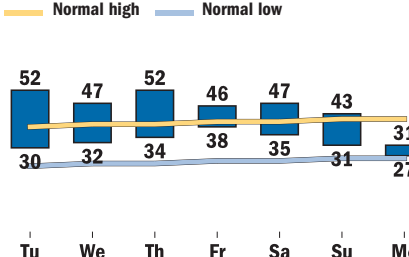
Statistics through 5 p.m. Yesterday

Wasilla	
High	35°
Low	28°
Normal high	43°
Normal low	26°
Snowfall last 24 hours	0.0"
Snowfall month to date	0.0"
Palmer	
High	34°
Low	29°
Normal high	43°
Normal low	26°
Snowfall last 24 hours	0.2"
Snowfall month to date	0.2"
Kenai	
High	35°
Low	30°
Normal high	42°
Normal low	24°
Snowfall last 24 hours	0.4"
Snowfall month to date	0.4"

MOON PHASES



LAST WEEK'S TEMPERATURE TREND



adn.com/weather

Visit our Web site for the latest condition and forecasts for Alaska.

ALASKA CITIES

City	Today	Tomorrow
	Hi/Low/W	Hi/Low/W
Adak	37/34/mc	39/35/rs
Bethel	19/3/pc	20/4/mc
Cold Bay	28/25/sn	33/26/ss
Cordova	39/34/ra	35/32/rs
Delta Junction	32/17/cl	38/20/mc
Denali N.P.	33/24/sn	31/23/sn
Dillingham	32/16/pc	30/20/pc
Dutch Harbor	34/31/ss	36/30/ss
Fairbanks	30/16/cl	33/15/ss
Fort Yukon	30/19/cl	34/15/ss
Glennallen	37/26/sn	36/22/mc
Guikana	38/27/sn	36/20/mc
Haines	46/38/ra	47/37/ra
Homer	35/28/sn	32/27/sn
Juneau	47/38/ra	48/39/ra
Kenai	34/29/cl	35/27/rs
Ketchikan	48/41/ra	47/42/ra
King Salmon	32/16/mc	29/17/s
Klawock	49/39/ra	51/40/ra
Kodiak	35/30/mc	34/31/mc
Kotzebue	6/-11/mc	7/-9/mc
McGrath	23/3/mc	24/7/mc
Metlakatla	47/39/ra	46/40/ra
Nome	13/-1/mc	11/-2/mc
Northway	38/22/cl	42/19/mc
Palmer	38/27/mc	37/26/rs
Paxson	34/20/sn	29/13/sn
Petersburg	46/35/ra	47/36/ra
Prudhoe Bay	5/-4/cl	12/-1/cl
Saint Paul	30/26/mc	33/27/ss
Seward	34/30/sn	31/19/sn
Sitka	46/38/ra	47/39/ra
Skagway	48/38/ra	49/36/ra
Soldotna	36/27/cl	38/26/rs
Talkeetna	38/24/sn	36/26/sn
Tok	37/20/cl	39/18/rs
Unalakleet	11/-1/mc	16/4/mc
Utqiagvik	3/-3/pc	11/1/sn
Valdez	36/29/ra	32/30/sn
Wasilla	38/27/mc	39/28/rs
Whittier	36/33/rs	34/29/sn
Willow	38/25/sn	37/26/rs
Yakutat	45/35/ra	44/33/ra

* Indicates estimated temperatures for yesterday

State high yesterday	State low yesterday
Craig 52	Atkasuk 22

ANCHORAGE TIDES

Today	Time	Height	Tomorrow	Time	Height
Low	11:54 a.m.	4.8	Low	12:21 a.m.	1.9
High	5:35 a.m.	27.2	High	6:19 a.m.	28.0
Low	None	NA	Low	12:45 p.m.	2.7
High	5:24 p.m.	25.8	High	6:15 p.m.	27.1

WEATHER

Kentucky watches for surging rivers to recede so cleanup can begin

Associated Press

FRANKFORT, Ky. — After days of deluges overfilled rivers to near-record levels across Kentucky, residents were anxious Tuesday to return to their flooded homes and assess what's salvageable, even as stubbornly high waters kept some of them waiting even longer.

Susan Williams returned to her rural Franklin County home with her four dogs and three cats. She left Sunday while the waters

kept rising. Now, her house and a neighbor's looked like they were on an island in brown waters.

Williams and some friends loaded her animals onto a small boat and paddled back and forth, dropping them off at the house built by her parents.

"It's my world. It's my little paradise," Williams said about her home.

Water was slowly receding in flooded Frankfort, and officials hoped that by the end of Wednesday, most

could get back into their homes, Gov. Andy Beshear said at a news conference.

Beshear urged people to wait if they couldn't get to their homes without driving through water.

"Remember, even as much as we love our stuff — and sometimes it's memories and photographs that are impacted — it's our lives and the lives of our family and friends that matter," Beshear said.

Officials warned of flooding expected along the Ohio

River in Henderson and Owensboro into next week, with swift water rescue teams at the ready.

Officials in Frankfort diverted traffic, turned off utilities to businesses and instituted a curfew as the Kentucky River crested Monday just short of a record set in 1978. Water service has been restored, but wastewater isn't back up yet, Beshear said.

Inundated rivers are the latest threat from persistent storms that have

killed at least 23 people, including 10 in Tennessee. At least 157 tornadoes struck within seven days beginning March 30, according to a preliminary report from the National Weather Service.

Flood danger remains elsewhere, including parts

of Tennessee, Arkansas and Indiana.

Louisville, Kentucky, Mayor Craig Greenberg said Tuesday that no further evacuations were expected along the Ohio River, which is expected to crest Wednesday before the water begins receding.

FROM PAGE A1

SAFETY

of dollars every year by reducing the need for costly Coast Guard search and rescue operations.

Teaching fishermen safety skills does not completely eliminate fatalities in what is still a dangerous profession — but it has reduced them by roughly 80% since NIOSH first introduced its commercial safety fishing programs in 1985, according to AMSEA director Leann Cyr.

Dozens of lives have been saved thanks to federally funded training and research programs, Cyr said.

Late last month, hundreds of NIOSH staff lost their jobs as the U.S. Department of Health and Human Services eliminated thousands of positions.

"We started getting goodbye letters from our NIOSH partners that we have been working with for years," said Cyr. "So, very distressing."

There were warning signs even before the staff were fired. Earlier this year, Cyr said federal funding for commercial fishing safety programming was frozen, and AMSEA stopped hearing from NIOSH in response to requests for data it collects.

AMSEA gets roughly \$750,000 annually in federal funding to cover the cost of safety trainings.

"When you look at how expensive it is for the U.S. Coast Guard to go perform a search and rescue — even for a couple minutes, for them to have a helicopter searching — when you look at that, it has to be one of the best-saving investments out of any program I can imagine," said Cyr.

The changes come as Alaska's commercial fishing industry is already facing a multipronged crisis stemming from changes to fish populations and closures of processing facilities, among other threats.

AMSEA uses the federal funding it receives to

subsidize trainings that are mandated by the Coast Guard for commercial fishing vessels, including on how to respond to emergency situations at sea.

Without those trainings, "fishermen might be stuck at the dock or they'll be fishing illegally," said Cyr.

Commercial fishing vessels must be examined every five years. "To pass that vessel exam, you need a drill card on a boat," added Cyr.

Alaska's Republican U.S. senators said they were working to reinstate some positions and funding for the institute.

Sen. Dan Sullivan has been in contact with the office of Health Secretary Robert F. Kennedy Jr. "to highlight the importance of NIOSH's commercial fishing safety program to Alaska's economy," said Sullivan spokesperson Amanda Coyne.

Coyne said the commercial fishing safety program was "consistent with President Trump's day-one Alaska-specific executive order." That order, which focused on Alaska's natural resource industries, mentioned oil, gas and timber but made no mention of Alaska's commercial fisheries.

Coyne also said that Sullivan had asked Kennedy if the "duties and functions of NIOSH have been or will be reassigned within the Administration for a Healthy America," a new initiative led by Kennedy through which the Department of Health and Human Services was being reorganized.

"Because the reorganization is ongoing, the senator's office has not yet received a clear answer, but will continue to press for one," Coyne said.

Cyr said she had hoped that NIOSH would be reconstituted under the Administration for a Healthy America, "but it appears that that's not part of the plan," she said. "They fired almost everybody, and absolutely everyone in the commercial fishing program."

Even if staff and funding

are eventually reinstated, a break in continuity could create disruptions that will be difficult to address later on.

"We have instructions all over the state and all over the country, and they need to keep teaching to stay fresh," said Cyr. "It's not just about jobs. It's really important training infrastructure."

In a written statement, Sen. Lisa Murkowski said "NIOSH employees have systematically advanced worker safety across virtually every industry in

Alaska for the last three decades, particularly in commercial fishing."

"I've engaged with Secretary Kennedy regarding the HHS reorganization and plan to continue those discussions in the near future," Murkowski said.

In a statement, GOP U.S. Rep. Nick Begich III said his office "is working with the administration to get additional information regarding the proposed reductions to NIOSH funding and determine what direct impacts such revisions could have."

ALASKA RAILROAD

ALASKA RAILROAD CORPORATION WHITTIER TERMINAL MASTER PLAN UPDATE PUBLIC OPEN HOUSE

The Alaska Railroad Corporation (ARRC) is updating its Whittier Terminal Master Plan to identify critical needs for upgrades and replacements to meet the growing demands at the ARRC's Whittier railyard and marine facilities. The ARRC is hosting a public open house on Tuesday, **April 15, 2025**, to share the draft plan's findings and proposed alternatives.

