

PORT MACKENZIE:

*NAVIGATING MULTIMODAL TRANSPORTATION
INFRASTRUCTURE DEVELOPMENT
IN THE
POINT MACKENZIE REGION*

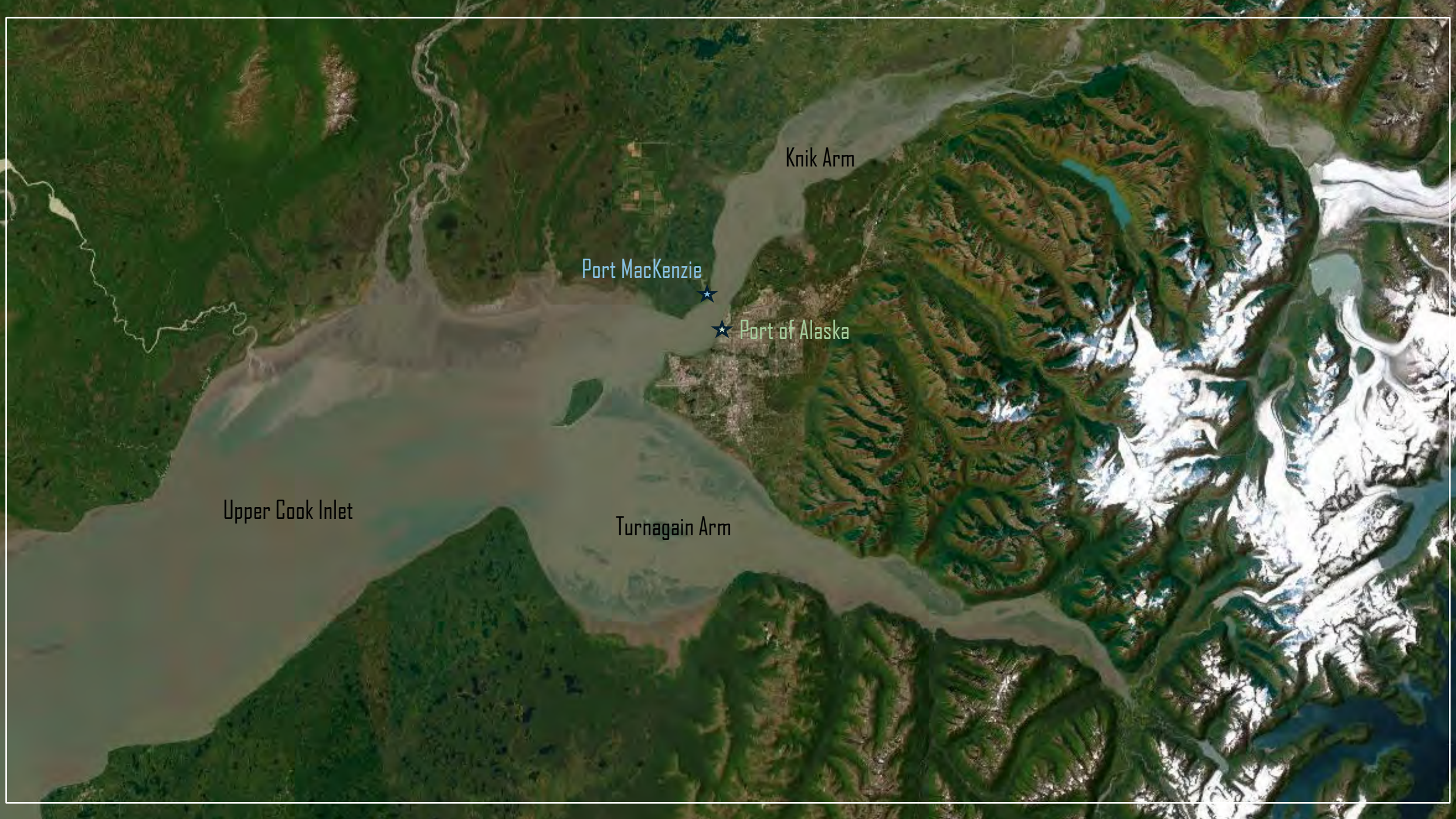


Senate Transportation Committee

Tuesday, March 11, 2025

David Griffin, Port Operations Manager, MSB





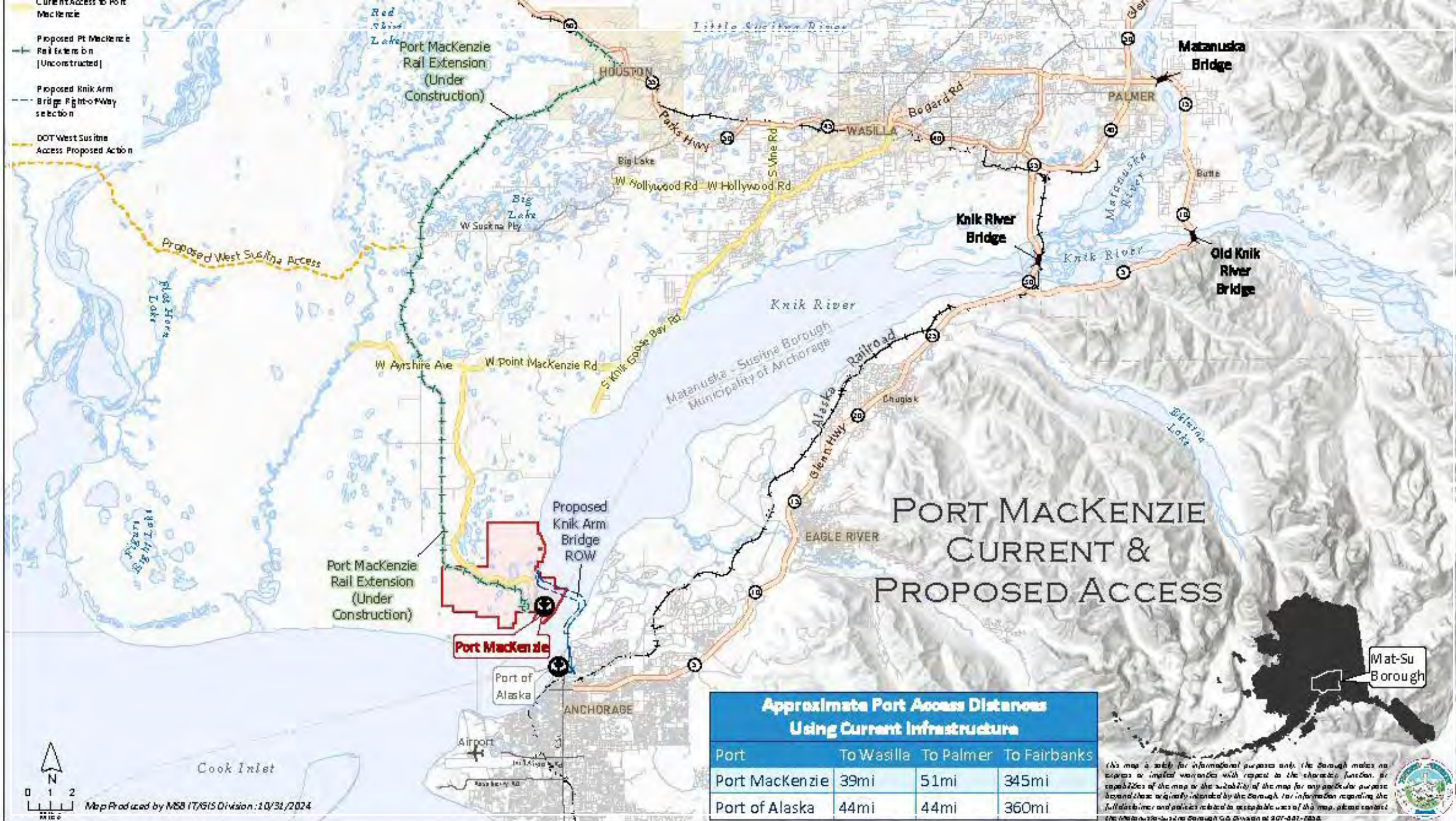
Knik Arm

Port MacKenzie

★ Port of Alaska

Upper Cook Inlet

Turnagain Arm



**PORT MACKENZIE
CURRENT &
PROPOSED ACCESS**

FAIRBANKS

PORT MACKENZIE

ANCHORAGE

**Approximate Port Access Distances
Using Current Infrastructure**

Port	To Wasilla	To Palmer	To Fairbanks
Port Mackenzie	87mi	53mi	342mi
Port of Alaska	64mi	46mi	360mi

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Port	To Wasilla	To Palmer	To Fairbanks
Port MacKenzie	39mi	52mi	345mi
Port of Alaska	44mi	44mi	360mi

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Port MacKenzie and Port of Alaska (Anchorage) – Only 2 Miles Apart





Port District Uplands

This aerial photograph captures the Port MacKenzie facility. The upper portion of the image shows the 'Port District Uplands', a densely forested area with a winding road and some cleared land. Below this, a large, flat, sandy area is visible, which appears to be a construction or staging site. In the lower-left foreground, a small white building with a blue roof sits on a rocky shore. To the right of the building is a curved concrete structure labeled 'Barge Dock'. Extending from the barge dock into the water is a long pier structure labeled 'Deep Draft Dock'. The pier is supported by numerous yellow piles and features several cranes and other port infrastructure. The water is calm, and the sky is clear.

Barge Dock

Deep Draft Dock

Port
MacKenzie



Paved Access Road, High Mast Lights, Gravel Pad, Three-Phase Power, Terminal Building, and Dock

A large black and white cargo ship, the JP Azure, is docked at a deep draft dock. The ship has a pink hull and is connected to a concrete pier by a metal trestle. A tugboat, the Stellar V, is assisting with the ship. The ship's deck is covered with various equipment and containers. The background shows a body of water and a distant shoreline.

The Deep Draft Dock Consists of Trestle, Platform, Catwalk, Lighting, Breasting Dolphins, Mooring Dolphins, Motorized Capstans, and Quick Release Mooring Hooks

