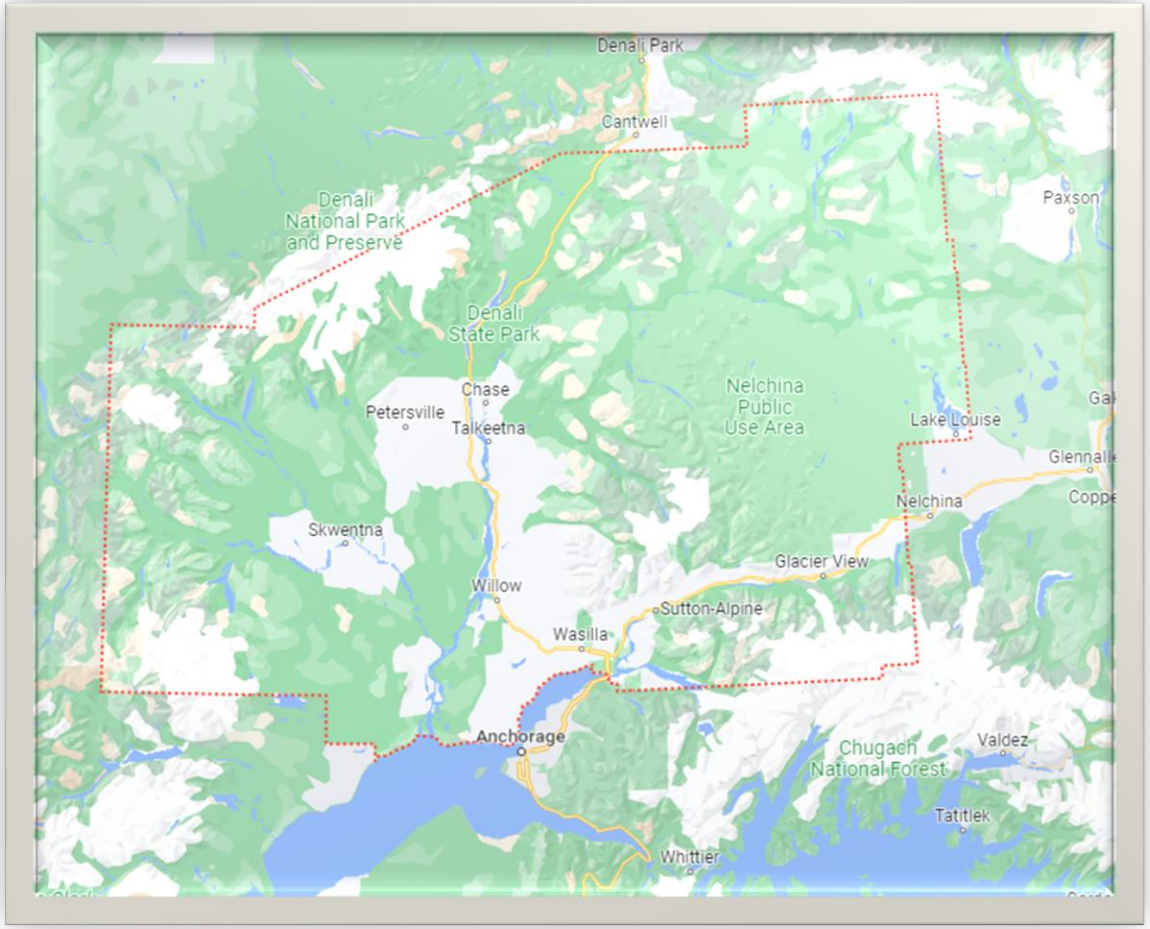
Port MacKenzie:
A Small Industrial Port in Upper Cook Inlet