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April 15, 2025 from 4:00 – 6:00 p.m.
Presentation at 5:00 p.m.

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3rd Floor Public Safety Building,
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PROJECT DETAILS

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alaskarailroad.com/corporate/projects

COMMENTS

Submit your comments by April 30, 2025, to info@whittierterminalmpu.com.

PASSENGER | FREIGHT | REAL ESTATE

ALASKA RAILROAD

The Alaska Railroad (ARRC) proposes 3-4% fare increases (†) for most Summer 2026 routes, except Glacier Discovery (Anchorage-Whittier) with a proposed 7% rate increase (mid-May 2026 to mid-September 2026).

Denali Star Train - Northbound

Adult, One Way between...	Adventure	GoldStar
• Anchorage - Wasilla	\$83 (\$6†)	\$246 (\$9†)
• Anchorage - Talkeetna	\$127 (\$4†)	\$286 (\$11†)
• Anchorage - Denali	\$205 (\$6†)	\$393 (\$15†)
• Anchorage - Fairbanks	\$294 (\$9†)	\$553 (\$21†)
• Talkeetna - Denali	\$133 (\$18†)	\$281 (\$11†)
• Talkeetna - Fairbanks	\$174 (\$5†)	\$371 (\$14†)
• Denali - Fairbanks	\$102 (\$11†)	\$219 (\$8†)

Denali Star Train - Southbound

Adult, One Way between...	Adventure	GoldStar
• Wasilla - Anchorage	\$83 (\$6†)	\$234 (\$9†)
• Talkeetna - Anchorage	\$127 (\$4†)	\$297 (\$11†)
• Denali - Anchorage	\$205 (\$6†)	\$406 (\$16†)
• Fairbanks - Anchorage	\$294 (\$9†)	\$553 (\$21†)
• Denali - Talkeetna	\$133 (\$18†)	\$281 (\$11†)
• Fairbanks - Talkeetna	\$174 (\$5†)	\$361 (\$14†)
• Fairbanks - Denali	\$102 (\$11†)	\$207 (\$8†)

Coastal Classic Train

Adult, Round-trip between...	Adventure	GoldStar
• Anch/Gird - Seward	\$226 (\$7†)	\$470 (\$18†)
• Anchorage - Girdwood	\$173 (\$5†)	\$376 (\$14†)

Adult, One-way between...

• Anch/Gird - Seward	\$133 (\$4†)	\$277 (\$11†)
• Anchorage - Girdwood	\$103 (\$3†)	\$222 (\$9†)

Glacier Discovery Train

Adult, between...	One-way	Round-Trip
• Anchorage - Girdwood	\$82 (\$2†)	\$131 (\$2†)
• Anch/Gird - Whittier	\$119 (\$8†)	\$137 (\$4†)
• Anch/Girdwood - Spencer		\$154 (\$5†)
• Anch/Girdwood - Grandview		\$172 (\$4†)
• Portage - Grandview		\$112 (\$3†)
• Portage - Spencer		\$94 (\$3†)

Hurricane Turn Train

Adult, between...	One-way	Round-Trip
• Talkeetna - Hurricane	\$66 (\$2†)	\$125 (\$4†)

Child (ages 2 to 11) Adventure Class rates are half of the adult rates and reflect proportional increases. Child GoldStar rates are 50% + 5-15% of adult rates due to the inclusion of meals.

ARRC offers a Half Fare Program for seniors (age 65+) and certain individuals with disabilities, allowing them to travel for half fare during certain times of the year. Details on half-fare discounts are available at AlaskaRailroad.com/ride-a-train/fares.

ARRC will accept written comment or requests for a public forum on these rate changes for 45 days from the date of this notice. To request rate details or language assistance, or to comment:

• Email public.comment@akrr.com • Fax (907) 265-2443

• Call 265-2671 or TTY/TTD 265-2620 or voice 265-2494

• Alaska Relay TTY 1-800-770-8973; voice 1-800-770-8255

• Mail: ARRC, PO Box 107500, Anchorage, AK 99510-7500

• Visit ARRC HQ, 327 W. Ship Creek Avenue, Anchorage

• Rate details also available at www.AlaskaRailroad.com



Whittier Terminal Master Plan Update

Public Open House

Join Us!



Date & Time:

Tuesday, Apr. 15, 2025

4:00 – 6:00 P.M.

Presentation at 5:00 P.M.



Location:

**City Council Chambers
3rd Floor, Public Safety
Building**

**Light snacks will be
provided.**

The Alaska Railroad Corporation (ARRC) is hosting a public open house to update the community on its draft Whittier Terminal Master Plan. The draft Master Plan identifies potential short- and long-term infrastructure and operational improvements to guide growth and development at its railyard and marine facilities. Join us April 15, 2025, to learn more about the ARRC's proposed plan for modernization and investment at the Whittier Terminal!

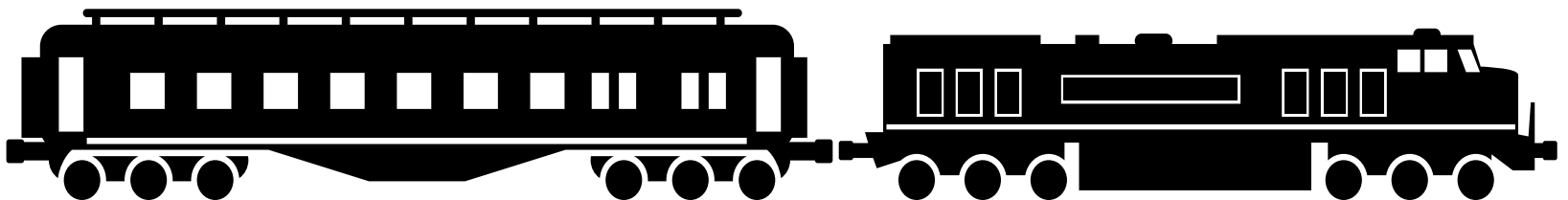
We want to hear your thoughts on ARRC's proposed improvements! Comments are welcome at any time during the planning process, but comments on the draft Master Plan should be submitted by April 30, 2025.

Send comments to info@whittierterminalmpu.com or
Whittier Terminal Master Plan,
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Questions or comments?

EMAIL: info@whittierterminalmpu.com



Welcome

**ALASKA RAILROAD CORPORATION
WHITTIER TERMINAL
MASTER PLAN UPDATE
PUBLIC OPEN HOUSE
APRIL 15, 2025**

MEETING PURPOSE

To renew the Whittier Terminal as an efficient, resilient, and balanced facility that safely meets customer needs and empowers economic growth for the state of Alaska.

Open House: 4:00 – 6:00 p.m. | Presentation at 5:00 p.m.



ARRC WHITTIER TERMINAL BACKGROUND

The Whittier Terminal was established as a strategic military facility during World War II and turned over to the Alaska Railroad in 1960 following the military's withdrawal.

The ARRC's 291-acre terminal reserve area includes a barge slip, uplands container handling/storage area, rail yard, and support facilities. It is Alaska's only rail connection to the freight rail system in the Lower 48 and Canada.



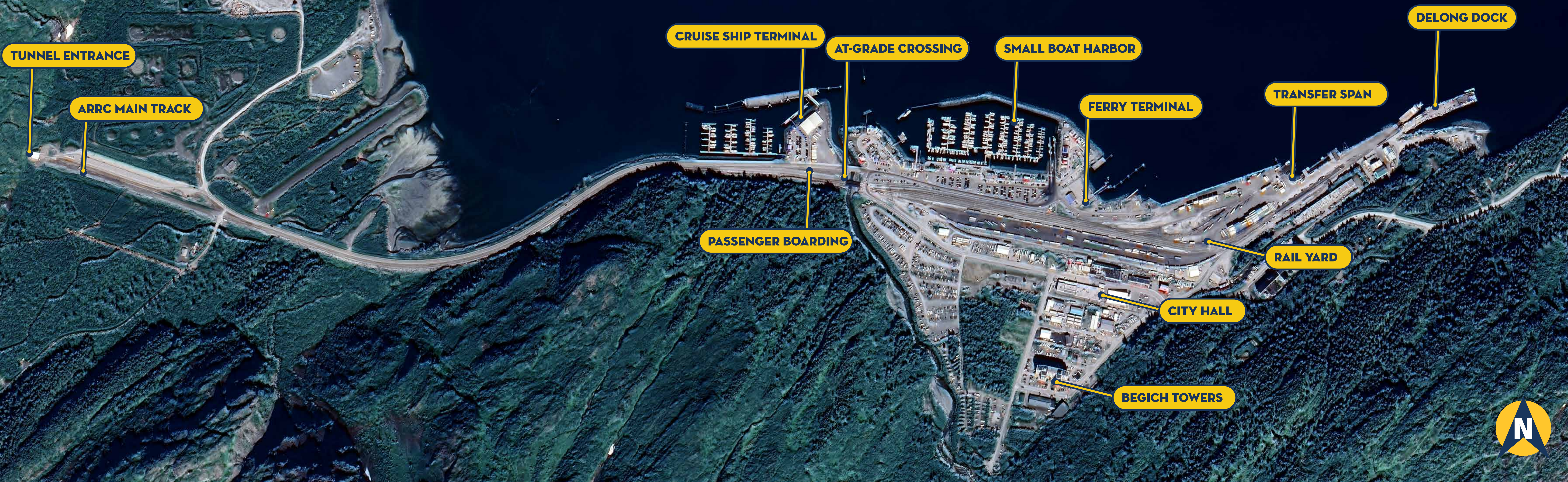
WHITTIER TERMINAL MASTER PLAN PURPOSE

Passenger and freight movements in Whittier have increased significantly since the last master plan was completed in 2004. The purpose of the Whittier Terminal Master Plan Update is to continue to guide this growth and effectively facilitate the terminal's long-term operations.