JP Azure, June 2010 736' Long x 121' Wide, 37.5' Draft



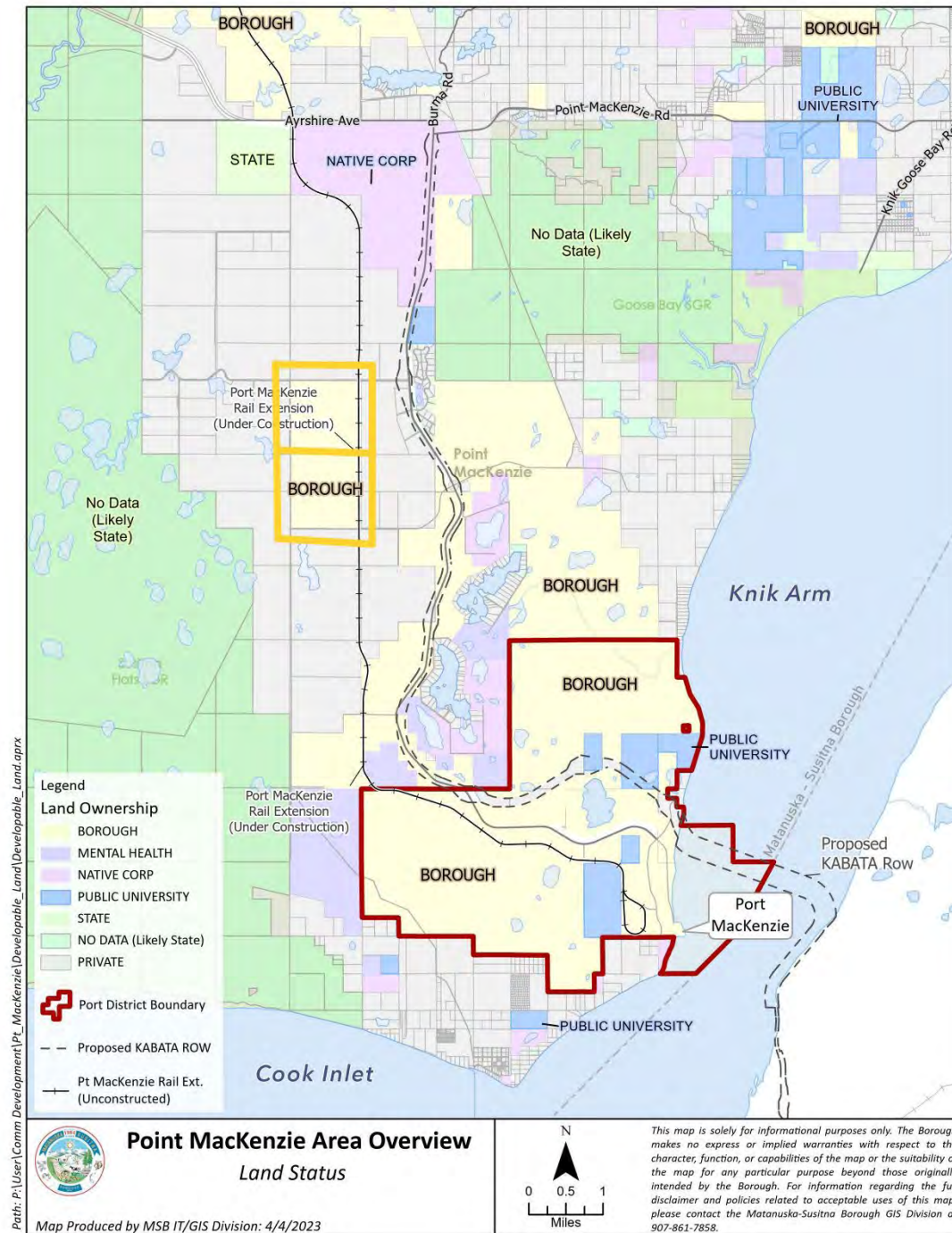
Barge Dock
375' Long
-20' at MLLW

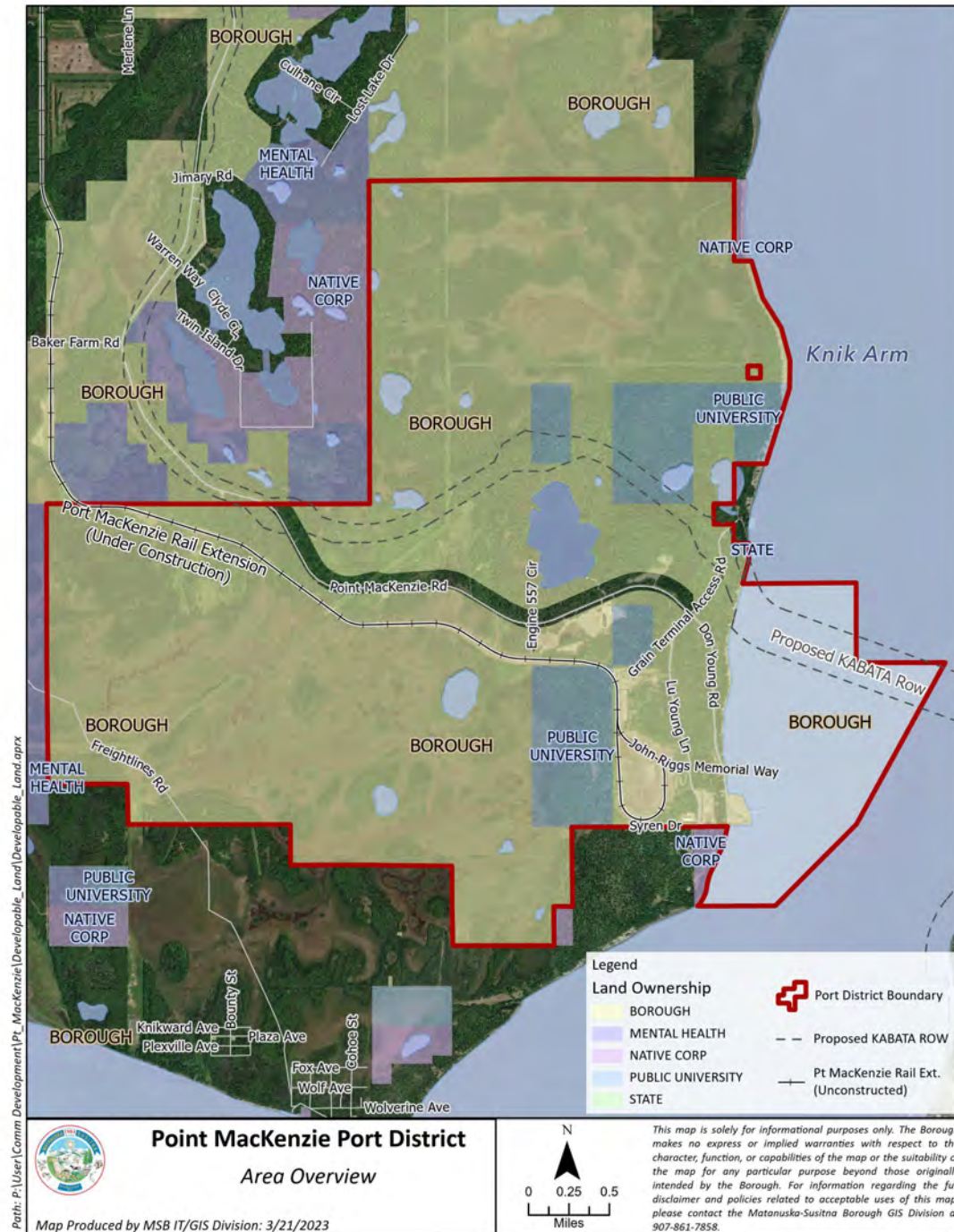


Bow Ramp

High Tide









High Tide

Atlas and Dalarna, June 2020

A large black and red cargo ship named 'INDUSTRIAL BRIO' is docked at a pier. The pier has several large cranes and a conveyor belt system. The ship is positioned under a large gantry crane. In the background, there are green hills and snow-capped mountains. The water is calm, and the sky is blue with some clouds. The foreground shows a rocky shoreline with some water.