Matanuska-Susitna Borough

House Transportation Committee - November 2023

Agenda

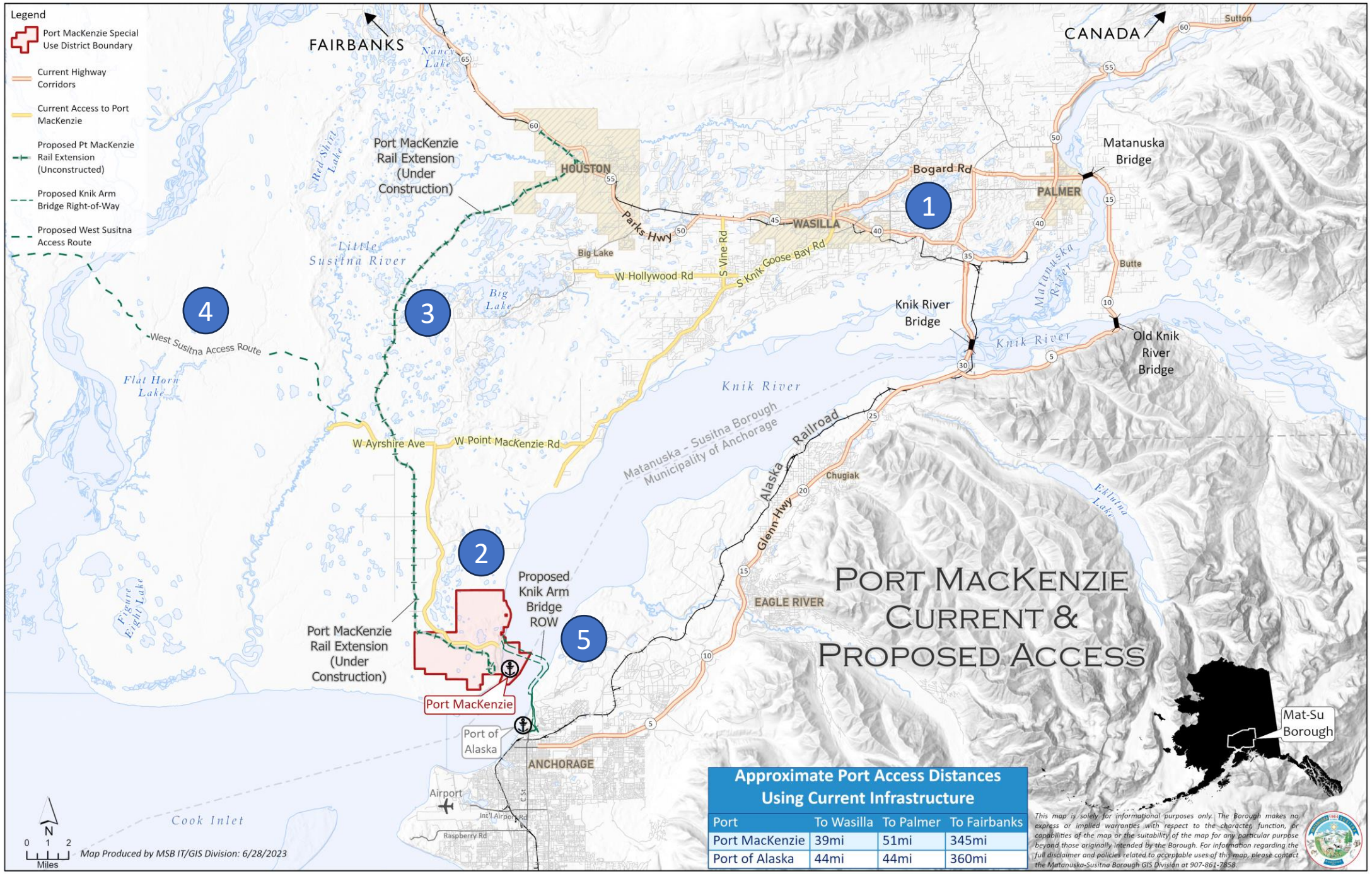
- Introductions
- Video (4 minutes)
- Regional overview
- Port MacKenzie highlights
- Land availability
- Questions



Borough boundary depicted in dashed red line above

Matanuska-Susitna Borough highlights

- *Second largest municipality in Alaska by population*
- *Encompasses approximately 25,000 square miles*
- *Over 110,000 population*
- *Approximately 60% of the population in Palmer/Wasilla area*
- *Significant growth over the past three decades*



Approximate Port Access Distances Using Current Infrastructure

Port	To Wasilla	To Palmer	To Fairbanks
Port MacKenzie	39mi	51mi	345mi
Port of Alaska	44mi	44mi	360mi

Port MacKenzie Highlights

Find more information at https://portmackenzie.matsugov.us/

Deep Draft Dock

- **1,200 feet face deep-draft dock with a depth of -60 feet at mean lower low water (MLLW)**
- Deep draft dock can accommodate Panamax and Cape Class vessels

Barge Dock

- **14.7 acres gravel surface barge dock with a 372-foot bulkhead for barge docking at -20 feet MLLW**
- Bow ramp adjacent to the south wing wall of the barge dock is available for vessels with ramps

