



Port MacKenzie Rail Support Sites Development Plan

AIDEA AS 38.05.810 Application - Detailed Development Plan

Development Plan for Public and Charitable Use Purchase Application

Alaska Industrial Development and Export Authority (AIDEA) | Port MacKenzie Terminal Reserve, Mat-Su Borough

Applicant: Alaska Industrial Development and Export Authority (AIDEA)

Statutory Basis: AS 38.05.810(a)(1) - sale of state land to a state agency or political subdivision.

Subject Lands: Tract 10A and Tract 13A, Point MacKenzie Terminal Reserve Subdivision, Plat No. 2025-179, Palmer Recording District, Third Judicial District, State of Alaska. The application identifies approximately 442.37 acres for Tract 10A and 442.79 acres for Tract 13A, for an application total of approximately 885.16 acres.

Planning Status: This plan describes a planning-level, maximum-use development concept. The project has not entered design, and no engineered development drawing currently exists. Final locations, dimensions, quantities, and designs will be established through survey, engineering, environmental review, permitting, financing, and AIDEA authorization.

1) Written Project Description

1a) Project Description

AIDEA seeks conveyance of Tract 10A and Tract 13A to establish a rail-support and cargo-logistics area serving Port MacKenzie and its future rail connection. The parcels are intended to provide the landside operating space needed to stage trains, manage cargo surges, support rail equipment, and separate rail-support functions from constrained waterfront operations. The development concept is designed to preserve operational flexibility under a range of future commodity and project-cargo scenarios rather than commit the property to one shipper, commodity, or facility configuration.

The proposed development is an early conceptual planning effort. A general operational approach has been identified, but the final design, layout, and functional configuration will not be determined until detailed engineering and design are completed. The plan therefore presents the anticipated activity areas, their relationships, and the infrastructure categories that may be developed within the parcels.

The intended program includes the following complementary uses:

- **Rail staging and side tracks.** Side rail pull-outs, staging tracks, and future spur connections that allow trains or railcar blocks to wait, be assembled, be inspected, or be repositioned before entering the Port MacKenzie rail loop or cargo-handling area.
- **Cargo laydown and surge storage.** Stabilized outdoor yards for temporary storage, marshaling, and transfer of bulk commodities, industrial materials, project cargo, containers, equipment, and other port-related freight.
- **Rail maintenance and servicing.** Buildings and work areas for inspection, light repair, parts storage, equipment storage, and general maintenance supporting rail-side and port-related operations.
- **Internal circulation and access.** Service roads, emergency access, truck maneuvering areas, controlled entrances, drainage features, parking, and snow-storage areas needed to safely operate the site.

- **Utility and communications infrastructure.** Electrical distribution, lighting, communications, water supply, wastewater systems, and other utilities required for the selected facilities and tenant operations.
- **Operational support uses.** Security facilities, small administrative or crew-support spaces, fenced storage, and related infrastructure directly supporting rail and cargo functions.

The two parcels are strategically located for this function because they are near Port MacKenzie, adjoin a designated transportation corridor, and provide sufficient acreage to develop rail staging and laydown functions outside the immediate waterfront terminal. The conveyance is also intended to allow the parcels to be used for infrastructure development without the existing agricultural covenants that are inconsistent with the proposed rail-support and logistics uses.

1b) Legal Description and Acreage

The subject properties are legally described as follows:

Parcel	Legal Description	Application Acreage
Tract 10A	Tract 10A, Point MacKenzie Terminal Reserve Subdivision, according to Plat No. 2025-179, filed in the Palmer Recording District, Third Judicial District, State of Alaska. Located within Township 15 North, Range 4 West, Seward Meridian, generally within Sections 19, 30, and 31.	Approx. 442.37 acres
Tract 13A	Tract 13A, Point MacKenzie Terminal Reserve Subdivision, according to Plat No. 2025-179, filed in the Palmer Recording District, Third Judicial District, State of Alaska. Located within Township 15 North, Range 4 West, Seward Meridian, generally within Sections 19, 30, and 31.	Approx. 442.79 acres
Total		Approx. 885.16 acres

The recorded plat and any DNR-approved survey or conveyance documents will control if a discrepancy exists between this summary and the official land records.