Tidal Fluctuations Average 30'+ Tide Cycle
Outgoing Tide (Ebb) Avg. Speed 5-7 Knots
Incoming Tide (Flood) Avg. Speed 3-4 Knots

Industrial Brio, July 2014
390' Long x 64' Wide, 25' Draft

Deep Draft Dock Piles
Exposed at Low Tide



Keoyang Majesty, February 3, 2005



Dredging is Not Required At Port MacKenzie

An aerial photograph of a coastal area. A large body of water, Port MacKenzie, is on the left. A narrow channel, Cairn Point Narrows, connects it to a smaller body of water on the right. The land on the right is densely forested and hilly. A white double-headed arrow points from the text 'Port MacKenzie and Cairn Point Narrows Create A Naturally Scoured Channel' to the narrow channel. Two stars mark specific locations: a blue star on the left shore of the narrow channel and a green star on the right shore.

Port MacKenzie



Cairn Point
JBER

Port MacKenzie and Cairn Point Narrows
Create A Naturally Scoured Channel

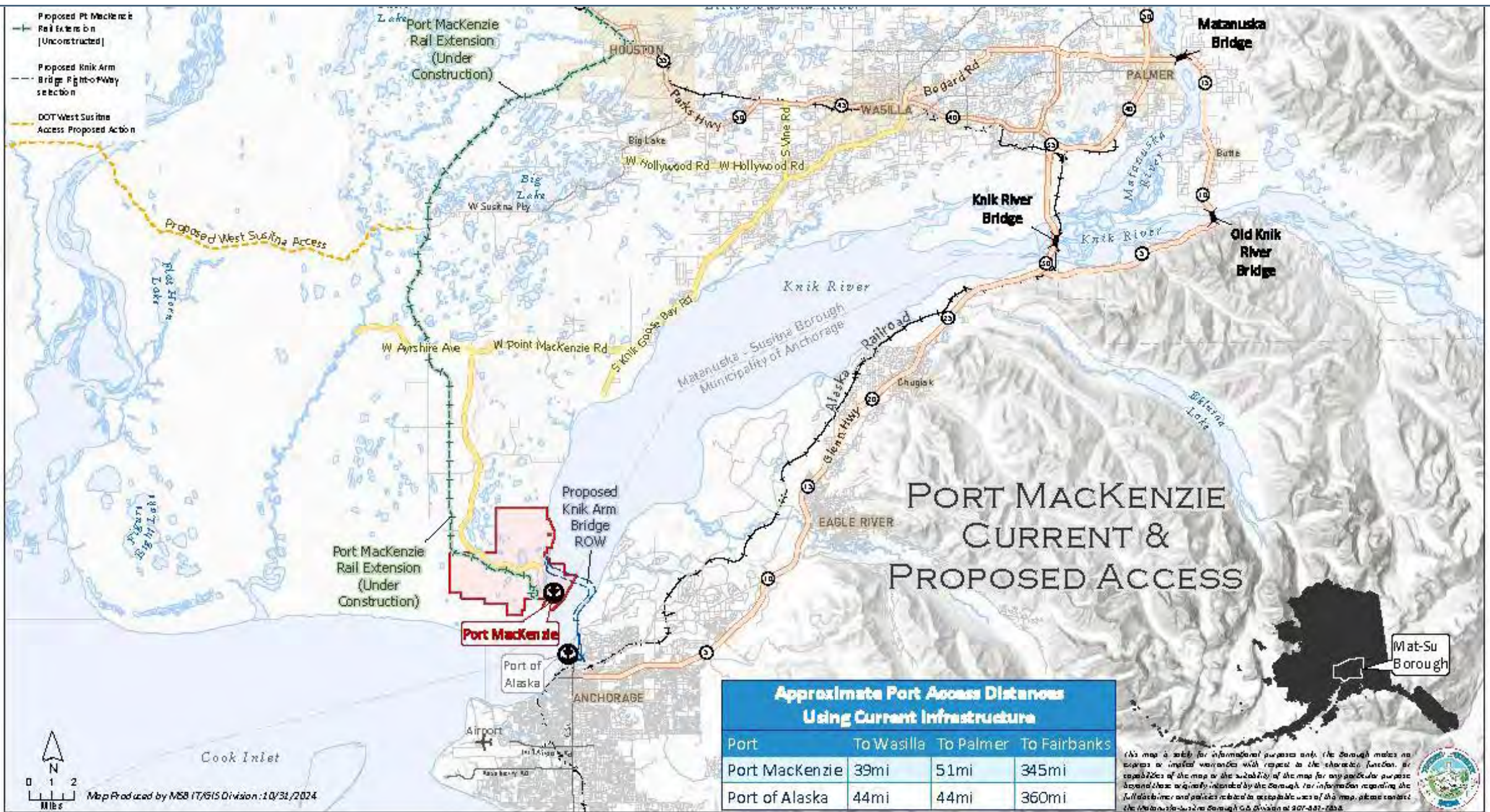
Pile Sleeve Project – Summer 2024

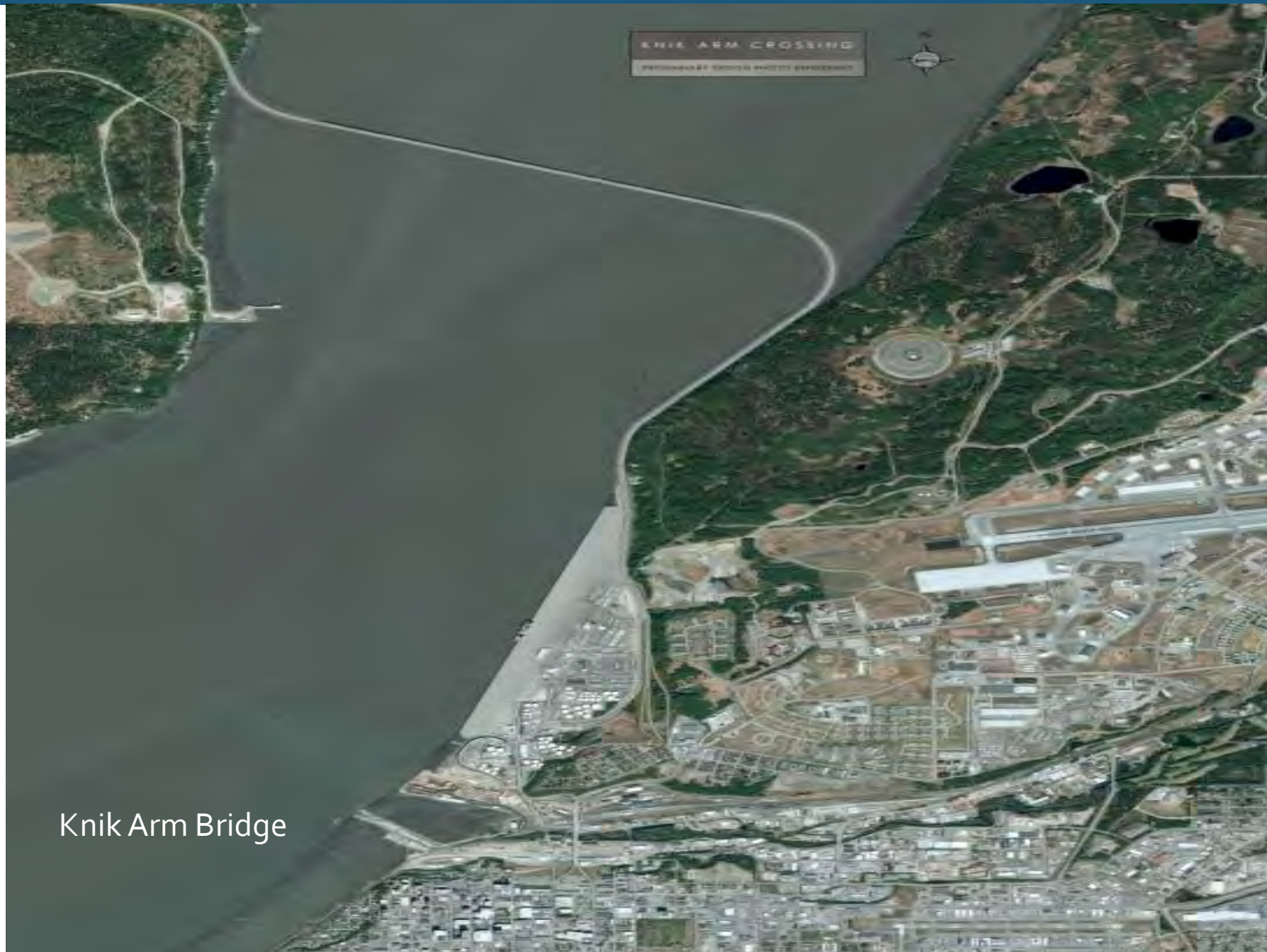






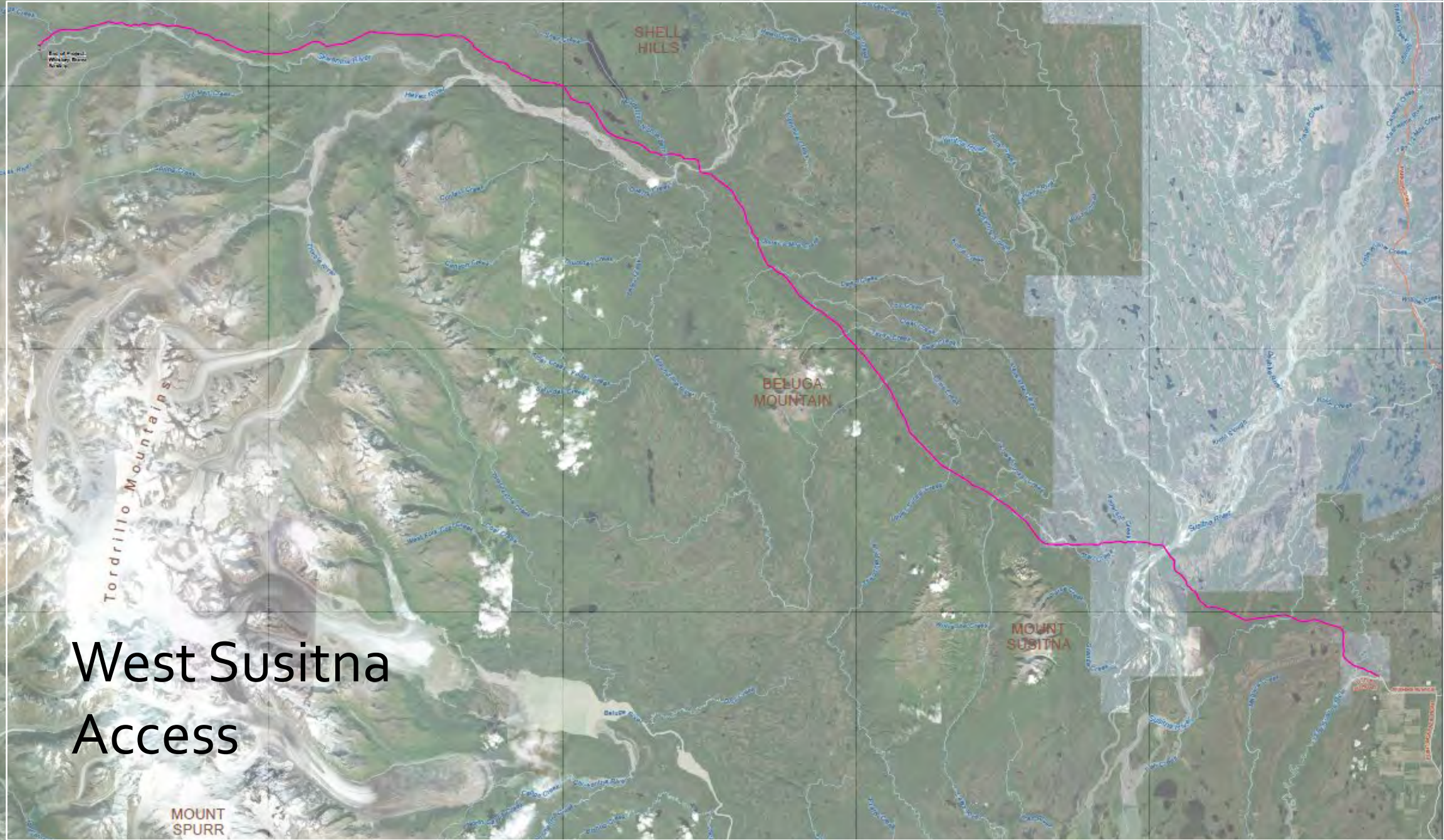






Knik Arm Bridge

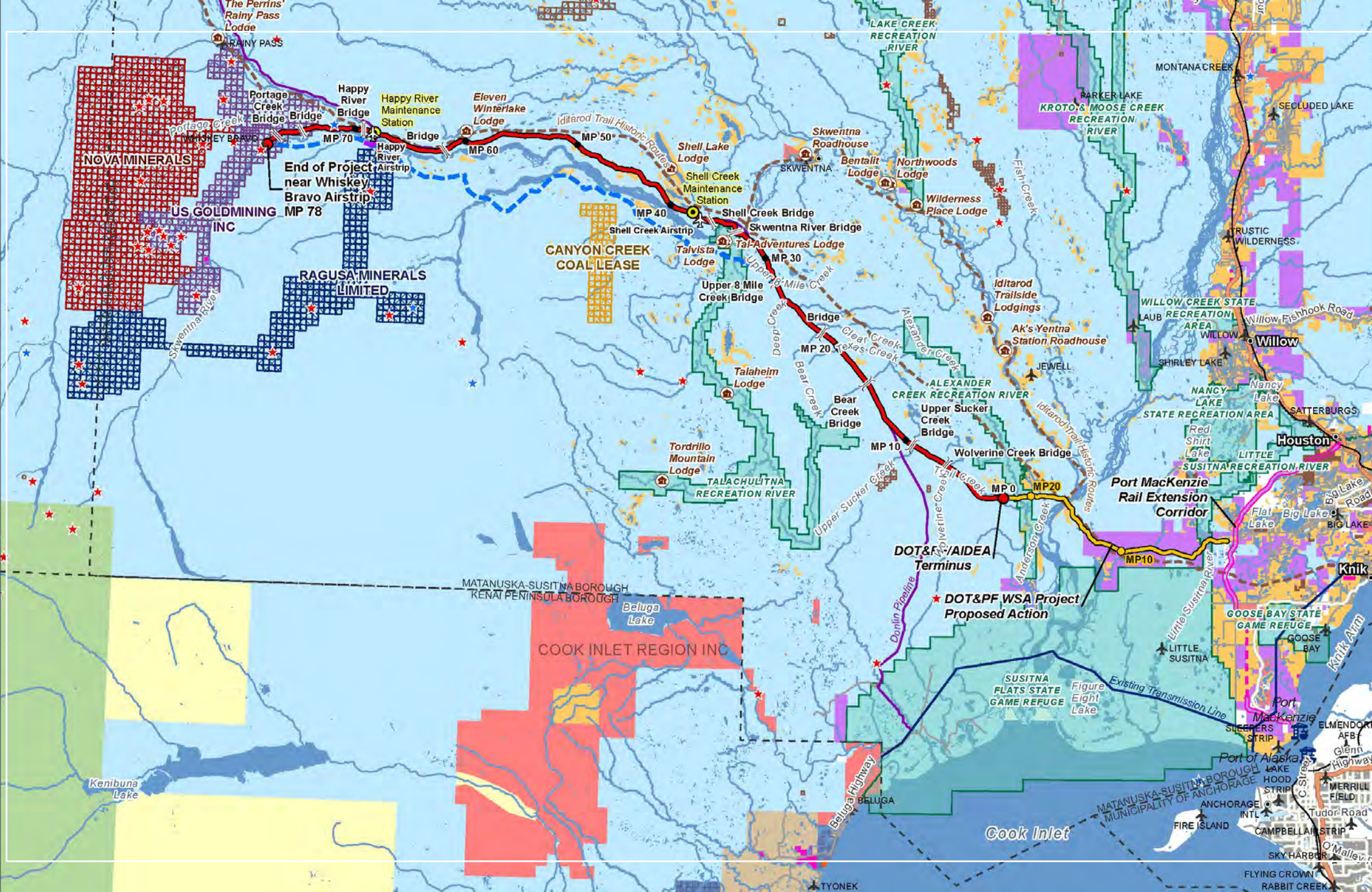




West Susitna Access







Legend

- DOT&PF/AIDEA Terminus
- Drudge
- Airstrip
- Maintenance Facility
- AIDEA Alternatives - 10/10/2024**
- South Skwentna Alternative
- Skwentna River Crossing Alternative
- Mineral Occurrences and Prospects (Alaska Resource Data File)**
- Main Commodity
 - Au, Ag, Cu, Zn
 - Other
- Port MacKenzie Rail Extension Corridor**
- Existing Embankment
- Clearing Only
- Donlin Proposed Pipeline
- Transmission Line
- Iditarod Trail Historic Routes
- Other State Mining Claim
- Land Ownership**
- Cook Inlet Region Inc
- Alexander Creek Inc
- Knikatu Inc
- Native Village of Tyonek
- Tyonek Native Corporation
- Kenai Peninsula Borough
- Matanuska Susitna Borough
- Native Allotment
- Private
- State
- National Park Service
- BLM
- Recreation**
- State Refuges and Recreation Areas
- Hunting/Fishing/Recreational Lodges (Locations Approximate)

Mining Claim	Minerals Available	Acres
Nova Minerals	Gold, Antimony, Copper, Silver	126,405
Ragusa Minerals Limited	Gold	79,597
US Goldmining Inc	Gold, Copper	53,789
Canyon Creek Coal Lease	Coal	13,177