Land

- **The Port District contains 9,000 acres (14 square miles) of uplands available for commercial and industrial development**
- Of 9,000 acres, approximately 7,000 acres are developable
- **All lands in the Port District are publicly owned**
- District includes a lake

Equipment and Services

- 480 volt 3-phase electrical power, eight power capstans with quick release hooks, and eight high mast lights
- Fuel service, waste oil disposal, and garbage disposal may be contracted as needed
- **7,000 square-foot terminal building available**
- Handling, loading, and unloading services provided by the shipper, vessel owner, or agent

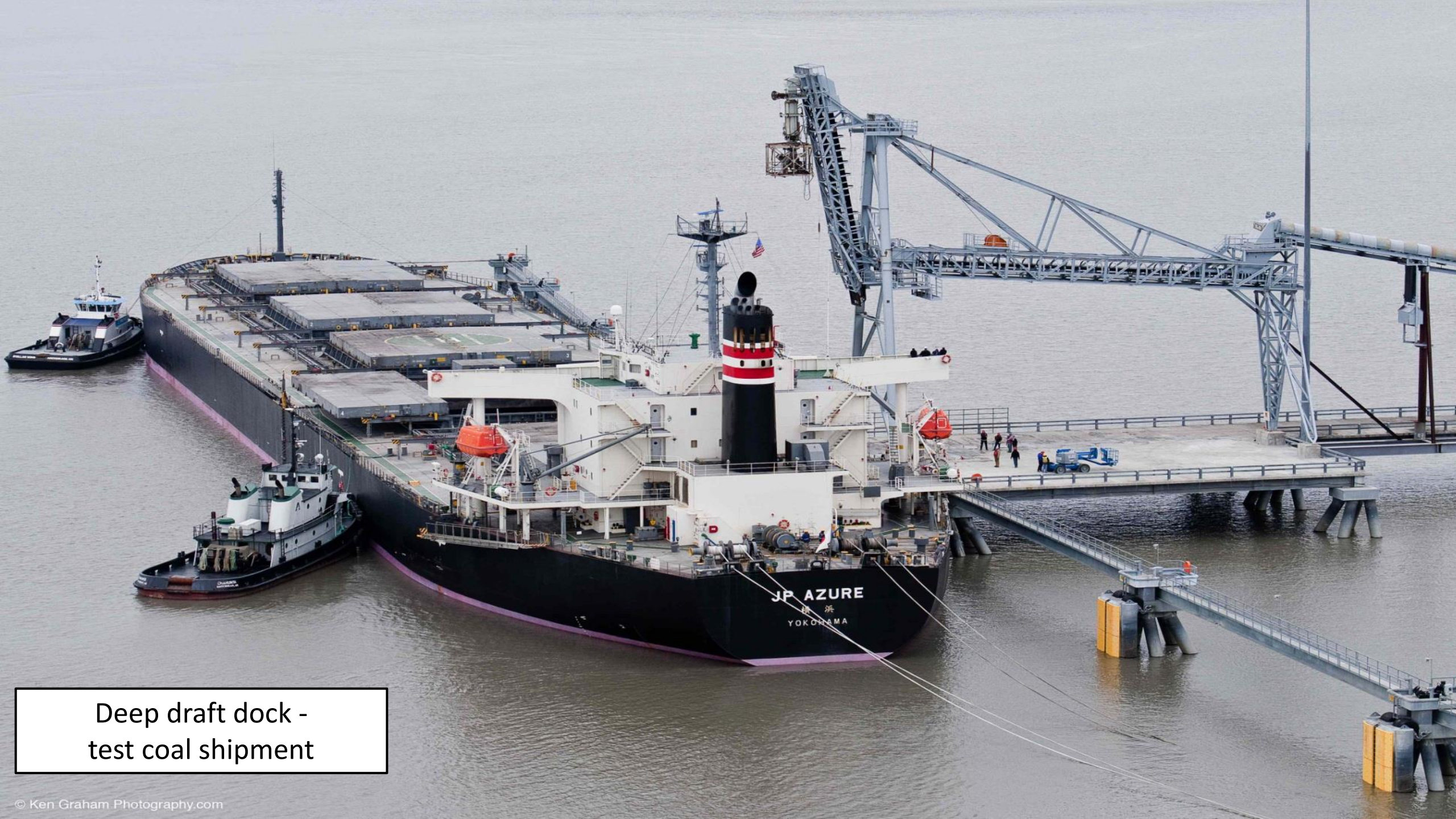
Looking south across Port MacKenzie to Anchorage
© Ken Graham Photography.com

