



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



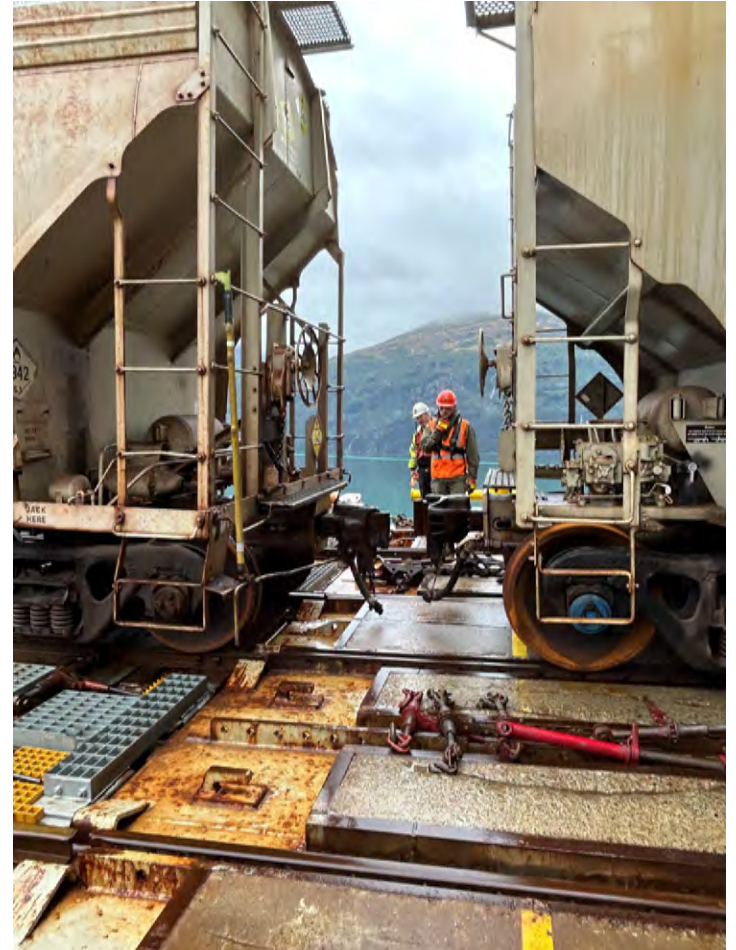
- Road/rail crossing.
- Cramped working and staging areas.
- Passenger and freight rail conflicts.
- Security and access.
- Aging marine facilities.
- Inefficient movement of intermodal freight.

➤ Opportunities

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- 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