WEST SUSITNA ACCESS PROJECT

OVERVIEW

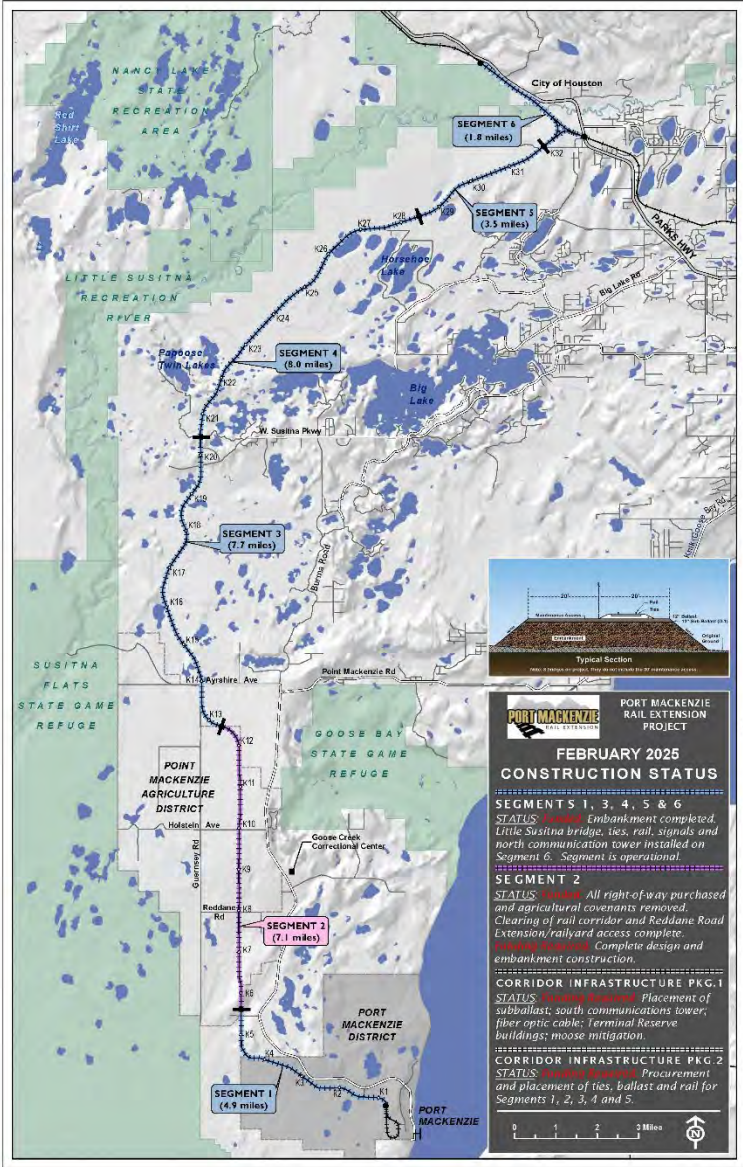
Miles 0 2 4 6 8
Kilometers 0 4 8 12 16

AIDEA
Alaska Infrastructure Development and Export Authority

Date: 1/10/2025

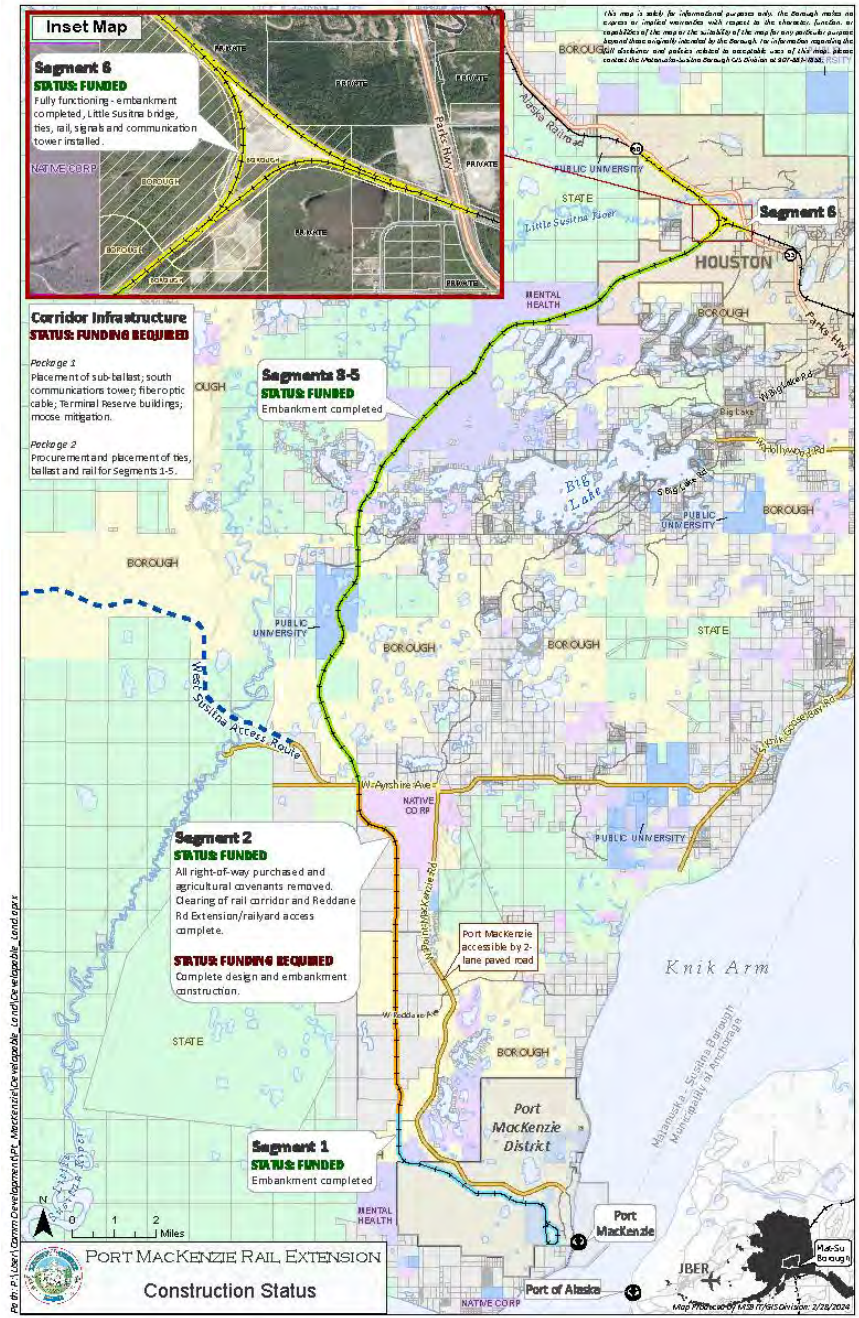


Port MacKenzie Rail Extension (PMRE)



An aerial photograph showing a vast, flat landscape covered in dense forest. A light-colored, unpaved road or path winds through the forest from the bottom left towards the center. To the right of the road, there is a large, irregularly shaped lake with a bright blue surface. The forest consists of many thin, vertical trees, likely evergreens, with some areas showing more brownish foliage. The horizon is flat and distant under a clear blue sky.

