

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.



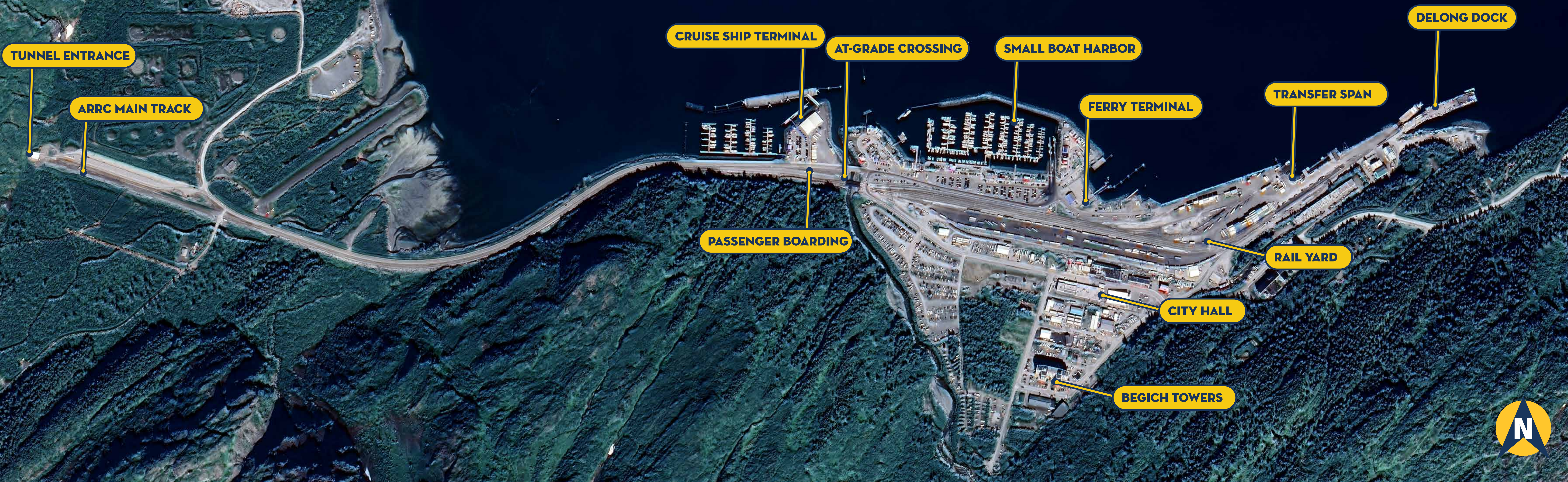
WHITTIER TERMINAL MASTER PLAN PURPOSE

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.