Looking northwest from Anchorage area across Port MacKenzie to west Susitna

Key Features

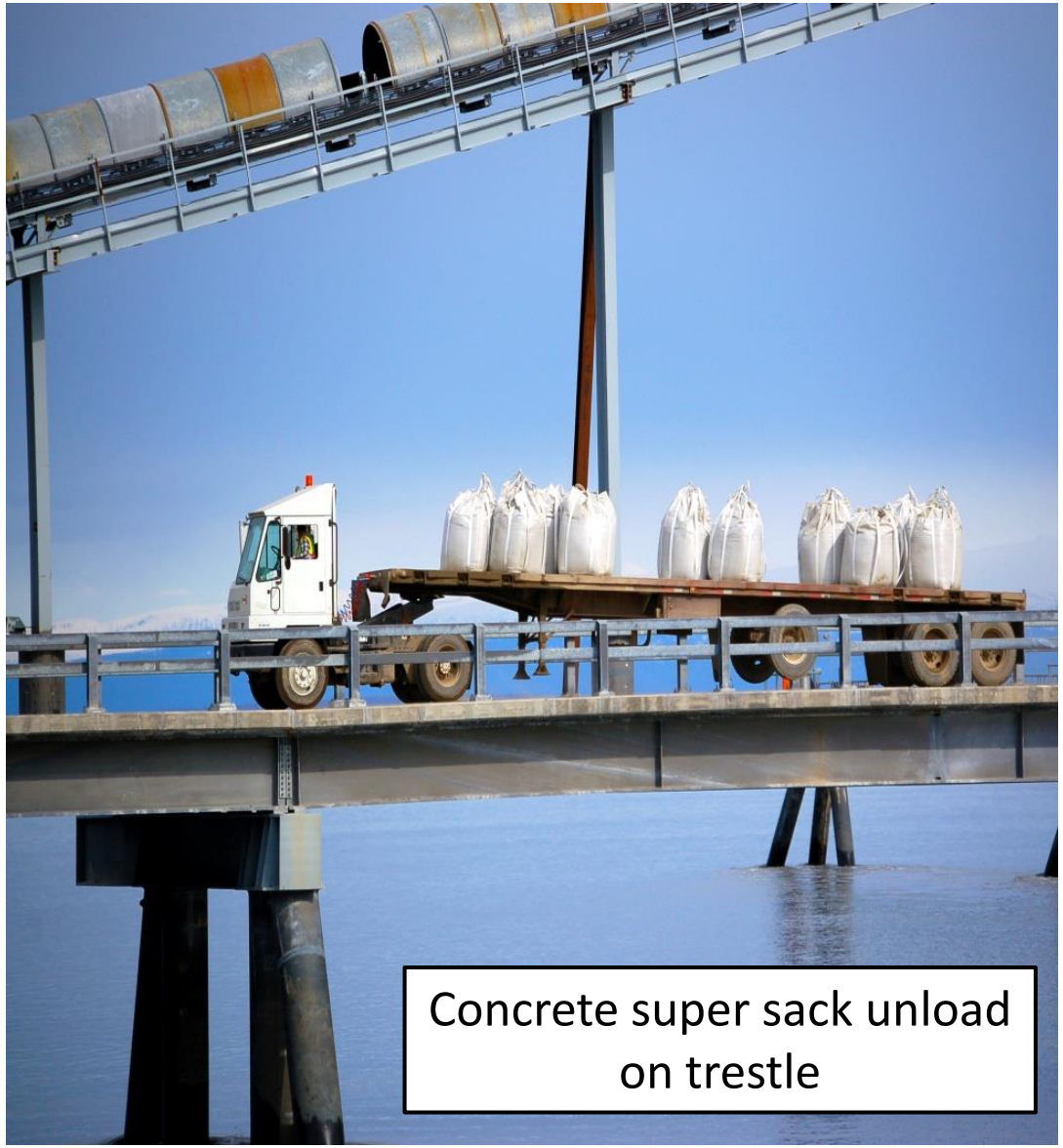
<u>Deep Draft Dock</u>:
-60 feet at mean lower low water (MLLW)