Port MacKenzie Rail Extension
18 miles to mainline





**Port MacKenzie Rail
Extension - View SW
(Seg. 5,6)
18 miles to Titan Plant**

An aerial photograph showing a long, straight railway track cutting through a vast, flat, and swampy landscape. The terrain is covered in low-lying vegetation and patches of water. In the distance, a range of mountains with significant snow cover is visible under a clear blue sky. The text 'Port MacKenzie Rail Extension (seg. 5) SW view' is overlaid in the lower right quadrant of the image.

Port MacKenzie Rail Extension
(seg. 5)
SW view

An aerial photograph showing a wide, snow-covered road or path that curves through a dense forest of evergreen trees. The road leads towards a large, frozen body of water, likely a lake or reservoir, which occupies the upper right portion of the image. The surrounding landscape is flat and covered in snow, with some distant structures visible on the horizon.

PMRE Segment 4

An aerial photograph of a winter landscape. A wide, snow-covered road with visible tire tracks curves from the bottom left towards the center of the frame. To the left of the road is a dense forest of tall, thin, bare trees. To the right of the road is a large, flat, snow-covered area with scattered small evergreen trees and patches of brown vegetation. In the background, a dense forest of evergreen trees stretches across the horizon. In the far distance, a range of snow-capped mountains is visible under a clear blue sky.

Segment 3

An aerial photograph of a vast landscape. In the foreground, a dense forest of tall, thin, brown trees stretches across the frame. A winding road or path cuts through the forest, leading towards the horizon. To the right of the road, there are several rectangular fields, some of which are covered in a light layer of snow. The background shows a flat expanse of land with more trees and a few small buildings in the distance. The sky is a clear, pale blue with a few wispy clouds near the horizon.

PMRE Segment 2

An aerial photograph showing a large dam structure with a concrete spillway and a long earthen embankment. The reservoir is partially frozen with snow and ice. The surrounding landscape is a mix of evergreen and deciduous forests, with snow-covered ground in the foreground and along the banks.

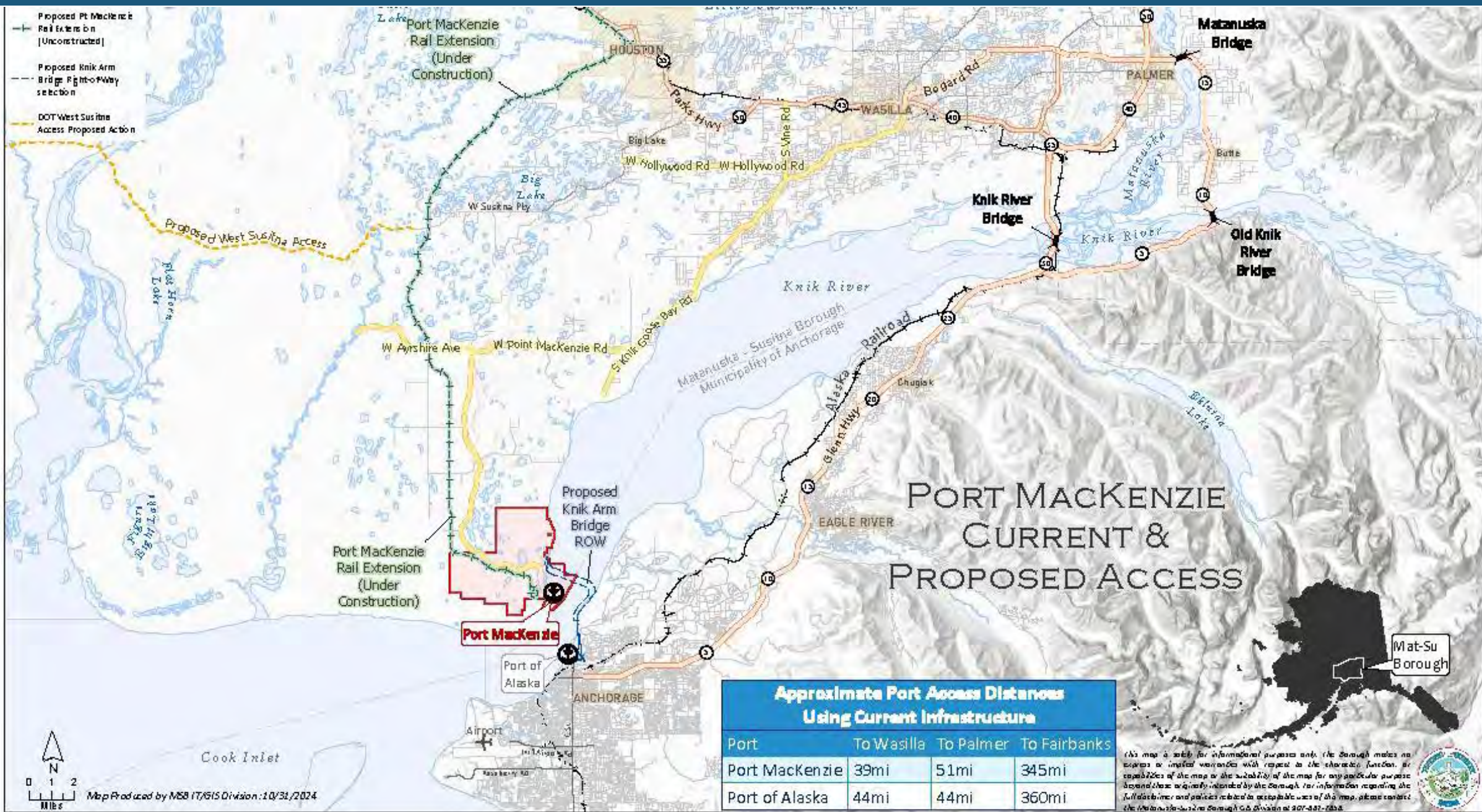
PMRE Segment 1/2



PMRE Segment 1
– Rail Loop







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