1c) Existing and Planned Access

Access to the parcels is provided by a combination of existing public rights-of-way, section-line easements, and recorded utility and transportation corridors. The application materials identify South Guernsey Road, West Holstein Avenue, and West Reddane Avenue as existing road access in the immediate area. The recorded subdivision plat also identifies a transportation corridor approximately 254 feet wide along portions of the site and potential rail and utility corridors.

Access to the parcels is provided by existing public rights-of-way, recorded transportation corridors, and applicable easements. The application materials identify South Guernsey Road, West Holstein Avenue, West Reddane Avenue, and a designated transportation corridor serving the area. The parcels are also subject to applicable section-line easements and other easements of record. Future access improvements, if required, will be evaluated during subsequent planning, engineering, and design activities.

The conceptual access hierarchy is:

- Regional connection from the Port MacKenzie road system to existing local roads adjoining the parcels.
- Primary controlled site entrances serving the principal laydown, maintenance, and rail-support areas.
- Internal all-weather service roads connecting buildings, yards, rail facilities, parking, and emergency-access routes.
- Rail connections extending from the designated transportation corridor into side tracks, staging tracks, and future parcel-specific spurs, subject to final rail engineering and operating agreements.

1d) Existing Buildings and Site Improvements

Existing improvements include residential, agricultural, and accessory structures. Tract 10A includes multiple residential buildings, garage structures, drilled wells, septic systems, and associated improvements. Tract 13A includes a residential structure, agricultural or commercial-use buildings, a water well, a septic system, and associated site improvements. Electrical service is provided through overhead infrastructure.

AIDEA will inventory and evaluate existing improvements before construction. Each structure and system will be classified for continued interim use, rehabilitation, relocation, decommissioning, or removal. No existing well, septic system, fuel system, or building will be incorporated into future operations without condition assessment and confirmation that the use is appropriate for the development program.

1e) Planned Buildings and Other Structures

Planned structures will be developed only as operational demand and completed engineering justify them. Potential improvements include:

Improvement	Conceptual Function	Planning-Level Characteristics
Rail maintenance building(s)	Inspection, light maintenance, protected work, parts and tool storage	Pre-engineered or comparable industrial structures; vehicle and equipment bays; floor drainage and utility systems as required by final design.
General maintenance and equipment storage	Storage and servicing of site, road, yard, and support equipment	Enclosed or partially enclosed structure with secure outdoor staging.
Operations or crew-support building	Dispatch, site administration, security, communications, restrooms, and crew support	Small operational building located near the controlled entrance or rail-support core.
Laydown yards	Temporary cargo, material, equipment, container, and project-cargo staging	Graded and stabilized surfaces; load-specific surfacing and containment as required.
Rail tracks and associated features	Side tracks, staging, switching, inspection, and future spur service	Track, drainage, crossings, switches, signals, lighting, and safety features established by final rail design.
Utilities and security	Power, lighting, communications, water, wastewater, fencing, gates, and monitoring	Sized and located during design; on-site systems may be used where centralized service is unavailable.

1f) Operational Concept and Site Relationship

The parcels are intended to function as a coordinated rail-support and cargo-logistics area, but the arrangement of rail infrastructure, laydown yards, maintenance buildings, internal roads, utilities, and other improvements has not been determined. The parcels may be developed independently or together in phases as operational needs, engineering, funding, and approvals warrant.

2) Project Maps and Development Design Status

2a) Property and Location Mapping

AIDEA will provide available property and location mapping sufficient to identify Tract 10A and Tract 13A, their relationship to Port MacKenzie, existing access routes, recorded transportation corridors, rights-of-way, easements, existing improvements, and other known site features. These materials are

intended to establish the location and general physical context of the subject lands. They are not intended to depict a final development layout.