<u>Barge Dock</u>:
-20 feet at mean lower low water (MLLW)



Deep draft dock -
test coal shipment

© Ken Graham Photography.com



Concrete super sack unload on trestle

Barge Dock

Barging containers and equipment using bow ramp

Future work:

1. Deep draft dock pile sleeves (US EDA grant)

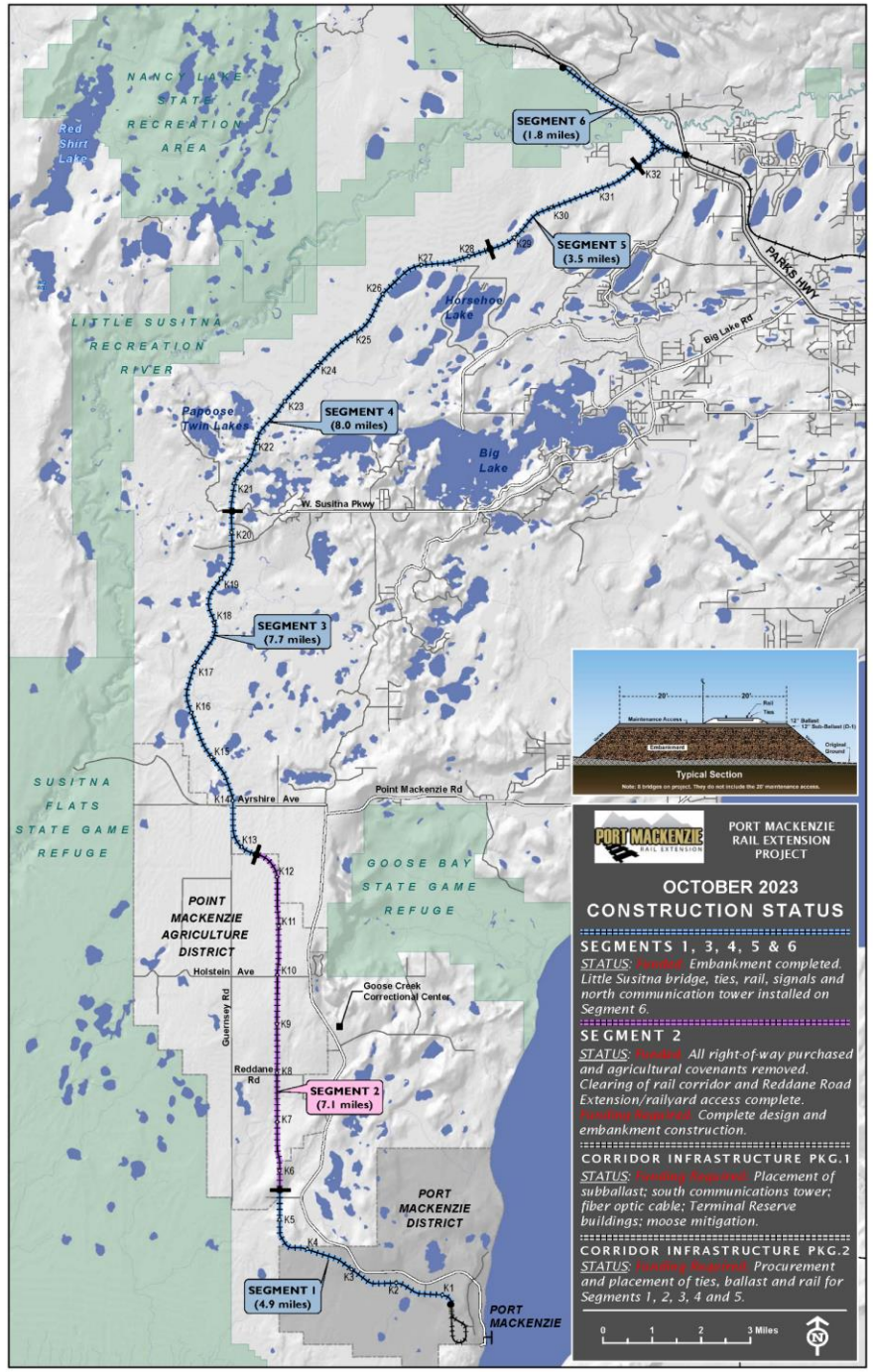
2. Addition of 300-foot by 200-foot barge ramp