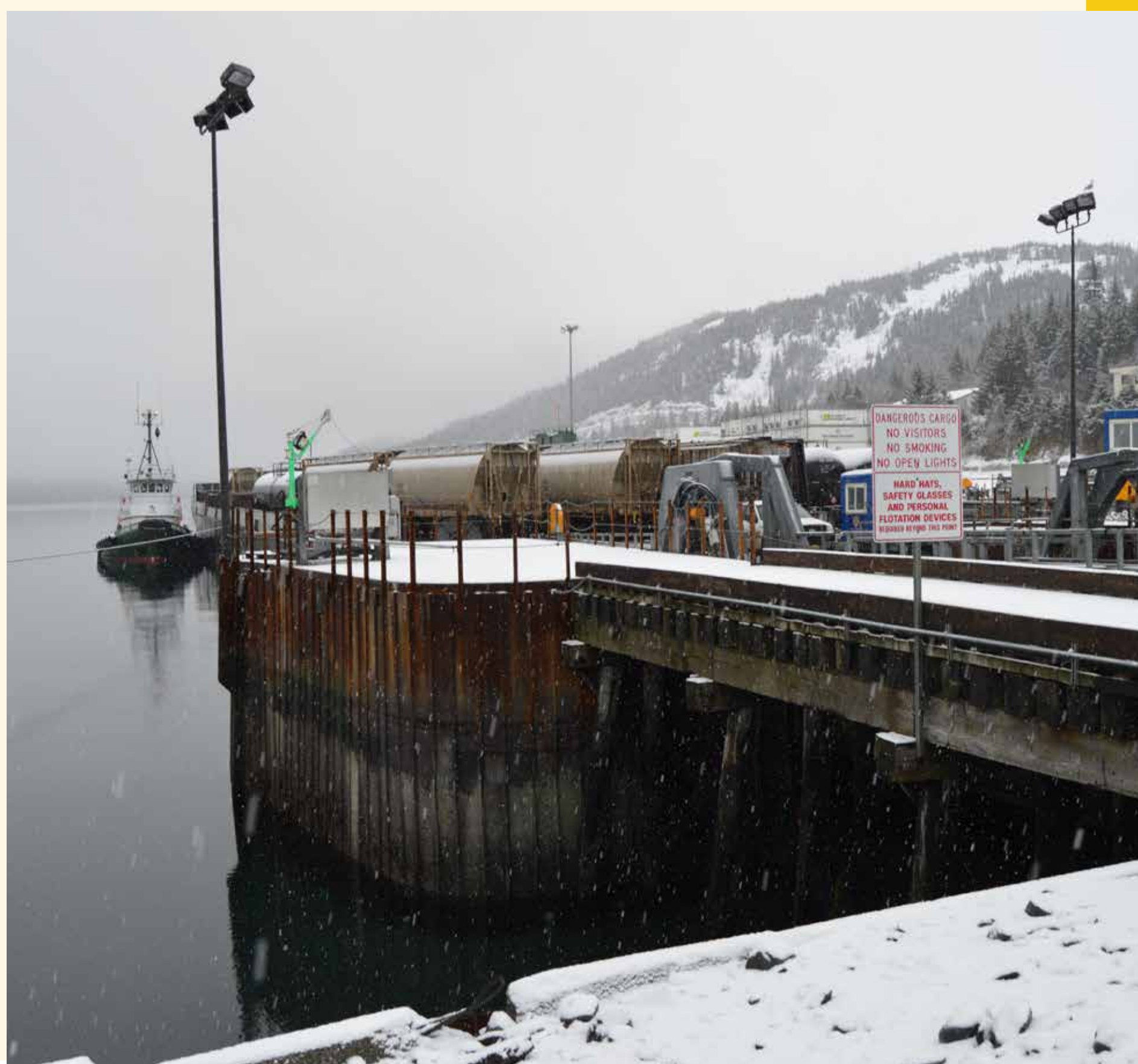
The master plan update is funded by a Port Infrastructure Development Program grant from the U.S. Department of Transportation Maritime Administration (MARAD).

