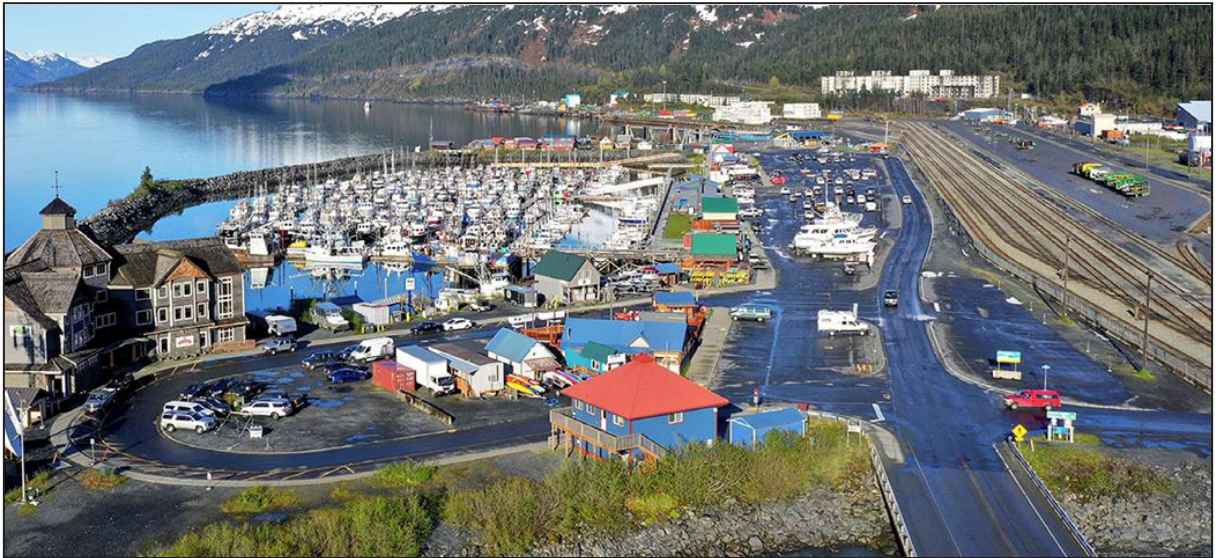


## Whittier Terminal Master Plan (Final)



*The community of Whittier, its harbor, roadways and adjacent railyard.*

### Background

The Alaska Railroad Corporation's (ARRC) land reserve in Whittier, Alaska, includes a busy railyard and marine facilities which serve as a key freight hub. Cargo from the Lower-48 arrives by vessels that dock at the railroad's rail-marine barge slip. Unloaded freight is then transported by rail or truck to points along the rail and highway corridors. Situated on ARRC land and connected by rail, cruise company owned facilities welcome thousands of passengers to Alaska each spring and summer. They add to a robust visitor industry as travelers venture into other areas of the state via motorcoach or by train. In more recent years, the community and private sector companies have pursued developments to tap into Whittier's potential. Likewise, over the past three years, ARRC has invested in infrastructure by funding projects including railyard paving,

drainage improvements, track reconfiguration and modification, and barge ramp rehabilitation. ARRC also demolished the old marginal wharf to address safety concerns. Ongoing public and private activity is fueling the momentum behind additional development in this strategic harbor town.

### Project Purpose and Benefits

In considering railroad investments moving forward, ARRC developed this comprehensive plan to identify potential infrastructure and operational improvements at this essential marine intermodal terminal which:

- Ensures this regionally important port continues to meet current and future demand.
- Identifies efficiency and capacity improvements
- Assesses facilities near the end of useful lives.

- Provides for interaction / support of community and commercial infrastructure.

## Master Plan Summary

The WTMP was developed based on a comprehensive study which:

- Evaluated the condition, performance, safety, efficiency, state of good repair, reliability, resiliency, and sustainability of the terminal facilities.
- Established an integrated plan for modernization, considering the interests of stakeholders.
- Explored alternatives for infrastructure elements.
- Produced an approach to invest where benefits are the highest.
- Generated a roadmap for phased investments.
- Reduced the duration of, or eliminated, trains occupying the at-grade road-rail crossing.
- Contributed to maintaining a secure facility.

Key WTMP recommendations include:

- Replacement of the Barge Basin in generally the same location.
- Reconstruction of the Marginal Wharf and associated bulkhead seawall.
- Reconfiguration of the yard tracks to optimize operations.
- Improvements to accommodate Double-Stack train car operations.
- Construction of a Grade Separation of Whittier Street over the mainline tracks.

## Project Funding

In 2021, the Alaska Railroad was awarded a grant from the Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP). This \$1.467 million grant was funded 80% by MARAD, with the 20% match funded by ARRC.



*This map offers an overview of the railroad's land reserve in Whittier, along with key community facilities that will influence any future railroad investments in new or enhanced infrastructure.*