ALASKA RAILBELT CLEAN ENERGY TRANSPORTATION INFRASTRUCTURE GROWTH CLUSTER

Appendix 1: Regional Assets

U.S. Economic Development Agency (EDA)
FY 2021 American Rescue Plan Act Build Back Better Regional Challenge

Submitted by:

Matanuska-Susitna Borough, Alaska

Mat-Su/Fairbanks Rail & Natural Gas Coalition Members:

1. REGIONAL ASSETS

The Alaska Railbelt Clean Energy Transportation Infrastructure Growth Cluster is dependent upon the regional assets described below. The Coalition envisions enhancing and improving these existing assets through the **Alaska Railbelt Clean Energy Transportation Infrastructure Project's** component projects, to stimulate economic growth in the region.

Completion of the proposed project opens the door of opportunity for Fairbanks North Star Borough's aging power generation facilities to be upgraded to cleaner, more efficient technology, resulting in lower energy costs, more stable energy supply, and improved air quality.

A. MATANUSKA-SUSITNA BOROUGH'S PORT MACKENZIE

Port MacKenzie, owned by the Matanuska-Susitna Borough, is a deep-water port on the north side on Knik Arm. It is about 30 miles southwest of Wasilla and about 5 miles due north of Anchorage, across Cook Inlet. The port has a deep draft dock (60 feet at low tide) that requires no dredging and can serve the world's largest ships (Post Panamax, Cape Class and AFRAMAX vessels). The port's 8,940 upland acres and more than 3 miles of tidelands provide ample room to accommodate bulk resource storage, transport and processing facilities, including liquefied natural gas. Good rail access is necessary to accommodate growth at Port MacKenzie and develop as a strong economic driver for the region. Currently, the Port is only connected to the transportation network via roadways.

B. ALASKA RAILROAD SYSTEM

The Alaska Railroad spans 470 miles from Seward to Fairbanks. The company operates 45 passenger cars and 1,381 freight cars on 656 miles of track that connects ports in southern Alaska with Anchorage, Fairbanks and Eielson Air Force Base, the current rail terminus. The railroad supports transload operations and connects to ports in Anchorage, Seward, Whittier, and Seattle (via barge). The route of the planned Port MacKenzie Rail Extension involves 32 miles (18 of which will be constructed if awarded EDA grant funding) of new rail line extending from Port MacKenzie to the Alaska Railroad's mainline just south of Houston.

C. INTERIOR GAS UTILITY LNG INFRASTRUCTURE

A multi-year effort is underway to provide more natural gas to customers for heating and other uses. Supplies of liquefied natural gas (LNG) are currently trucked from the Titan I LNG plant on Ayrshire Road in Point MacKenzie (Mat-Su Borough) to four storage and vaporization facilities: two in Fairbanks one in North Pole and one in Talkeetna. There, the LNG is stored in insulated tanks to hold the natural gas in a liquid state until it is vaporized and distributed through an underground system to customers. The Fairbanks (Peger Road) Storage Facility was recently improved to be able to hold 5,250,000-gallons and the North Pole (Laurance Road) Storage Facility can now hold 150,000 gallons. This added storage capacity is available for use prior to completion of the Titan II expansion.