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.



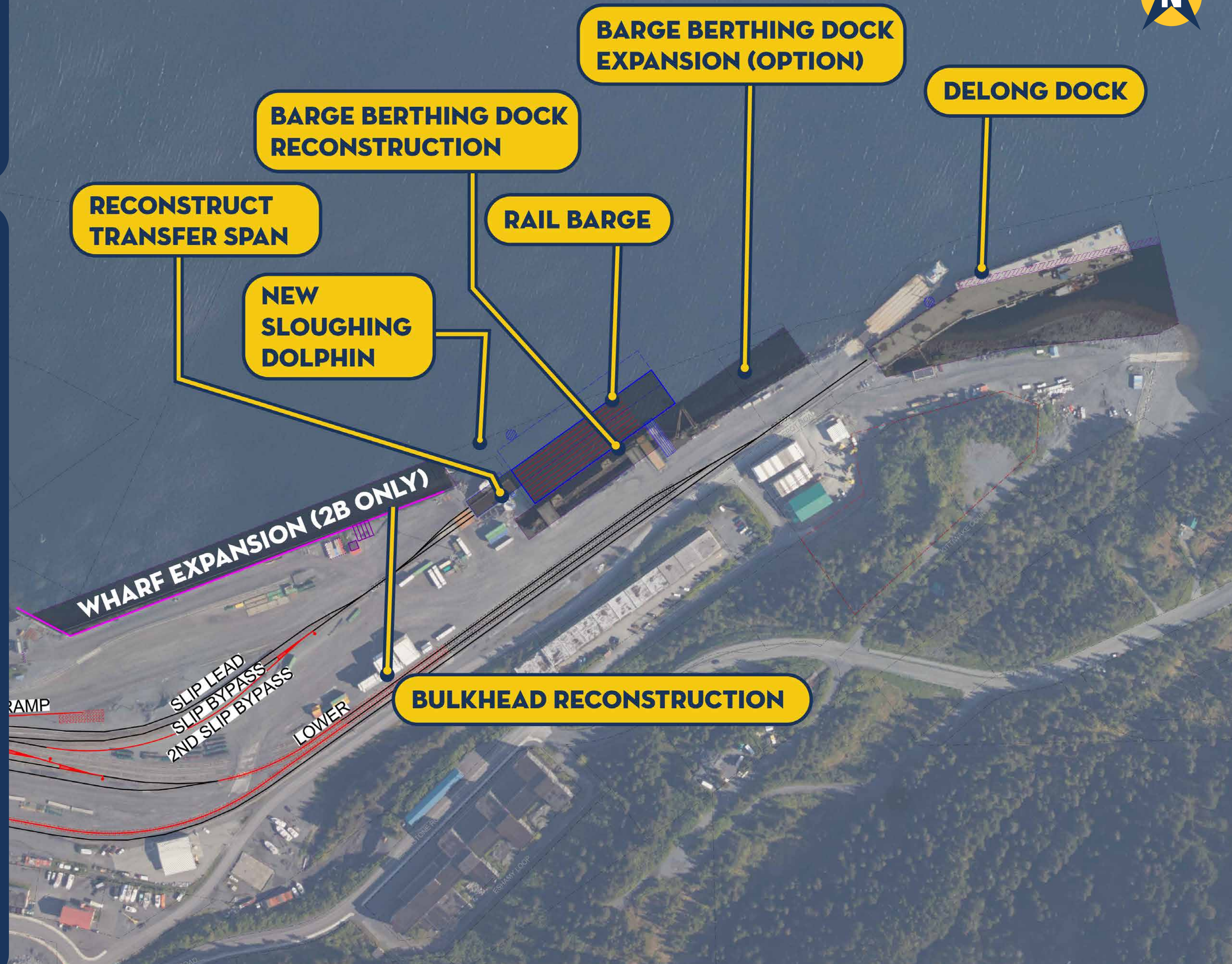
WATERFRONT RECONSTRUCTION (ALTERNATIVE 2A PREFERRED)