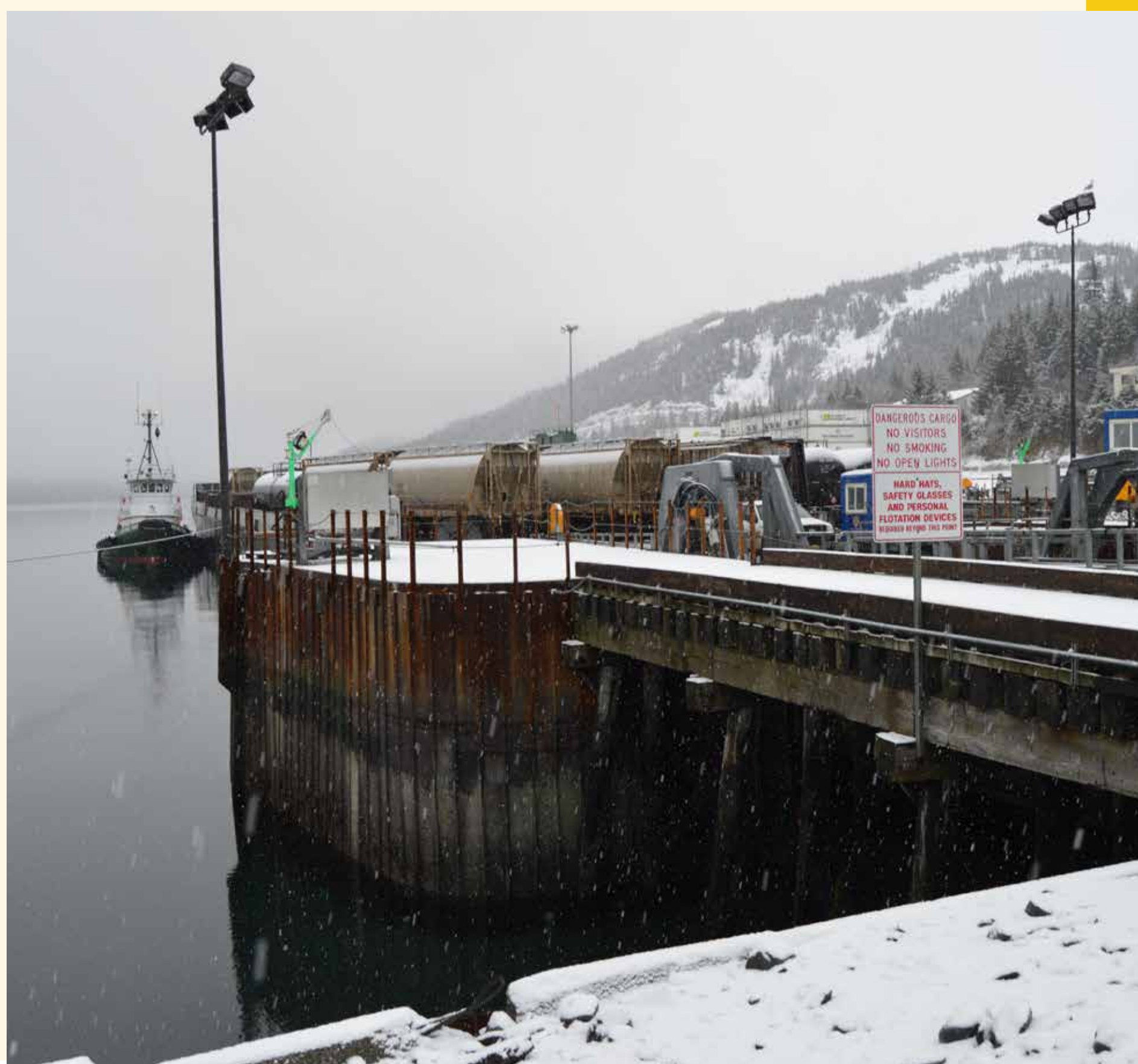
The master plan update is funded by a Port Infrastructure Development Program grant from the U.S. Department of Transportation Maritime Administration (MARAD).

GOALS:

- Identify marine, terminal, and upland infrastructure needs based on current and future rail and cargo demand.
- Improve regional rail connectivity and utility.
- Create a roadmap for future capital and operational investments.



WHITTIER TERMINAL FACILITY ISSUES & CHALLENGES



The project study limits include all facilities within the ARRC right-of-way (ROW) from the eastern end of the Whittier Tunnel to the eastern end of the rail terminal facilities and docks.

The rail terminal and barge area are showing their ages. As Alaska's only rail link to the North American rail system, the Whittier Terminal is critical for the transportation of freight throughout Alaska's Rail Belt.

THE ARRC WHITTIER TERMINAL MASTER PLAN ADDRESSES:

- Aging waterfront infrastructure
- Limited operational space for cargo and snow storage
- Limited operational terminal working track length
- At-grade crossing vehicle and pedestrian conflicts with trains
- Freight and passenger rail conflicts

WHAT THE WHITTIER TERMINAL MASTER PLAN IS / IS NOT

The master plan looks at

- Current Conditions
- Future Needs
- Transportation Issues
- Waterfront Needs
- Possible, prioritized project alternatives
- Preliminary design and cost estimates

THE PLAN:

- Focuses only on the ARRC's Whittier Terminal reserve area and the link between maritime and rail operations.
- Focuses on upgrading the condition, performance, safety, efficiency, and sustainability of ARRC's Whittier Terminal.
- Is conceptual only. Suggested projects are not construction-ready and will require additional funding, environmental review, and design.

THE PLAN IS NOT/DOES NOT:

- A comprehensive, community-wide transportation or land use plan.
- Include the Head of the Bay.
- Include others' planned improvements at DeLong Dock.
- Address tunnel operations (including clearances, schedules, etc.).
- Include funding to implement the Whittier Terminal Master Plan.

SO FAR, WE'VE HEARD THAT THE PLAN SHOULD...



Consider access
for emergency
services.



Consider tsunami
evacuation routes.



Maintain beach
access at the ferry
terminal/West
Camp.



Add more
switches and
lines for shunting
rail cars.



Move tracks
inland.



Improve
pedestrian
tunnel winter
maintenance
and drainage.



Keep removable
fencing to help
with winter snow
removal.



Maintain safe
pedestrian and vehicle
access near the ferry
terminal, to/from the
cruise ship dock and
rail depot, and to/from
parking areas.



Install ARRC-
specific fire
response
equipment in
the yard.



Maintain current
parking and
traffic routes in
the waterfront
business district.

DRAFT MASTER PLAN FINDINGS – ARRC'S PREFERRED ALTERNATIVES

KEY THINGS TO KNOW:

- The ARRC reviewed multiple scenarios and refined the preferred alternative based on stakeholder input.
- Other concepts – including a no-build alternative – are outlined in the draft master plan document.
- The draft plan considers phasing and potential independent utility of proposed improvements.



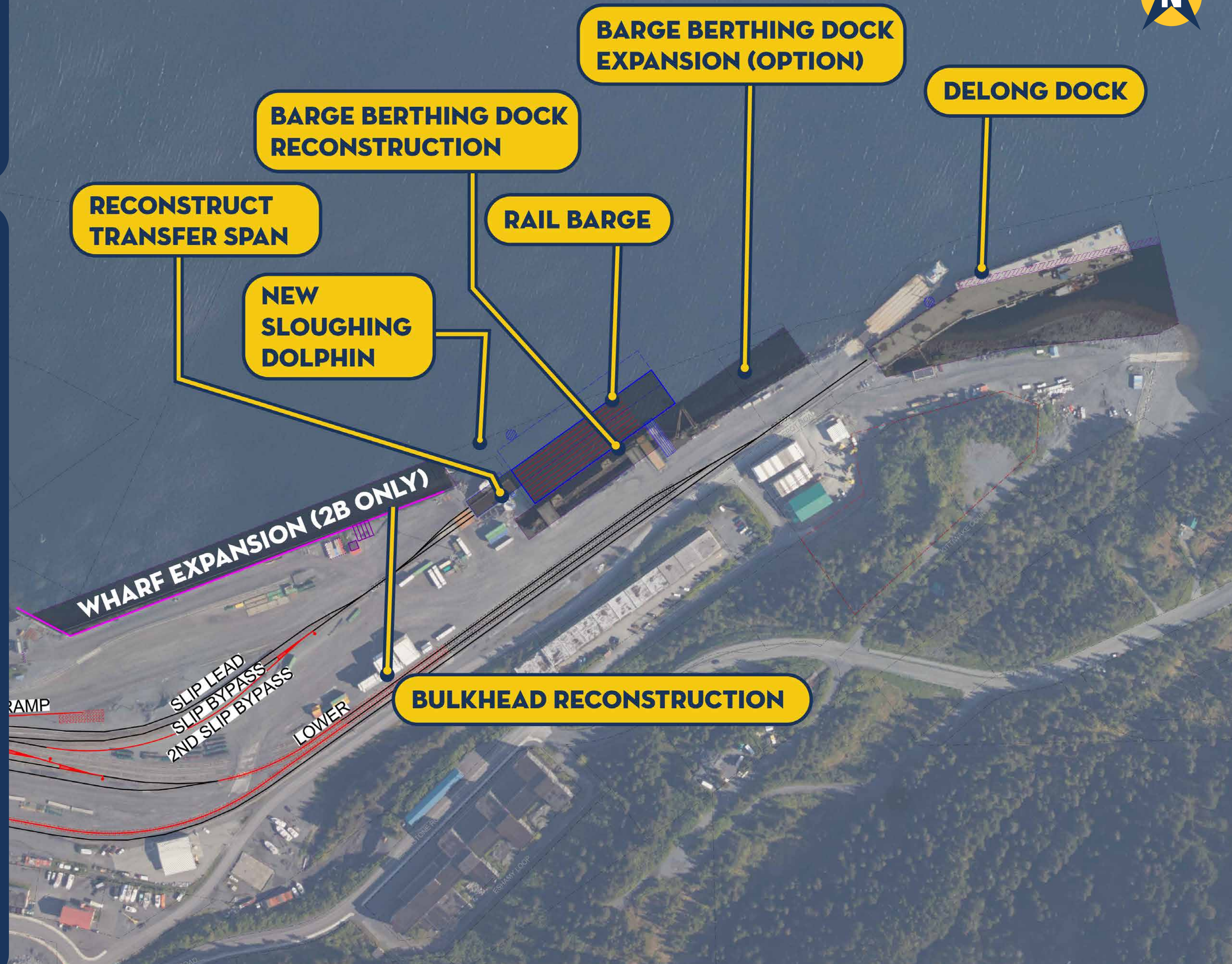
WATERFRONT RECONSTRUCTION (ALTERNATIVE 2A PREFERRED)