3. Purchasing a 75-ton mobile harbor crane (US Marine Highway grant)

Port MacKenzie Rail Extension (PMRE)

Project Highlights

- 32-mile rail extension from Port MacKenzie to the main rail line in Houston
- $184 million invested by the State of Alaska
- Funding required to fully construct (refer to ARRC estimate)
- Embankment for segments 1, 3, 4, and 5 constructed
- Segment 2 not constructed
- All segments except segment 6 require tracks, ties, and ballast



Go to www.matsugov.us/pmre for an interactive story map with a virtual tour, pictures of the rail corridor, and project status

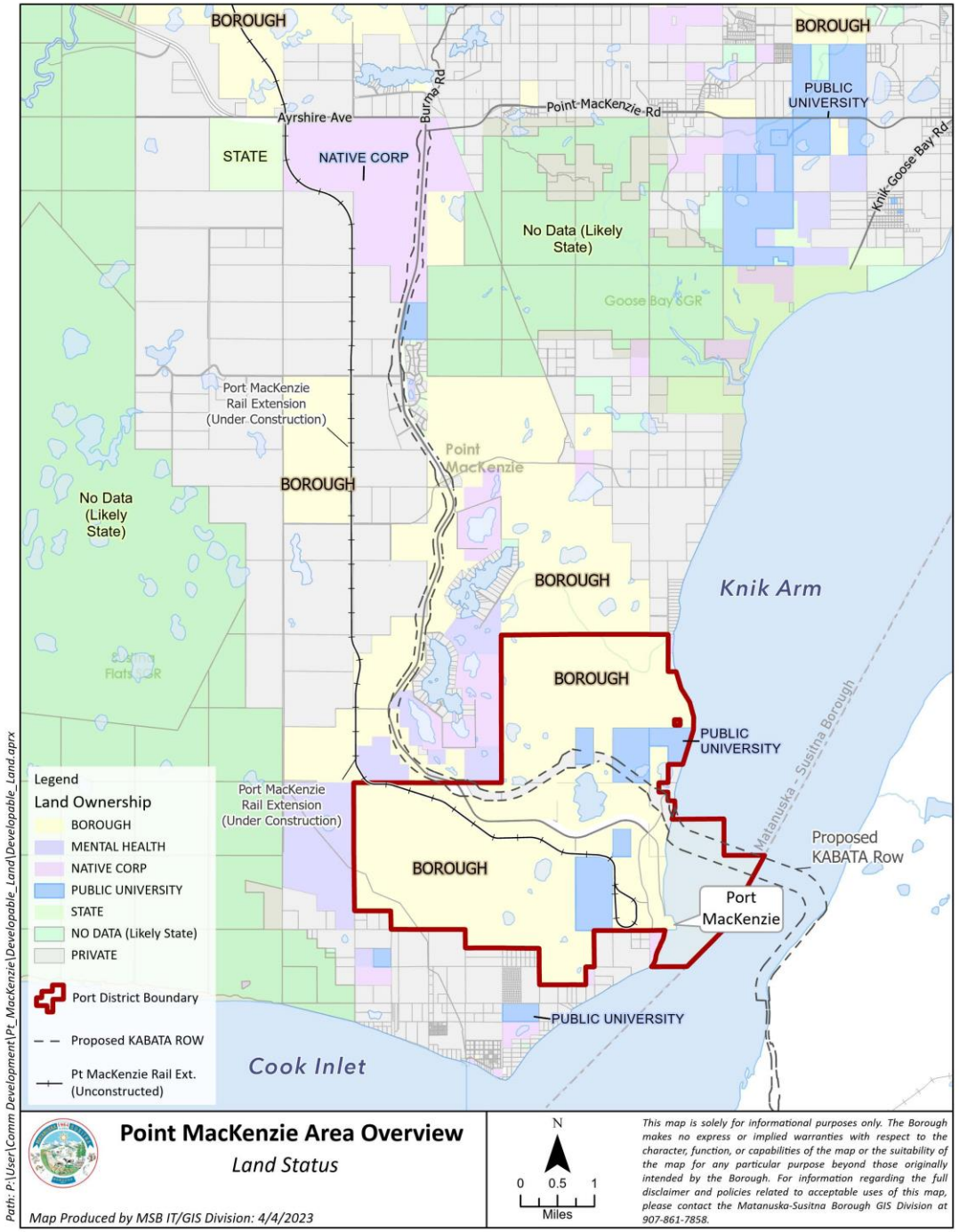
Challenges

- PMRE began in 2006, with an environmental impact study completed in 2011
- Funding stalled in 2015; all funding to date has been State Legislative grants
- Use of Federal funding would "federalize" the project:
  - Revisit environmental permitting
  - Non-federal match
  - Benefit-cost analysis