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:

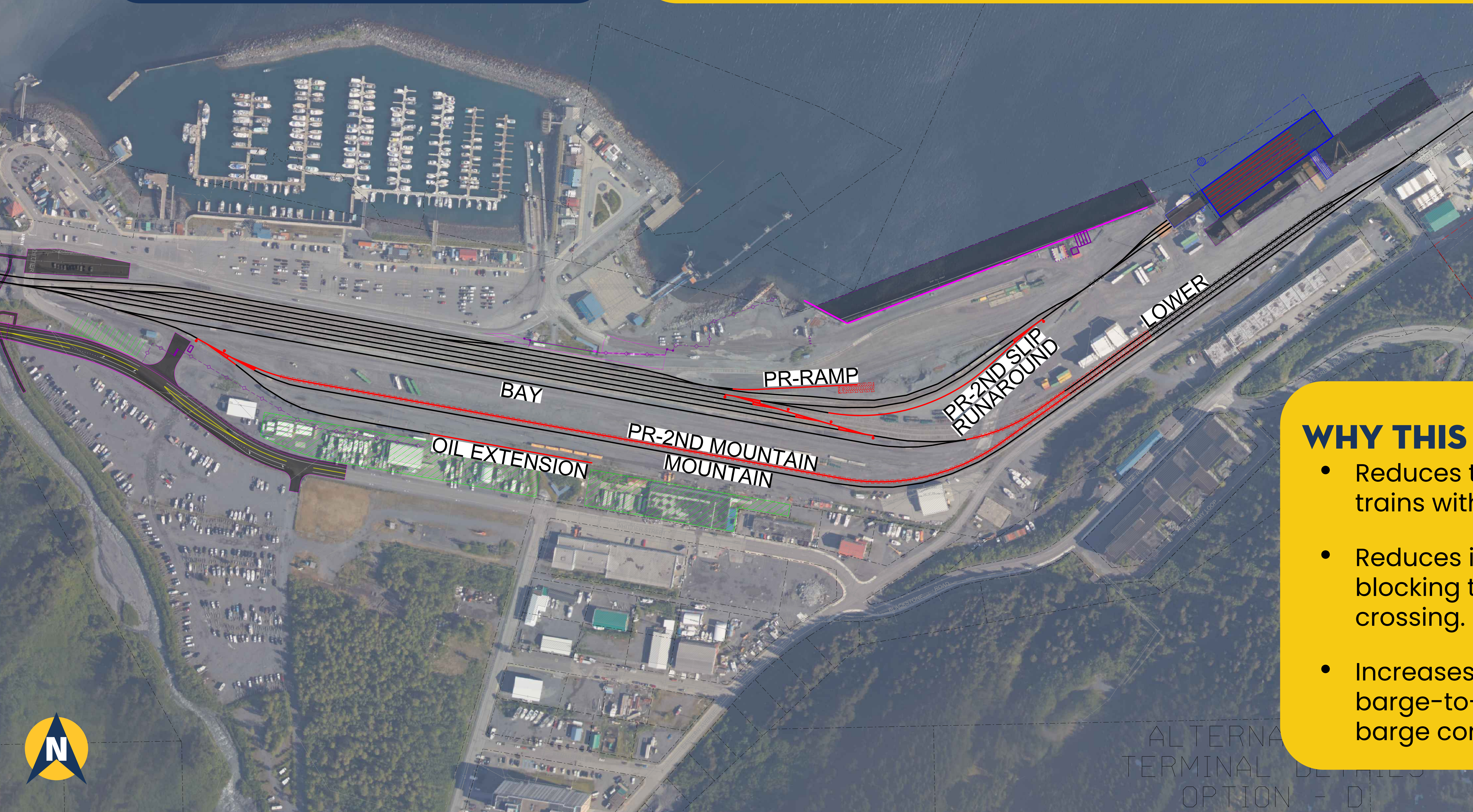
- The existing barge berth location provides better wind/wave action protection for more predictable barge operations than other alternatives considered.
- Minimizes impacts to barge and yard operations by timing construction between barge calls as much as possible.
- Improves worker safety within the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