KEY THINGS TO KNOW:

- Reconstructs the transfer span and barge berth in its existing location.
- Re-establishes the marginal wharf shoreline bulkhead.
- Includes options to expand the workable space of the marginal wharf and alongside berthing facilities.

WHY THIS IS IMPORTANT:

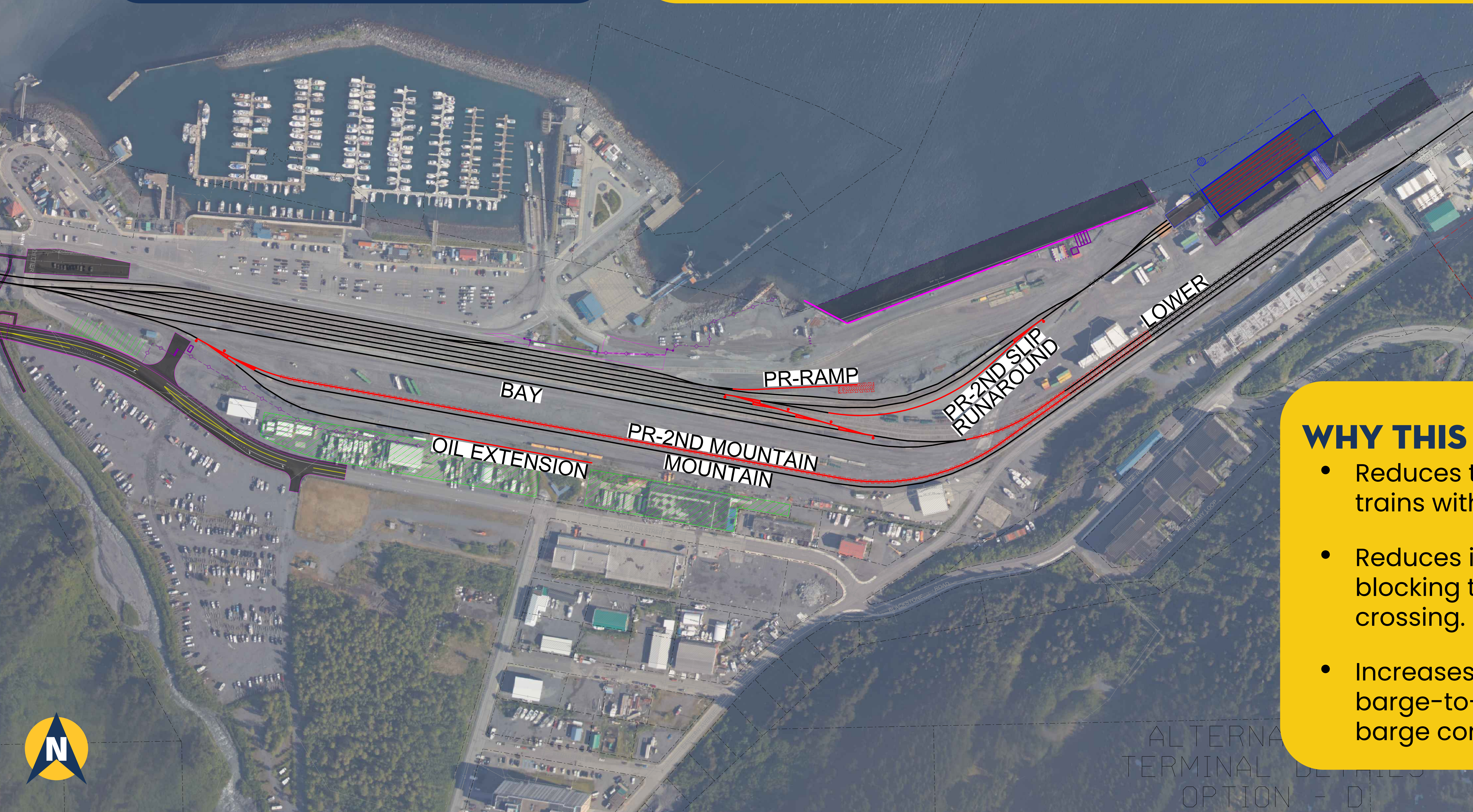
- The existing barge berth location provides better wind/wave action protection for more predictable barge operations than other alternatives considered.
- Minimizes impacts to barge and yard operations by timing construction between barge calls as much as possible.
- Improves worker safety within the berthing facility.
- Maintains and expands usable space alongside the marginal wharf.



SOUTH TERMINAL TRACK REALIGNMENTS (ALTERNATIVE D PREFERRED)

KEY THINGS TO KNOW:

- Reconfigures track layouts within the existing yard terminal footprint.
- Increases track length for loading and unloading during barge calls.
- Reconfigures the truck entrance to utilize one-way flow



WHY THIS IS IMPORTANT:

- Reduces time spent spotting trains within the yard.
- Reduces instances of trains blocking the at-grade crossing.
- Increases the efficiency of barge-to-train and train-to-barge container loading.

SECOND MAIN TRACK, WHITTIER CREEK TO TUNNEL

KEY THINGS TO KNOW:

- Second Main Track, Whittier Creek to Tunnel

WHY THIS IS IMPORTANT:

- Increases available track storage capacity east of the Tunnel.
- Reduces wait time at the road/rail crossing.
- Provides more flexible rail operations without occupying the Tunnel.
- Does not impact the existing roadway footprint.

TUNNEL ENTRANCE

BEGIN PROPOSED
SECOND MAIN TRACK

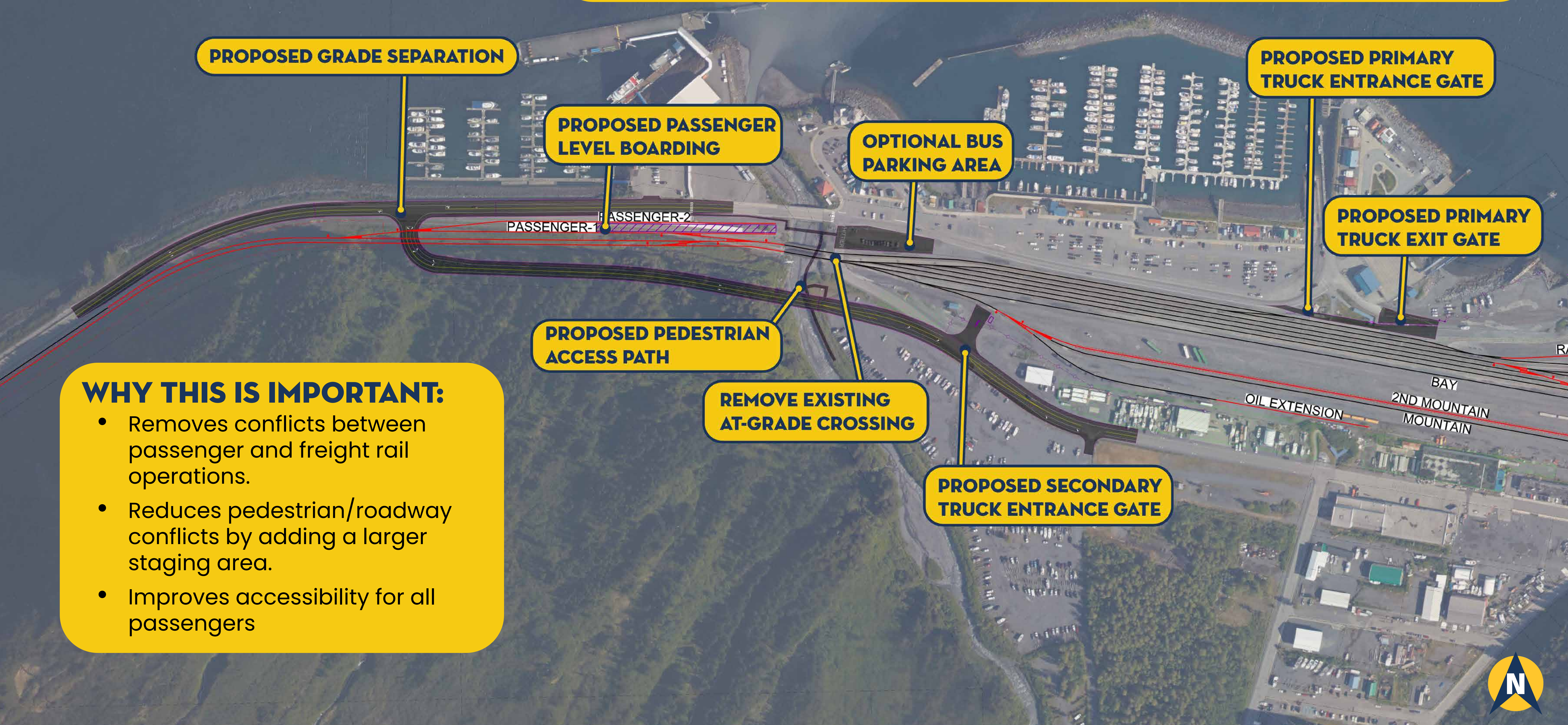
MAINLINE
2ND MAINLINE



PASSENGER BOARDING PLATFORM

KEY THINGS TO KNOW:

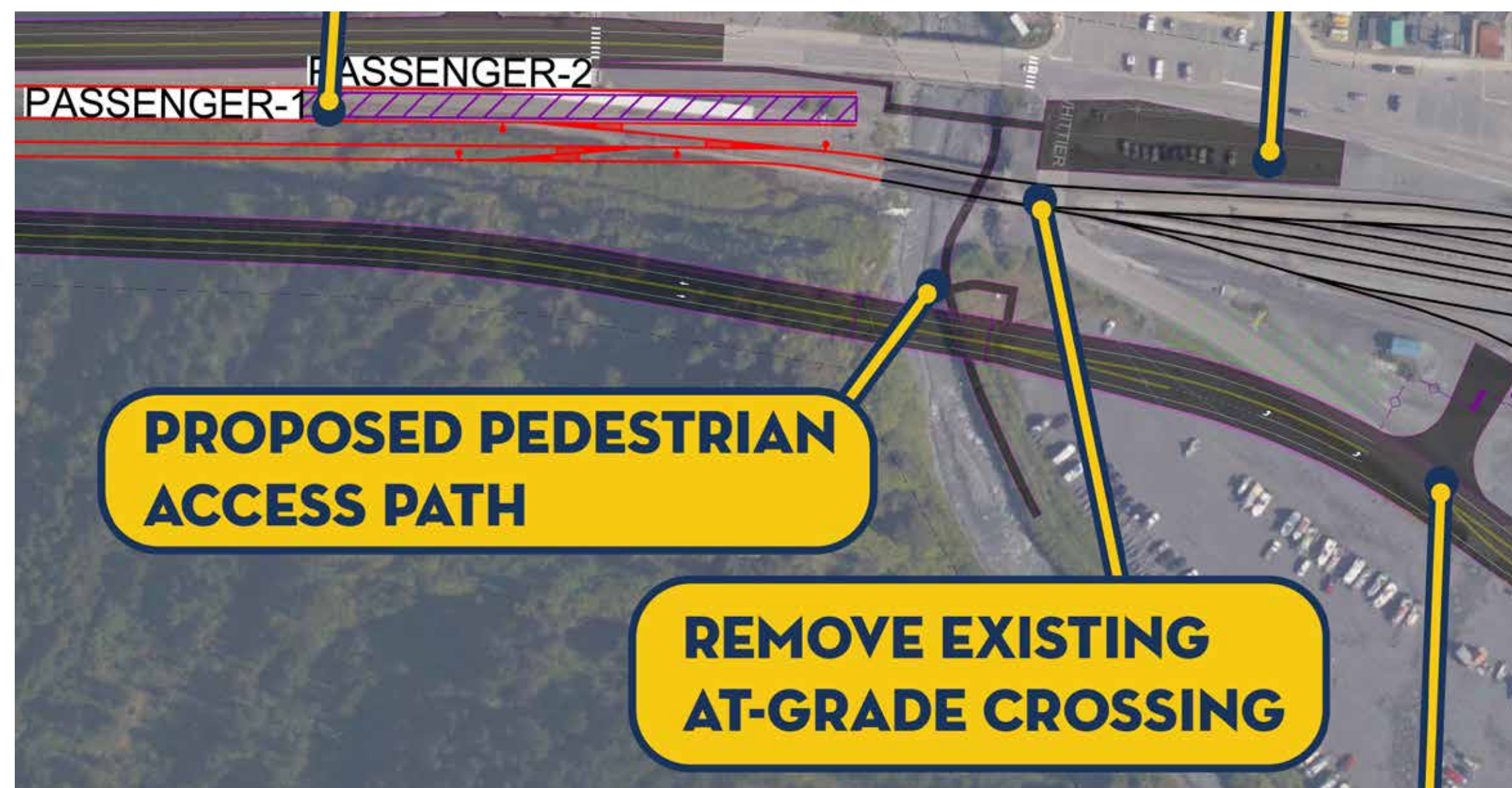
- Creates two dedicated passenger loading tracks.
- Creates a new covered boarding platform between loading tracks.
- Reconfigures pedestrian and tour bus traffic routes from passenger trains.



WHY THIS IS IMPORTANT:

- Removes conflicts between passenger and freight rail operations.
- Reduces pedestrian/roadway conflicts by adding a larger staging area.
- Improves accessibility for all passengers

GRADE SEPARATION AT CAMP ROAD/WHITTIER STREET

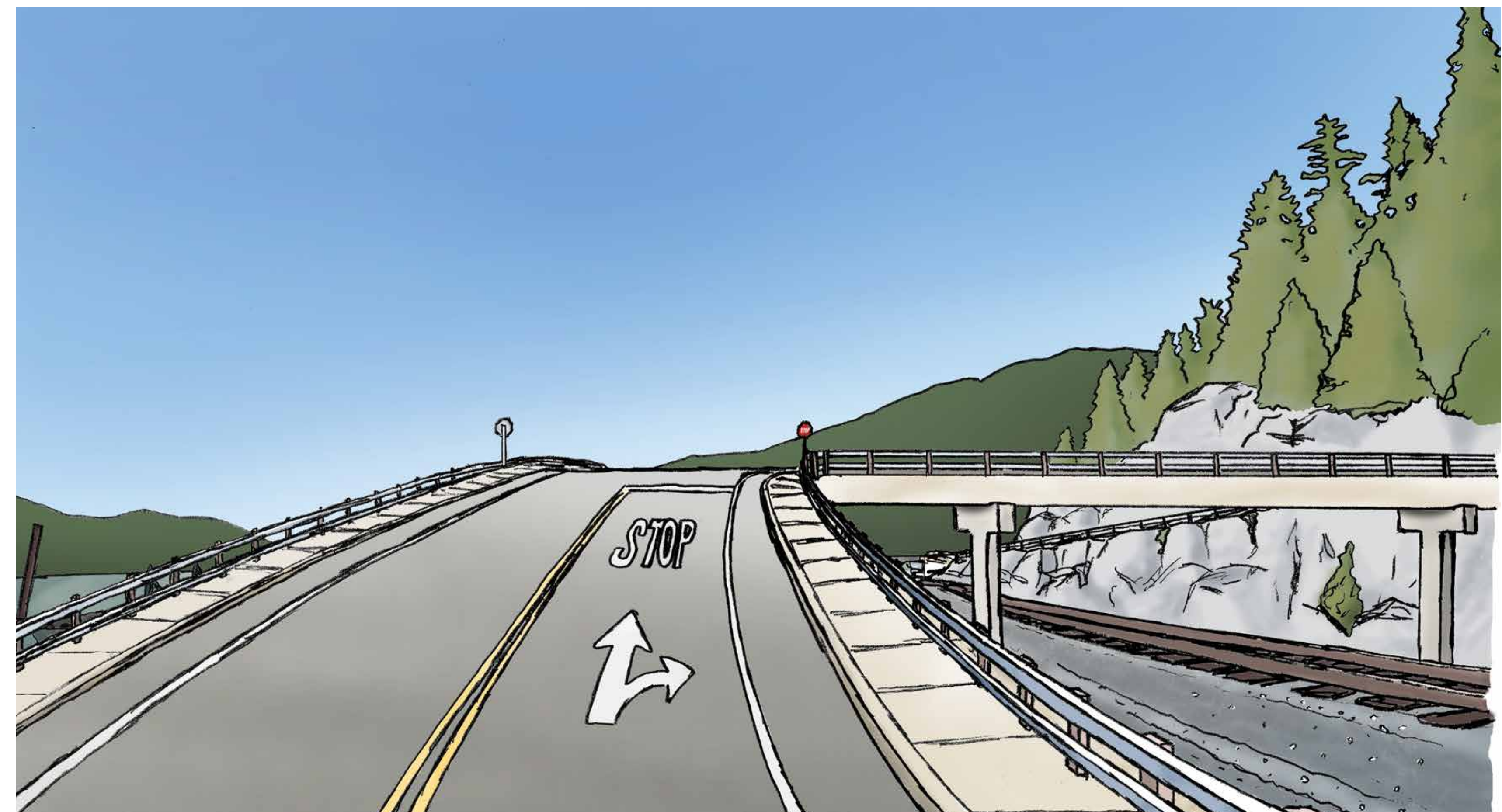
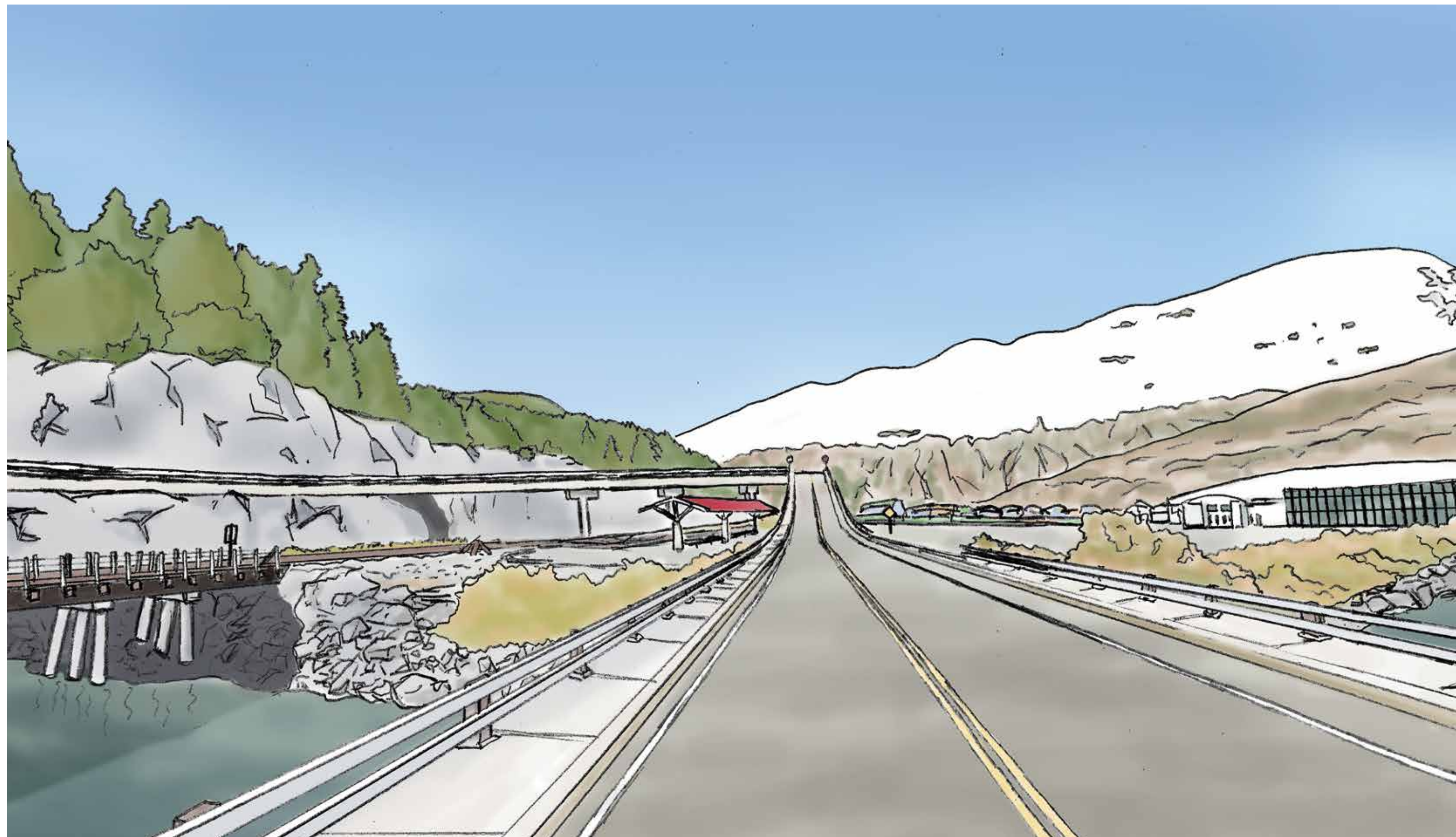


