



Section 106 Facts

Project Description

The Matanuska-Susitna Borough (MSB) and the Alaska Railroad Corporation (ARRC) propose to construct a 32-mile rail line in the Susitna River Valley to connect the Borough's Port MacKenzie to the Alaska Railroad Corporation's (ARRC) existing mainline track just south of Houston. The proposed rail line would provide freight services between the Port and Interior Alaska.

On March 25, 2011, the Surface Transportation Board (STB) recommended the Mac Central and Houston South as the selected route in the Final Environmental Impact Statement for the Port MacKenzie Rail Extension.

The federal board approves all new rail line construction in the nation. The 32-mile rail extension will link the deepwater Port MacKenzie to the mainline of the Alaska Railroad. The STB finding finalizes a rigorous environmental impact study, field work and public involvement process that began in 2007.

Project Schedule

March 2011:	Release of Final EIS.
April 2011:	Permit Application Package Submittal
Late Spring 2011:	Record of Decision
2011-2012:	Construction of Mac Central Segment anticipated ending near Ayrshire Avenue.
2012-2013:	Construction of Modified Connector 3, Houston and Houston South segments.
2013-2014:	Track and railroad facilities to be constructed.

Purpose of the Iditarod Dog Sledding Historic District Workshop

The new rail line will cross several officially recognized recreational trails within the Iditarod Dog Sledding Historic District (IDSHD).

The Programmatic Agreement (PA)—a document that describes the actions that will be taken by the parties in order to meet their responsibilities under the National Historic Preservation Act (NHPA)—between the Surface Transportation Board, Advisory Council on Historic Preservation, and Alaska State Historic Preservation Officer determined that the Iditarod Dog Sledding Historic District is eligible for listing in the National Register of Historic Place at the national level of significance between 1967 and 1978.

This workshop is being held to review the important features, functions and uses of IDSHD trails/structures in the project area, and to determine how trail access will remain intact during and after construction.

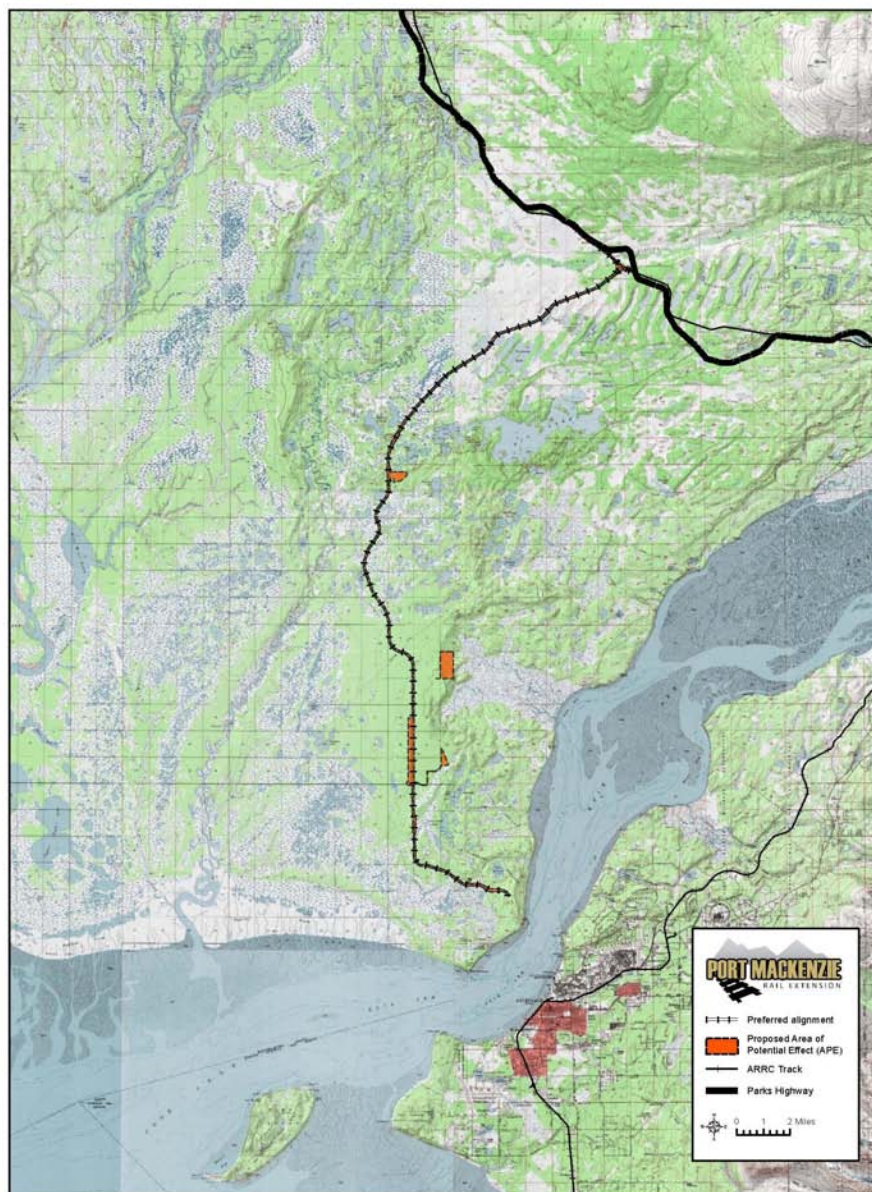
During the workshop, participants will review ARRC's plans for trail crossings and other mitigation measures. Within 60 days after the workshop ARRC will summarize the outcome of the workshop and develop an implementation plan.

In addition, the workshop will identify those individuals who wish to become consulting parties* under Section 106 of the NHPA, and who are interested in working with the ARRC as part of a focus group to fully review and understand the historic significance of the district. This group will review the proposed final Area of Potential Effect (the geographic area or areas within which a project, activity, program or practice may cause changes in the character or use of any cultural resources present).

* A consulting party can be any person or group that has demonstrated a legal/economic relation to a project or demonstrated interest in the project's effects on historic properties (or cultural resources eligible for listing on the National Register).



Proposed Area of Potential Effect Map



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