2b) Current Design Status

The proposed development has not entered design. Accordingly, AIDEA does not currently have an engineered site plan, development drawing, final rail alignment, building layout, utility plan, grading plan, drainage plan, or other design-level drawing for the parcels. Specific facility locations, dimensions, track configurations, utility alignments, building footprints, access points, drainage features, parking areas, snow-storage areas, and regulated-material storage areas have not been determined.

This development plan is therefore narrative and planning-level in nature. It identifies the intended public use of the property and the general categories of infrastructure that may be developed, while avoiding unsupported assumptions about the final configuration of the site.

Following conveyance and pre-planning, AIDEA anticipates engaging qualified professionals during Phase 1 to complete the investigations and concept design needed to define a feasible development approach. If AIDEA elects to advance the selected concept, qualified engineering and design professionals will then complete the full engineered design, permitting, and construction documents during Phase 2 before physical development begins.

3) Development Standards and Site Systems

3a) Site Preparation, Grading, and Drainage

Development will be concentrated in areas confirmed suitable through survey, geotechnical investigation, and drainage analysis. Site preparation may include clearing, grubbing, grading, excavation, fill placement, surface stabilization, and construction of drainage improvements. Finished grades will be designed to support the intended rail, vehicle, building, and yard loads while directing runoff to stable drainage features.

The amount and source of fill have not been determined. Borrow sources, imported aggregate, or on-site materials will be evaluated during design and will be used only under the applicable landowner approvals and permits. Temporary erosion and sediment controls will be included during construction.

3b) Water and Wastewater

Existing improvements use on-site wells and septic systems. Future water and wastewater service will be selected based on occupancy, operational demand, site conditions, and regulatory requirements. Options may include continued use or replacement of compliant on-site systems, holding tanks, or connection to future centralized service if available. Final locations and capacities will be shown on the engineered site plan.

3c) Power, Lighting, and Communications

The parcels have existing overhead electrical infrastructure. Future development may require electrical distribution extensions, transformers, area lighting, building service, rail-support power, backup power, and communications. Lighting will be directed toward operating areas and designed to support safety and security while limiting unnecessary spill beyond the active site.

3d) Fuel and Hazardous Substances

The current concept does not establish a final fuel-storage quantity or location. If fuel, lubricants, solvents, batteries, or other regulated materials are stored, they will be placed in designated operating areas and managed in appropriate containers or tanks with secondary containment, access control, inspection, and spill-response provisions. The final development drawing will identify the storage location and method once the operational requirements are defined.

3e) Parking, Vehicle Storage, and Snow Storage

Parking will be provided near occupied buildings and controlled access points. Separate areas may be designated for employee vehicles, service vehicles, inactive equipment, trailers, and temporary cargo handling. Snow storage will be located so that meltwater does not interfere with tracks, roads, buildings, septic systems, drainage facilities, or neighboring property.

3f) Security and Emergency Access

Active rail, maintenance, and laydown areas may be fenced and gated. Emergency access routes, fire apparatus access, building addressing, and communication systems will be coordinated during design. Site circulation will preserve access to existing easements and will provide practical response routes to occupied buildings and operational areas.

4) Development Phasing and Implementation

Development will proceed in phases tied to the DNR conveyance process, completion of pre-planning and due diligence, AIDEA authorization, engineering, permitting, funding, procurement, rail availability, and demonstrated operational need. The sequence below is a planning framework and does not establish fixed construction dates.