Point MacKenzie Land Ownership

9,000 acres in the Port District is publicly owned, and the District is zoned industrial/commercial

Other land opportunities exist in the area that are outside of the Port District



Hardcopy Port district and regional maps available

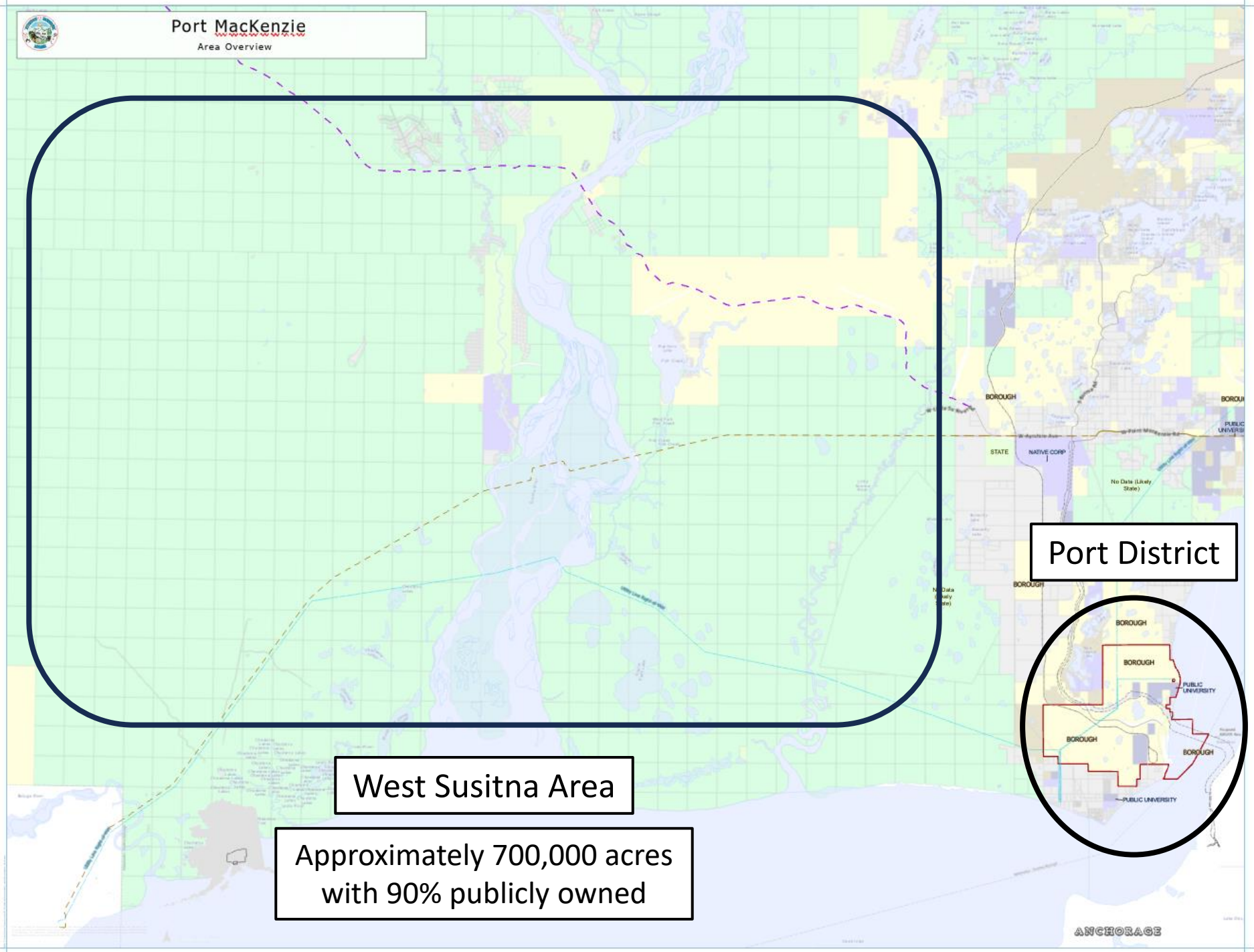
<u>Legend highlights</u>:

Yellow = Borough
Blue = University
Gray = Private
Red boundary = Port District

West Susitna Area

Land ownership:

Green = State of Alaska owned
Yellow = Borough owned



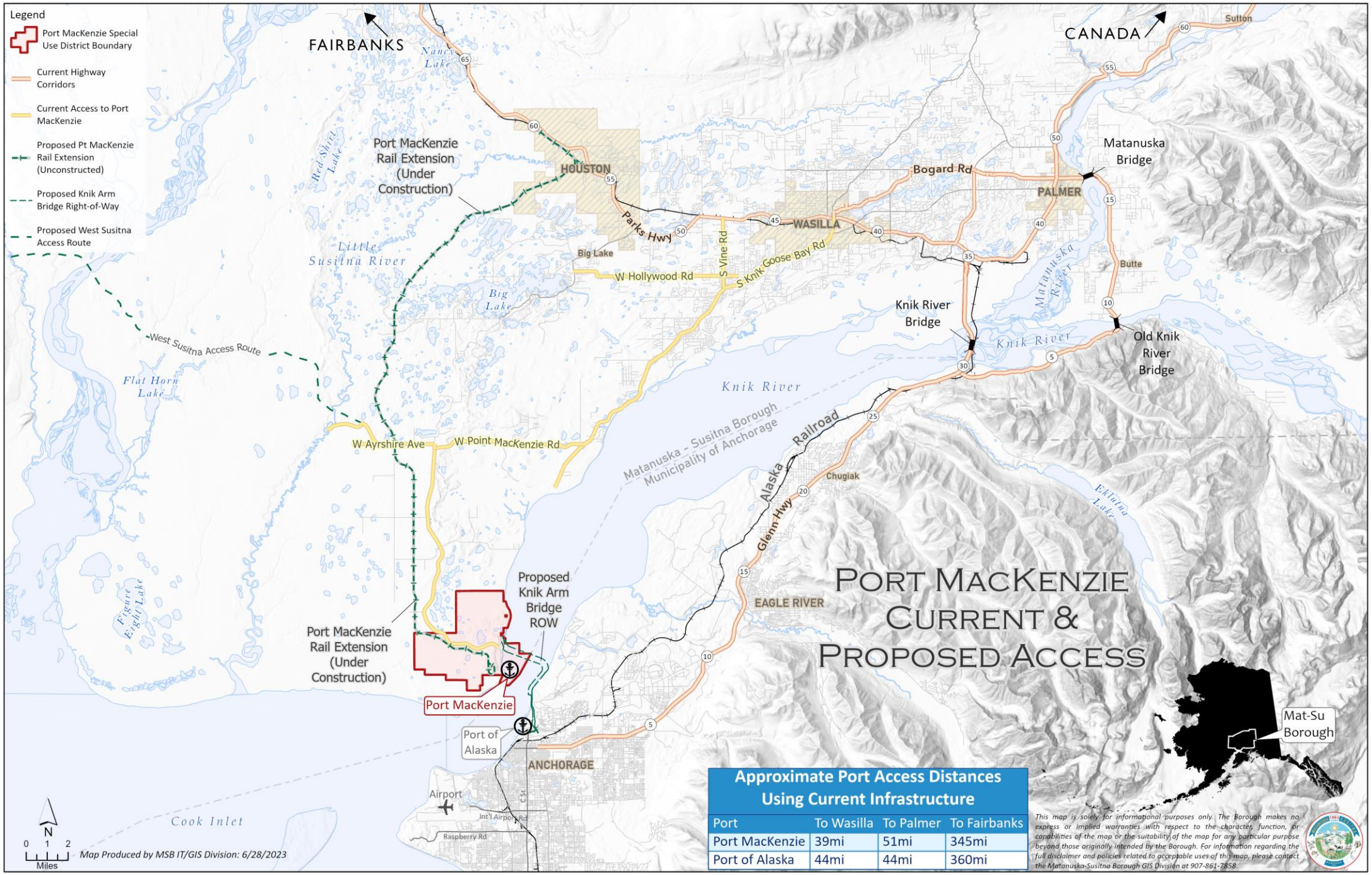
Key takeaways:

Access to opportunity (land and tidewater)

Community support

Proximity to a workforce, housing, and infrastructure in a growing region

Point MacKenzie at a crossroads for a number of potential transportation improvements



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