KEY THINGS TO KNOW:

- Constructs a new roadway to the west of Whittier Creek and the passenger loading area.
- Elevates the roadway over the railroad.
- Creates a pedestrian foot walk between the parking lot and the small boat harbor.

WHY THIS IS IMPORTANT:

- Removes conflicts between passenger and freight rail operations.
- Reduces pedestrian/roadway conflicts by adding a larger staging area.
- Improves accessibility for all passengers



PROJECT PHASING

The plan outlines how recommended projects could be phased for maximum benefit. However, the projects identified in the draft master plan are concepts only and still require funding, design, and environmental review prior to construction.

SHORT-TERM IMPROVEMENTS (APPROXIMATELY 5- TO 10-YEAR TIMEFRAME):

- Reconstruct the transfer span and barge berthing facilities to ensure a continued statewide supply chain.
- Reconstruct the marginal wharf bulkhead wall to ensure continued use of adjacent terminal uplands.
- Reconfigure the existing yard tracks, truck routes, and primary access gate to improve loading operations and storage capacity.

LONG-TERM IMPROVEMENTS (MAY DEPEND ON OTHER PROJECTS BEING COMPLETED; 10- TO 20-YEAR TIMEFRAME):

- Construct a grade separation and associated facilities to remove the Whittier Street at-grade crossing.
- Expand the marginal wharf to provide additional cargo storage, operational area, and future business opportunities.
- Construct a second main line from the tunnel entrance to Whittier Creek to increase rail car storage.
- Construct a new passenger platform and associated loading tracks to increase passenger safety.

WE WANT YOUR INPUT

What questions or observations do you have about the proposed improvements?
What suggestions do you have to improve ARRC's Whittier Terminal?

PUBLIC COMMENT PERIOD:

APRIL 1 TO APRIL 30, 2025

Your comments will help inform the final master plan, which will be submitted to MARAD for approval this summer.

Scan the QR codes below with your smartphone.

WEB



www.alaskarailroad.com/corporate/projects

EMAIL



info@whitterterminalmpu.com



Whittier Terminal Master Plan Update

Alaska Railroad Corporation
Public Open House
April 15, 2025



AlaskaRailroad.com

➤ Alaska Railroad's Whittier Terminal



- U.S. Army completed a railroad spur and two tunnels in 1943; rail port opened in 1944
- Military land reserve and freight line turned over to Alaska Railroad in 1960.

Terminal Boundaries

The ARRC's 291-acre terminal reserve area includes a barge slip, uplands container handling/storage area, rail yard, and support facilities.



➤ A Critical Gateway



- A principal ARRC container terminal.
- Alaska's only connection to North American rail system.
- Supports faster, easier, and less expensive freight transportation to Railbelt communities.

➤ Connecting Rail and Marine Services



- Funding: Port Infrastructure Development Program grant.
- Charge: develop a “comprehensive master plan that evaluates the condition, performance, safety, efficiency, state of good repair, reliability, resiliency, and sustainability of the Whittier Terminal.”

Plan Purpose



The purpose of the Whittier Terminal Master Plan update is to guide growth and effectively facilitate the terminal's long-term operations.

Goals:

- Identify marine, terminal, and upland infrastructure needs based on current and future rail demand.
- Improve regional rail connectivity and utility
- Create a roadmap for future capital and operational investments.

➤ Problems to be Solved



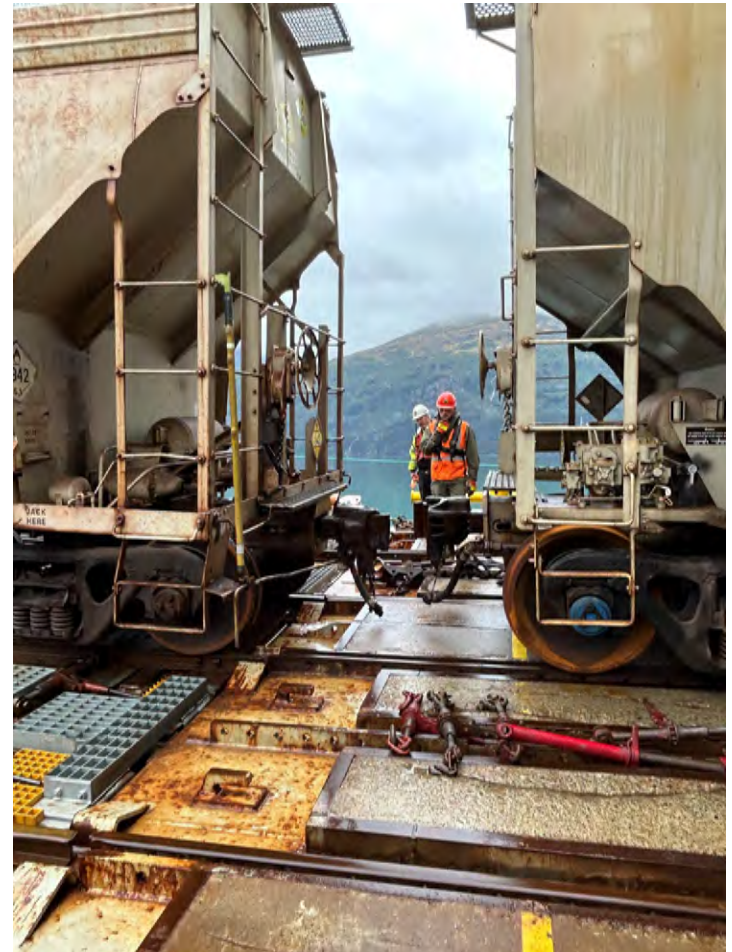
- Road/rail crossing.
- Cramped working and staging areas.
- Passenger and freight rail conflicts.
- Security and access.
- Aging marine facilities.
- Inefficient movement of intermodal freight.

➤ Opportunities

- 
- Incorporate changing technology
 - Address road crossing conflicts
 - Redesign cargo storage container staging areas
 - Increase track length
 - Redevelop uplands
 - Replace marine facilities
 - Identify new passenger facilities
 - Increase dock space
 - Create defined perimeter

➤ Where We Are Now...

- ✓ Current Conditions
- ✓ Future Needs
- ✓ Transportation Study
- ✓ Waterfront Reconstruction Study
- ✓ Design Concepts
- ✓ Stakeholder Review and Input
- ❖ Draft Master Plan – Public Comment
- Final Plan



What We've Heard



Consider access
for emergency
services.