Phase	Principal Activities	Primary Deliverable / Decision Point
Phase 0 - Pre-Planning and DNR Conveyance Process	Advance the AS 38.05.810 application and DNR decision process; coordinate removal of the agricultural covenants and land reclassification; address conveyance conditions, title and easement matters, and other information requested by DNR; assemble available land records, mapping, existing-condition information, and preliminary project objectives needed to support conveyance and later planning.	DNR conveyance completed or otherwise positioned for completion, with the property constraints, conveyance conditions, and preliminary development purpose documented.
Phase 1 - Due Diligence and Concept Design	Complete the planning and investigation work needed after the conveyance process, including boundary and existing-conditions survey, inventory and condition review of buildings, wells, septic systems, utilities, easements, access, and potential environmental conditions; undertake site reconnaissance, geotechnical and drainage investigations appropriate to concept development; evaluate rail and logistics requirements, site opportunities and constraints, utility needs, environmental considerations, and preliminary costs; prepare a concept design showing a feasible planning-level arrangement of the proposed improvements.	Concept design and supporting planning-level studies sufficient for AIDEA to define the project, select a preferred development concept, establish an initial cost and permitting basis, and decide whether to advance into final engineering.
Phase 2 - Final Engineering, Permitting, and Construction Readiness	Engage qualified engineering and design professionals to complete the surveys, investigations, design criteria, rail and civil engineering, utility design, grading and drainage design, building design, environmental documentation, permit applications, construction documents, technical specifications, final cost estimate, procurement package, and other work required to make the selected concept construction-ready.	Completed final engineered design, required permits and approvals, construction documents, final engineer's estimate, and authorization to proceed with procurement and construction.
Phase 3 - Initial Construction and Site Establishment	Following completion of final design, permitting, funding, and procurement, construct the initial improvements needed to establish safe operations. Work may include controlled site access, internal service roads, drainage, security, utilities, parking, snow-storage areas, an initial laydown or staging area, and the first authorized rail-support improvements.	Constructed and commissioned initial site infrastructure capable of supporting the first defined operational use.
Phase 4 - Rail Support Core and Full Buildout	Expand rail staging, side tracks, spur elements, stabilized laydown areas, maintenance and equipment-storage facilities, utilities, cargo-specific features, and other operational	Phased expansion of the rail-support and cargo-logistics area in response to demonstrated operational requirements.

	improvements as justified by rail availability, port demand, operator or user commitments, financing, and applicable approvals.	
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4a) Design and Construction Sequence

No controlled-access facilities or other permanent development improvements will be constructed before the applicable design is completed. Phase 1 produces the concept design used to evaluate and define the project. Phase 2 converts the selected concept into a final engineered design and construction package. Physical site development begins only after the applicable engineering, permitting, funding, procurement, and authorization requirements have been satisfied.

4b) Construction Approach

Each construction package will define limits of disturbance, access controls, staging, environmental protection measures, utility conflicts, and restoration requirements. Existing structures not retained will be removed or decommissioned under an approved work plan. Construction will be coordinated to maintain safe access and avoid interference with any continuing lawful uses or recorded easement rights.

4c) Operations and Maintenance

AIDEA, a project operator, tenant, contractor, or other authorized entity may perform operations and maintenance under the applicable agreement. Anticipated recurring activities include road and yard maintenance, snow removal, drainage inspection, vegetation control, rail inspection and maintenance, building maintenance, utility maintenance, security, housekeeping, and spill-prevention readiness. Responsibilities will be assigned in the operating or lease documents before a facility is placed in service.

5) Permits, Coordination, and Development Controls

The specific permits and approvals will depend on the final design and impacts. AIDEA will coordinate with DNR, other agencies and other required permitting authorities as the design advances and will obtain required authorizations before the related work begins. Potential review topics include land-use and conveyance conditions, plat and easement requirements, access and road connections, rail design and operations, wastewater and drinking-water systems, stormwater and erosion control, wetlands or waters if affected, building and fire requirements, utility service, and regulated-material storage.

The proposed use will also require coordination with the Matanuska-Susitna Borough regarding existing improvements, local requirements, road access, and the transition from the present ownership and land-use restrictions. Any final development agreement, lease, operator agreement, or tenant agreement will be consistent with the conditions of conveyance and applicable law.

6) Environmental Due Diligence and Existing Conditions

The applicant environmental risk questionnaire states that AIDEA has no reason to suspect that the site was previously contaminated, but it identifies existing houses and several fuel tanks associated with the farm properties. The questionnaire describes one expected 1,000-gallon fuel-oil tank on the Holstein property and three expected tanks on the Guernsey property: one approximately 500-gallon tank, one approximately 200-gallon tank, and one approximately 300-gallon tank. These descriptions are planning information and will be verified in the field.