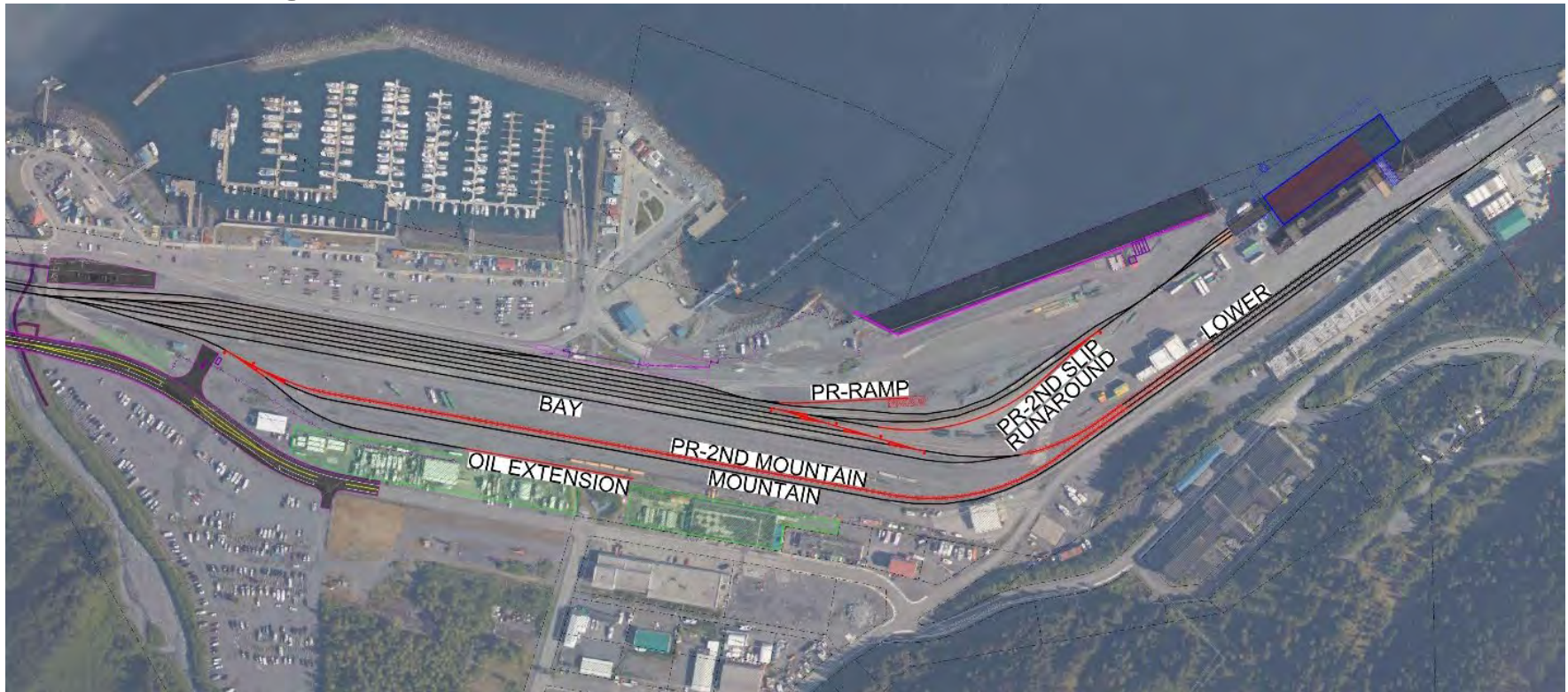
Security
Improvements

Waterfront Reconstruction: Alternative 2A (preferred) Highlights



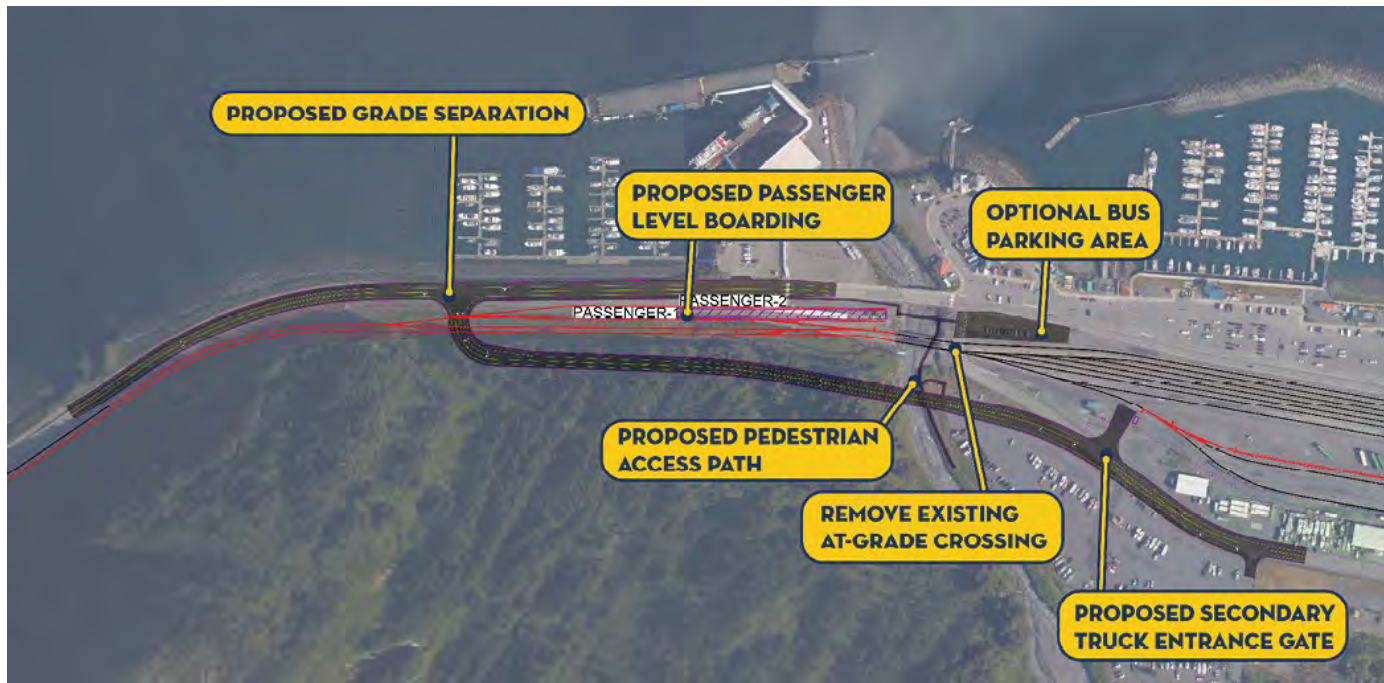
South Terminal Track Realignment: Option D Highlights