Consider tsunami
evacuation routes.



Maintain beach
access at the ferry
terminal/West
Camp.



Add more
switches and
lines for shunting
rail cars.



Move tracks
inland.



Improve
pedestrian
tunnel winter
maintenance
and drainage.



Keep removable
fencing to help
with winter snow
removal.



Maintain safe
pedestrian and vehicle
access near the ferry
terminal, to/from the
cruise ship dock and
rail depot, and to/from
parking areas.



Install ARRC-
specific fire
response
equipment in
the yard.



Maintain current
parking and
traffic routes in
the waterfront
business district.

Proposed Concepts

South Terminal
Track Realignments

Second Main Track
(Whittier Creek to
Tunnel)

New Passenger
Boarding Platform

Grade Separation
at Camp
Road/Whittier
Street

Berthing &
Waterfront Facility
Reconstruction

Snow Storage
Improvements

Security
Improvements

Waterfront Reconstruction: Alternative 2A (preferred) Highlights



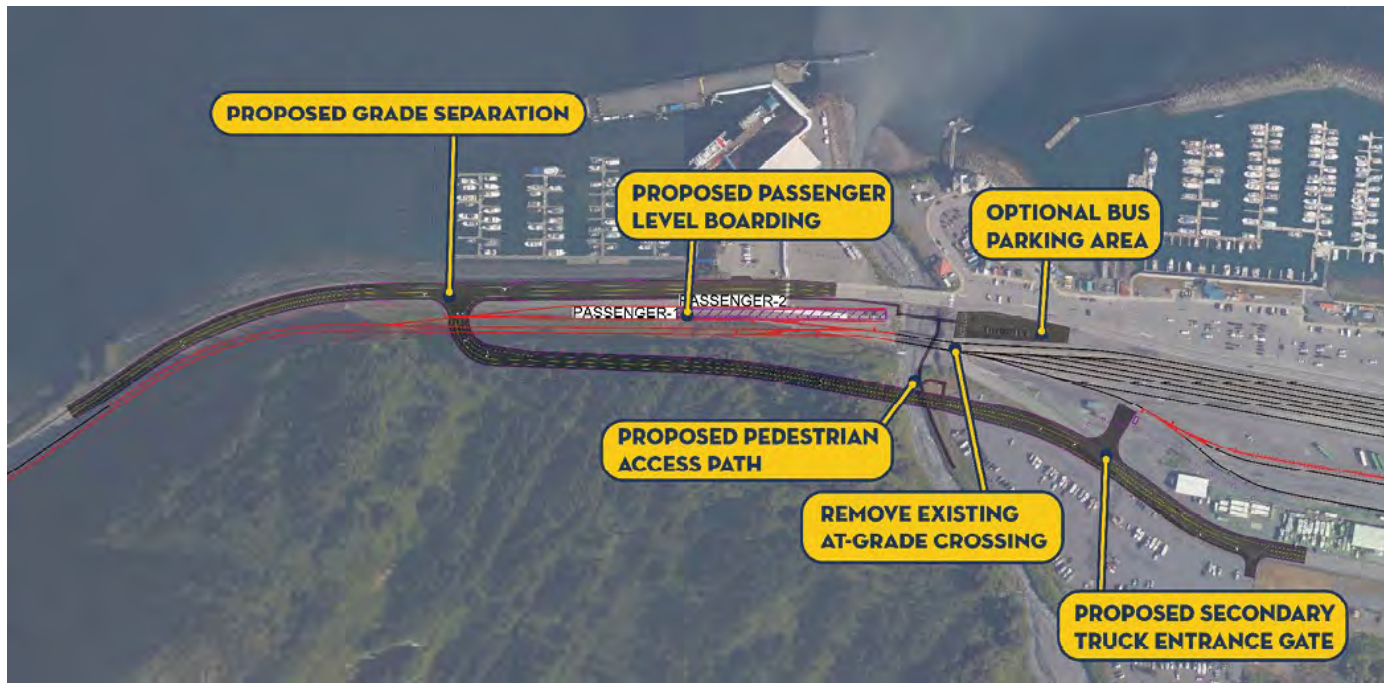
South Terminal Track Realignment: Option D Highlights

- Reconfigures track layouts within the existing terminal footprint
- Increases track length for loading and unloading
- Reconfigures truck entrance

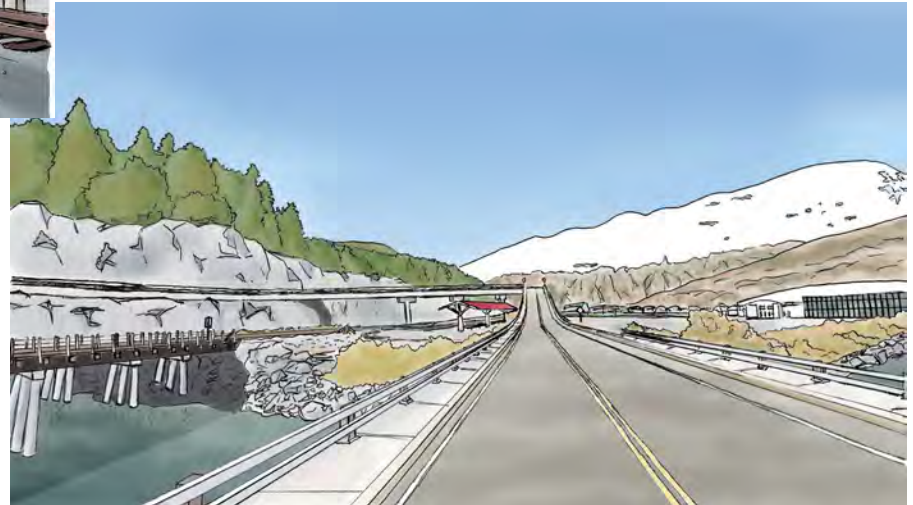
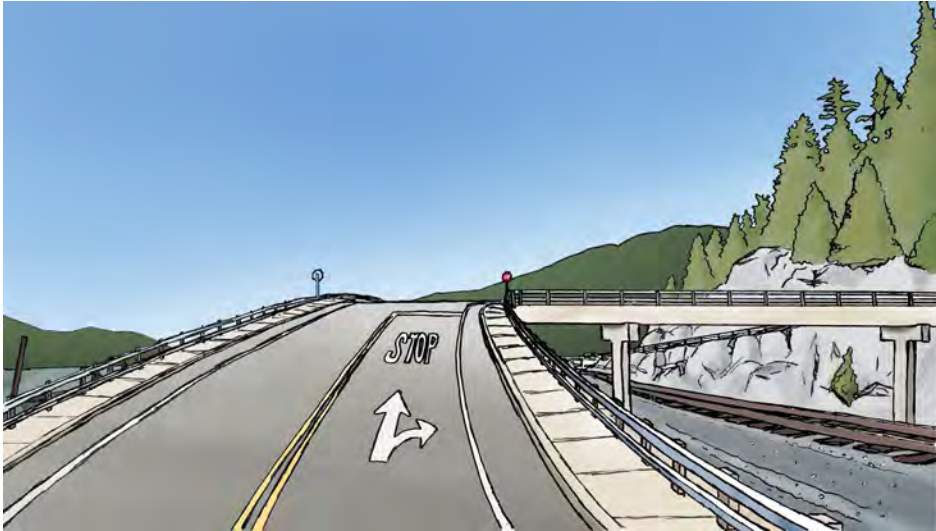


Passenger Boarding & Grade Separation

- Constructs a new station platform and dedicated passenger loading tracks.
- Replaces the current at-grade crossing at the intersection of Camp Road and Whittier Street with a new grade-separated crossing west of the passenger loading zone.
- Improved passenger and pedestrian flow between parking area and waterfront



Grade Separation: Camp Road/Whittier Street



2nd Main Track to Tunnel

- Increases track storage capacity
- Reduces wait time at the at-grade crossing
- Does not impact existing roadway footprint



Other Recommended Improvements

- Snow Storage
- New Gates and Security Fencing



Implementation

5-10 Years

- Reconstruct the transfer span and barge berthing facilities
- Reconfigure the existing yard tracks, truck routes, and primary access gate
- Reconstruct the marginal wharf bulkhead wall

10-20 Years

- Construct a second main line from tunnel to Whittier Creek
- Construct a new passenger-level boarding platform and associated loading tracks
- Construct at-grade separation and associated facilities to remove Whittier Street at-grade crossing
- Expand the marginal wharf to previous limits

Schedule



- Draft plan to be updated based on stakeholder input and public comments.
- Final plan to be completed in Summer 2025 and submitted to MARAD for review and approval.
- Potential projects still require environmental review, permitting approvals, and funding prior to construction.

Public Comment

- Draft plan is on the ARRC's project web page, Whittier & Portage Capital Projects section at <https://www.alaskarailroad.com/corporate/projects>
- Public Comment Period April 1 – 30, 2025
- Email comments to info@whittierterminalmpu.com

THANK YOU

A scenic view of a port area. In the foreground, a railway track runs diagonally across the frame. To the left, there's a paved area with some industrial equipment and a red container. In the background, a body of water is visible, and further back, a range of mountains with significant snow cover under a clear blue sky with some light clouds. On the right side, there are some evergreen trees and a building.

Email comments to:
info@whittierterminalmpu.com

Sign-In Sheet
Please
Print Legibly


Alaska Railroad Whittier Terminal Master Plan

Public Open House

April 15, 2025

Whittier Council Chambers, 4:00 p.m. – 6:00 p.m.