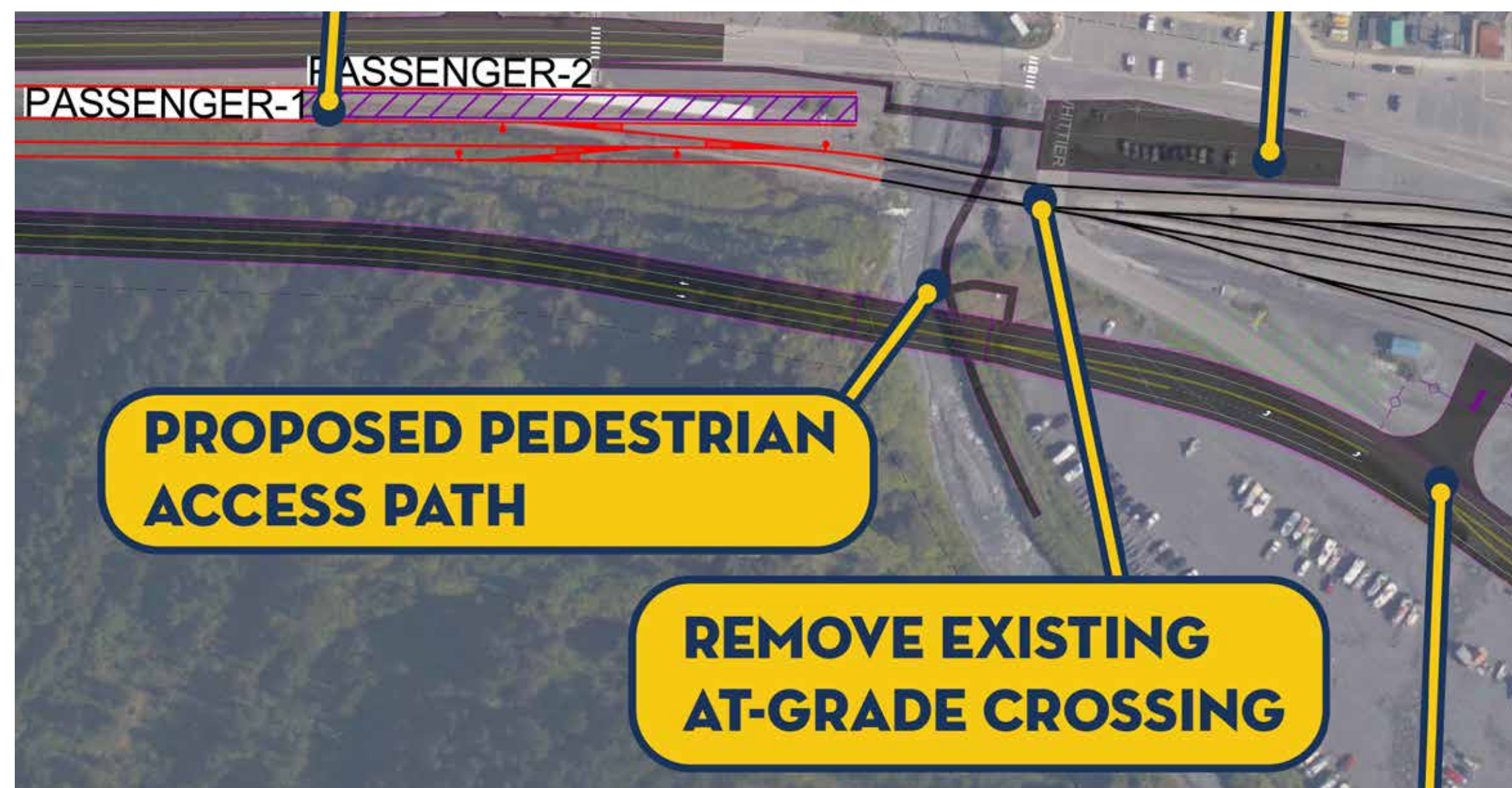
- Creates two dedicated passenger loading tracks.
- Creates a new covered boarding platform between loading tracks.
- Reconfigures pedestrian and tour bus traffic routes from passenger trains.