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

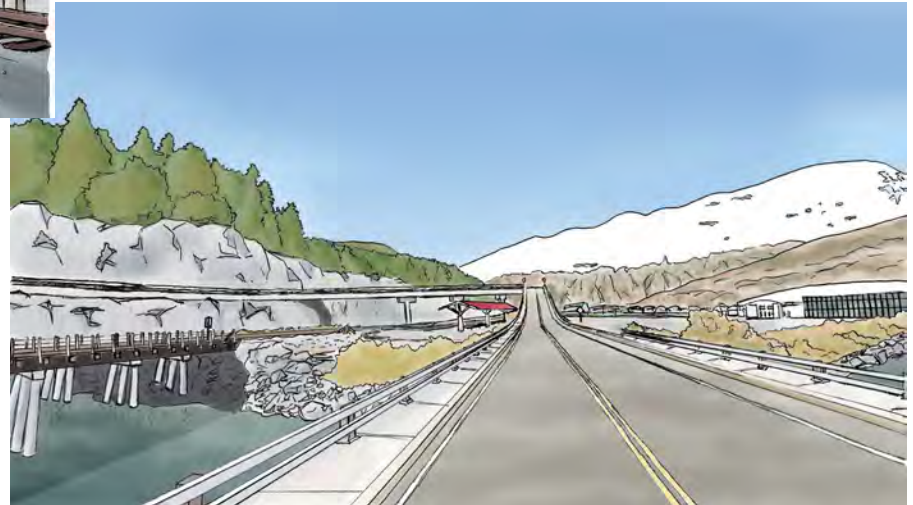
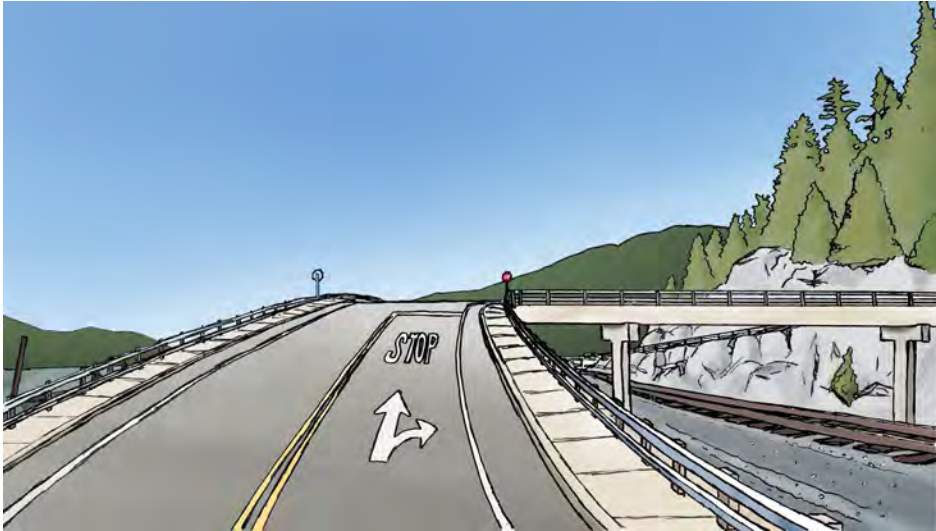


Passenger Boarding & Grade Separation

- 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



Email comments to:
info@whittierterminalmpu.com