Name (Please print)	Agency/Organization	Email
Jorgen Austermuhl	resident	
Doug Thiessen	HDR	
Spencer Eusden	35-yr. yr. round residents	
Kely Bender	Lazotter Charters	info@lazottercharters.com
Eleanor Davenport	Huna Totem	
Tor Wallen	Huna Totem	tor.wallen@huna Totem.com
DAVID GOLDSTEIN	RESIDENT	Davegold234@gmail.com
christopher stefanovich	resident	
Heather Brazelton		Heather.brazelton@gmail.com
Nick Swain	resident	

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Name (Please print)	Agency/Organization	Email
DAVID BORLE	HARBORMASTER RESIDENT	harbor@whittieralaska.gov
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MIKE BENDEN	RESIDENT	lazgot@mtaonline.net
CHOU J STON	ANCHOR / CIV Whittier	anchorinnwhittier@YAHOO.

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Name (Please print)	Agency/Organization	Email
Shelby Carlson	City of Whittier	cityclerk@whittieralaska.gov
Scott Korbe	City of Whittier	SKorbe@Whittieralaska.gov
Ross Carlson	City of Whittier	
Victor Shev		councilseats@whittieralaska.gov



Appendix D Comments

WTMP Comment Log

Comment Number	Date	Agency/Public/Tribe/Etc.	Commenter	Substantive (Y / N)	Comment	Response	Category 1	Category 2	Category 3
1	04/09/25	Public	Eric Graves	Y	I saw the advertisement in the Daily News about input for upgrades to the Anton Anderson Memorial Tunnel. I am Antons Grandson. The tunnel to Whittier was long ago dedicated to Anton for his engineering fee to build the tunnel. Over time it was being referred to as the Whittier Tunnel and my mother Jean put in a concerted effort to correct that and eventually it was re-dedicated, now many years ago, back to its rightful name. In your ad you refer to it as the Whittier Tunnel. I'm going to quibble that, it is the tunnel TO Whittier but it's name is the Anton Anderson Memorial Tunnel. Please refer to it as such in the future and respect the history and heritage of Antons accomplishment.	Thank you for providing feedback on the draft master plan. We will refer to tunnel by full name in future publications.	Editorial		
2	04/15/25	Public	Sara Derting	Y	Could we get barrier gates/crossing arms at the current crossing for safety? To help guide visitors who aren't familiar with the crossing.	Thank you for providing feedback on the draft master plan. Installing crossing gates would not be easy due to the current roadway curvature and track layout and would require complete roadway realignment at the crossing site. Maintaining the signal in winter and in case of failure is also challenging as there is no qualified signal maintainer based in Whittier. While gates are not a short-term possibility, we will pass this comment on to the City and DOT transportation plan team for their consideration.	Alternatives (Other)		
3	04/15/25	Public	Kelly Bender	N	I like the plan especially if the short term plan went into effect because it seems some of those changes (extra rail within the existing yard) will alleviate some of the crossing issues sooner than later. In the long -term plan, the overpass is essential and would love to see that timing bumped up in priority.	Thank you for your support of the proposed projects. We will consider your request to expedite the overpass to the extent practical. This plan is only a concept and would need several years of design and permitting and inter-agency coordination prior to starting construction even if funding was available today.	Option D	Construction Schedule	General Support
4	04/15/25	Public	Suzanne Eusden	N	We need the overpass ASAP. Do not wait 10-20 years!! Great Plan.	Thank you for your support of the proposed projects. We will consider your request to expedite the overpass to the extent practical. This plan is only a concept and would need several years of design and permitting and inter-agency coordination prior to starting construction even if funding was available today.	Option D	Construction Schedule	General Support
5	04/22/25	Public	Dave Goldstein	Y	<p>While an elevated crossing further west and a new, elevated road located south of the tracks is a novel approach to rectifying an increasingly problematic situation, I wonder if this is the best "fit"? A couple of us who live in Whittier year 'round brainstormed a "Y" at the eastern approach to the Anton Anderson Tunnel... with one part continuing on the present road and the other connecting to a new road south of the tracks. As I've heard, there is some concern by the Railroad about visibility going around Eagle Rock and the resulting impact on stopping distance in case of track obstructions? Blasting rock further south along Eagle Rock may allow a more straightened track for the railroad and also an opportunity to provide a road without having to be elevated south of the tracks. There is currently no bottleneck at the tunnel entrance since existing trains usually stop just east of the other crossing near Shakespeare Creek...hence separating the traffic as soon as vehicles exit the tunnel seems to make sense. Although the proposed Railroad solution includes an elevated crossing and road further east from the current crossing at Whittier Street and also provides some opportunity to mitigate a tsunami threat, it may present some significant maintenance problems, especially with snow and ice and the transitional weather Whittier experiences during normal winters. If the Railroad does move to double stack containers, it would be critical to construct the overpass high enough to safely allow this option to move forward. As Whittier grows and expands eastward, as the Master Lease issues are resolved, and non-essential land issues are addressed, it will be increasingly important to realize that there are essentially two major real sectors of Whittier's economy and future. These are land and sea.</p> <p>The current, State maintained road from the Anton Anderson Tunnel to the Ferry Terminal provide access to Cliffside Marina and the Whittier Harbor, as well as the Ferry Terminal and existing Railroad/Lynden truck traffic. Several food businesses, charters, kayak/Jet ski operations and gift shops are located along this road, as well as Railroad facilities.</p> <p>The "other side of the tracks" includes the Anchor Inn, Anchor Store, the Anchor Bar, the fish processing operation, City of Whittier facilities, boat storage and repair businesses and Whittier's housing (mainly the Manor and BTI) and avenues for both land based recreational activities, sightseeing and visits to the shoreline for water activities. This will only expand and increase in usage as the Shotgun Cove Road expands eastward.</p> <p>While the current camping area on the south side of the tracks also includes a large, seasonal boat storage area, thanks to the WRDA bill of 2007, the City has an opportunity to address recreational boating needs at the Head of the Bay with both a launch/harbor and seasonal boat storage facility there. Obviously, having closer proximity to the water is highly desirable for the small boat community, so it makes both logical and economic sense to more closely match boats to water and utilize the existing seasonal boat storage area for other purposes. Land use adjacent to and just west of Glacier Avenue may allow future residential housing and other community facilities.</p> <p>So, in summary, a "Y" at the tunnel, repaving/repairing the existing road from the Tunnel to the Ferry Terminal and building a second road from the "Y" to the 'rest of Whittier' not only takes care of the separate user groups, but eliminates the crossing, addresses future needs of both the "water" and "land" user groups and actually meshes in nicely if, and when, a second tunnel is constructed. Plus, maintenance may be less of a challenge. IMHO, just like your cost analyses show on other projects, the long-term costs of doing the best solution may considerably outweigh the more short-term expenses. The road bridge over Shake-speare Creek should stay in place and just accommodate a road shifted around 90 degrees. There really would be no need for that railroad crossing either.</p>	<p>Thank you for the suggested configuration of a roadway Y option near the tunnel entrance. We appreciate the time that has gone into this suggestion. The team has looked at several alternatives to the at-grade crossing situation to try to arrive at a solution that met the following criteria:</p> <ul style="list-style-type: none"> - Eliminate the at-grade crossing entirely to facilitate emergency response and remove vehicle/pedestrian/rail conflict points. - Provide uninhibited rail access from the tunnel entrance to the yard. - Consider future double stacking considerations and snow maintenance. - Maintain improvement footprint within ARRC owned land to the extent practical. <p>The proposed Y solution does meet a lot of these same criteria, but not all, since an at-grade crossing would still exist, just not in its current location, and the improvements require significant work on land outside of ARRC control and thus outside the current terminal boundary. Any option which changes the traffic pattern through Whittier will need close coordination between all parties (City of Whittier, AK DOT&PF, and ARRC) to come to a solution that is constructable and maintainable. We will share this proposal with DOT&PF and the City as part of their community transportation planning effort.</p>	Alternatives (Other)		
6	04/22/25	Public	Dave Goldstein	N	Greet to hear about work on the Marginal Warf. I hope this merges into the vision presented more than a decade ago about a multi-modal transportation facility	We have considered multiple future uses of the marginal wharf. Any option which considers multiple transportation modes must consider safety of users such as conflicts between rail operations and pedestrians. The immediate priority is to maintain the function as a bulkhead wall to prevent further loss of land area within the terminal. As part of Alternative 2B, the bulkhead wall would first be stabilized and then expanded back to previous limits as part of the long term master plan. Once expanded, the wharf could reasonably have a multitude of uses depending on demands within Whittier and Alaska. Some uses may not yet be foreseen.	Transportation & Traffic	Editorial	
7	04/22/25	Public	Dave Goldstein	N	Looking forward to hearing how the Railroad will mesh with the new cruise ship terminal needs...when and how?	The Head of the Bay is outside the boundaries of the WTMP study.	Transportation & Traffic	Editorial	
8	04/22/25	Public	Dave Goldstein	N	Also looking forward to land transfers that will benefit both the City and the Railroad.	The land transfer is a reasonably foreseeable future action but is not addressed directly in the plan.	Editorial	Editorial	
9	04/22/25	Public	Dave Goldstein	N	Hope there is a better solution to vacating smoke from the Anton Anderson Tunnel (primarily DOT responsibility) and also a vision of how/where an enlarged or second tunnel will be built.	We will share this comment with DOT&PF and the City as part of their community transportation planning effort	Editorial	Editorial	
10	04/22/25	Public	Dave Goldstein	N	Finally, thanks for your presentation and opportunity to interact and provide feedback.	Thank you! We enjoyed presenting the information!	Outreach Process	Outreach Process	