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

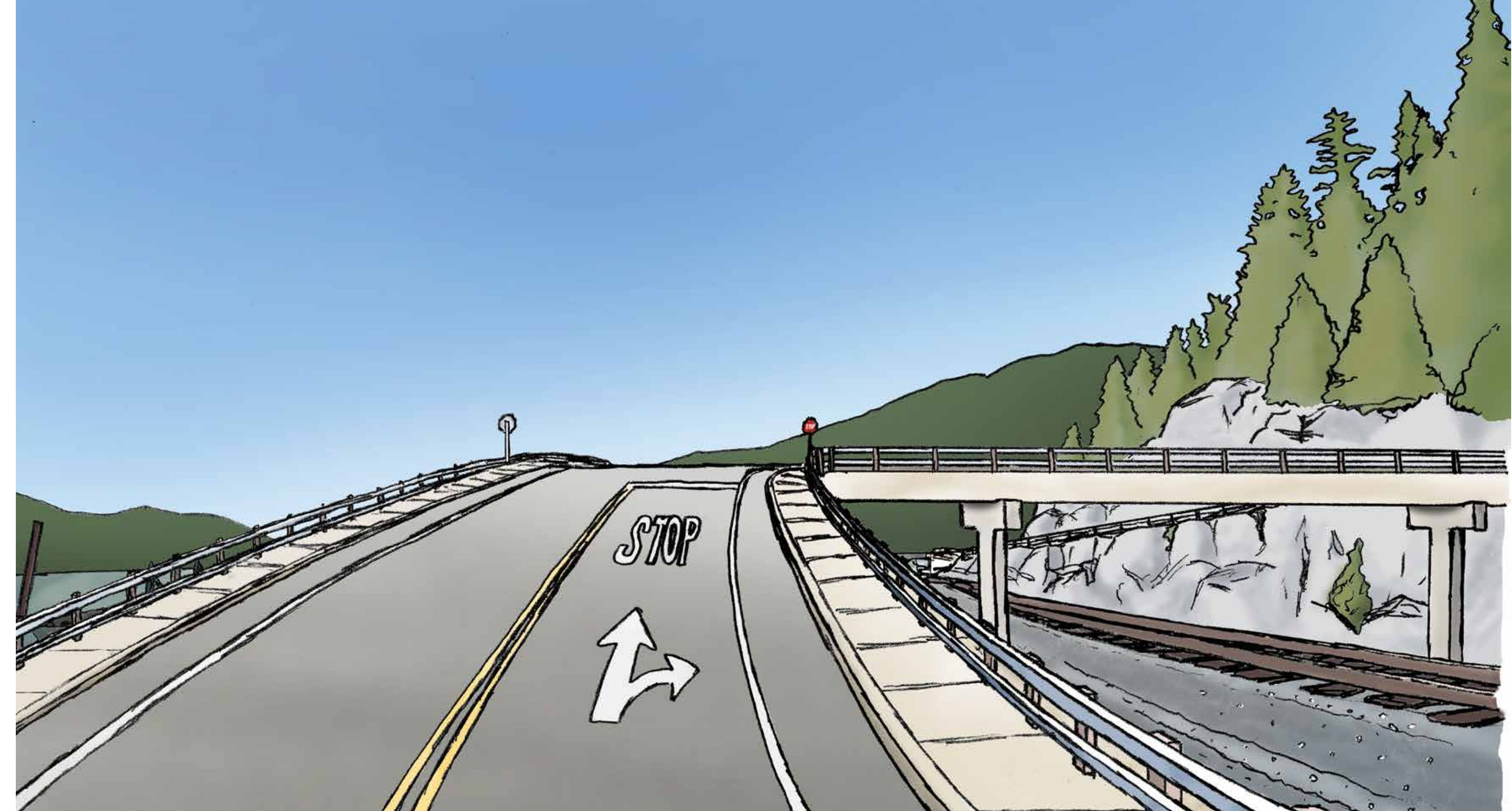
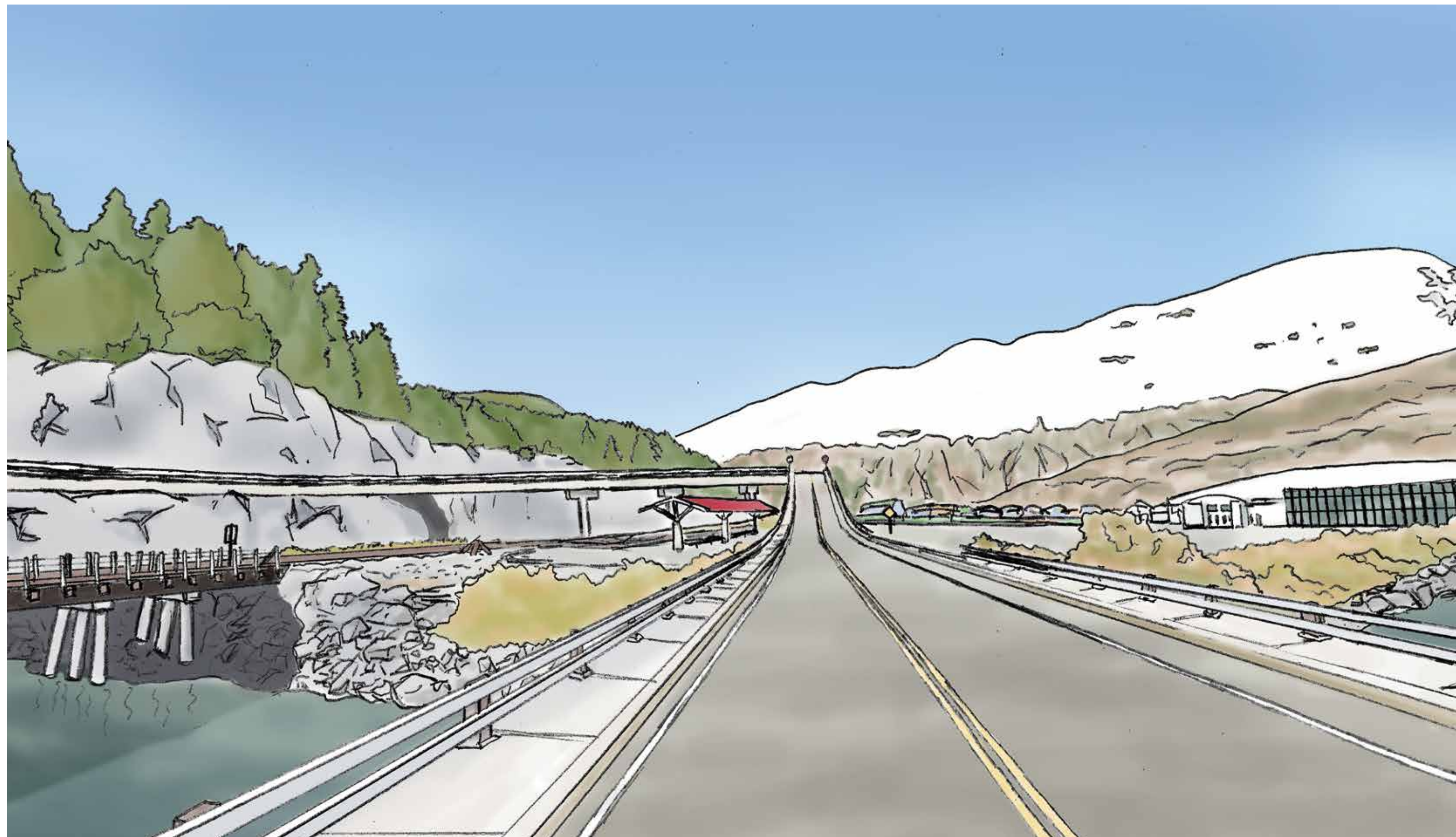


KEY THINGS TO KNOW:

- 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