Before intrusive construction or reuse of an existing improvement, AIDEA will document readily observable site conditions and evaluate areas associated with fuel storage, maintenance, septic systems, wells, and existing buildings. If a recognized or suspected condition is identified, the affected area will be addressed through the appropriate investigation, agency coordination, and management measures before development proceeds.

The conceptual site layout will be refined to avoid or minimize impacts to drainage features, waters, wetlands, and other sensitive areas identified through mapping and field review. No conclusion regarding the presence, extent, or jurisdictional status of a wetland or waterbody is made in this planning-level document. AIDEA does not suspect wetlands exist, but investigation will be required to verify.

7) Public Purpose and Development Rationale

The conveyance would support a public infrastructure purpose by providing land for rail and cargo-support facilities associated with Port MacKenzie. The parcels would expand the area available for train staging, cargo buffering, maintenance, and related operations outside the immediate terminal, thereby preserving flexibility for future port and rail users. The plan is intentionally multi-use within the rail-support and logistics purpose so that AIDEA can respond to actual infrastructure demand without limiting the property to a single commodity or private user.

Removal of the agricultural covenants and reclassification of the land are necessary for the parcels to be developed for the proposed transportation and logistics infrastructure. The detailed design and investment decisions will remain subject to AIDEA authorization, funding, engineering, permitting, and the conditions established through DNR's decision and conveyance process.

8) Commitments and Plan Limitations

- The plan is conceptual and does not authorize construction or establish final facility locations.
- Final improvements will be based on surveyed boundaries, recorded easements, existing conditions, geotechnical and drainage information, and completed engineering.
- AIDEA will obtain required approvals before construction and will comply with the conditions of conveyance.
- Existing structures and systems will be evaluated before reuse, removal, or decommissioning.
- Hazardous substances, if used or stored, will be managed in designated areas using appropriate containment and spill-response measures.
- Changes that materially alter the proposed use or level of development will be coordinated with DNR as required.

9) Supporting Records

The development plan may be supported by available land records and mapping that identify the subject property and existing conditions, including Plat No. 2025-179, legal-description materials, title or easement records, available aerial imagery, and existing-improvement information.

No engineered development drawing is included because the project has not entered design. A concept design is identified as a future Phase 1 deliverable, followed by a full engineered design during Phase 2 if AIDEA authorizes the project to advance.

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
Division of Mining, Land and Water

Land Conveyance Section
550 W. 7th Ave., Suite 640
Anchorage, AK 99501-3576
907-269-8594
dnr.noncompland@alaska.gov

Statewide TTY – 771 for Alaska Relay or 1-800-770-8973

**PREFERENCE RIGHT/PUBLIC AND CHARITABLE USE PURCHASE OF STATE LAND
AGREEMENT TO BEAR COSTS**

ADL # (assigned by DNR)

I (we), the undersigned applicant(s), do hereby agree to bear the costs of public notice, survey, and appraisal, as may be required, in order to purchase the state land that is the subject of this application. These costs are in addition to the purchase price of the subject land.

Signature

06/24/2026

Date

Signature

Date

Signature

Date

Alaska Industrial Development and Export Authority

If applying on behalf of a governmental agency, municipality, business, or organization, please enter its name here and your position title.

Infrastructure Development Sr. Finance Officer
Title

For Department Use Only
Selection received date stamp

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
Division of Mining, Land and Water

Land Conveyance Section
550 West 7th Avenue, Suite 640
Anchorage, AK 99501-3576
(907) 269-8594
dnr.noncompland@alaska.gov

Statewide TTY – 771 for Alaska Relay or 1-800-770-8973

APPLICANT ENVIRONMENTAL RISK QUESTIONNAIRE

ADL # _____ (assigned by DNR) Date _____

Applicant (should match business license) Alaska Industrial Development and Export Authority

Mailing Address 813 West Northern Lights Blvd

City/State/Zip Anchorage, AK 99503 Email kgoode@aidea.org

Primary Phone REDACTED Secondary Phone REDACTED

Does the applicant have a current Alaska business license? ☒ Yes ☐ No License # _____

Type of license (partnership, LLC, corporation, etc.)? _____

Describe the proposed use of and activity on the state land:

Alaska Industrial Development and Export Authority (AIDEA) plans to use the land as a side rail

Pullout for the upcoming infrastructure developments surrounding Port MacKenzie and the Rail

Extension to the Port MacKenzie district. Rail maintenance, rail spurs, rail pullouts, laydown area,

and other infrastructure facilities related to rail and cargo transportation will occupy the parcels.

AIDEA's plan is preliminary in design, but as the project progresses, more detail will be available.

In the course of your proposed activity will you generate, use, store, transport, dispose of, or otherwise come in contact with toxic and/or hazardous materials, and/or hydrocarbons? ☐ Yes ☒ No. If yes, please list the substances and the associated quantities. Use a separate sheet of paper if necessary.

At this stage of development, AIDEA's preliminary development plan does not account for generation,

use, storage, transport, disposal of, or otherwise of toxic and/or hazardous materials, and/or

hydrocarbons.

ADL # _____

Applicant Environmental Risk Questionnaire Form (LCS - Rev. 08/25)

Page 1 of 3

If the proposed activities involve any storage tanks, either above or below ground, address the following questions for each tank. Please use a separate sheet of paper, if necessary, and, where appropriate, include maps or plats:

a) Where will the tank be located?

Not applicable

b) What will be stored in the tank?

Not applicable

c) What will the tank's size be in gallons?

Not applicable

d) What will the tank be used for? (Commercial or residential purposes?)

Not applicable

e) Will the tank be tested for leaks? ☐ Yes ☐ No

f) Will the tank be equipped with secondary containment? ☐ Yes ☐ No. If yes, describe:

Not applicable

g) Will the tank be equipped with leak detection devices? ☐ Yes ☐ No. If yes, describe:

Not applicable

Do you know or have any reason to suspect that the site may have been previously contaminated? ☐ Yes ☒ No.

If yes, please explain:

AIDEA has no reason to suspect the site was previously contaminated. There is one farm house on each parcel, where each housed above ground fuel oil tanks. Those tanks will be investigated and if any any contamination is found, remediation of contamination will be factored into the development plan. The Holstein property is expected to have one (1) 1000 gallon fuel oil tank. The Guernsey property is expected to have three (3) fuel oil tanks: one (1) 50 gallon, one (1) 200 gallon, and one (1) 300 gallon.

I certify that due diligence has been exercised and proper inquiries made in completing this questionnaire, and that the foregoing is true and correct to the best of my knowledge.

Kelvin Goode

Applicant Name



06/24/2026

Applicant Signature

Date

Alaska Industrial Development and Export Authority

Agency, Municipality, or Organization and Position Title (if applicable)

In submitting this form, the applicant certifies that no changes have been made to the original text of the form or any attached documents provided by the Division.

AS 38.05.035(a) authorizes the director to decide what information is needed to process an application for the use of state land and resources. This information is made a part of the state public land records and becomes public information under AS 40.25.110 and 40.25.120, unless the information qualifies for confidentiality under AS 38.05.035(a)(8) and confidentiality is requested, or qualifies for confidentiality under AS 43.05.230, AS 45.48, or other state or federal laws. Public information is open to inspection by you or any other member of the public. A person who is the subject of the personal information may challenge its accuracy or completeness under AS 40.25.310, by giving a written description of the challenged information, the changes needed to correct it, and a name and address where the person can be reached. False statements made in an application for a benefit are punishable under AS 11.56.210. In submitting this form, the applicant agrees with the Department to use "electronic" means to conduct "transactions" (as those terms are used in the Uniform Electronic Transactions Act, AS 09.80.010-AS 09.80.195) that relate to this form and that the Department need not retain the original paper form of this record: the Department may retain this record as an electronic record and destroy the original.

ADL # _____

Applicant Environmental Risk Questionnaire Form (LCS - Rev. 08/25)

Page 3 of 3