



*Welcome! Please Sign In*  
Port MacKenzie Rail Extension Project  
Public Open House Meeting

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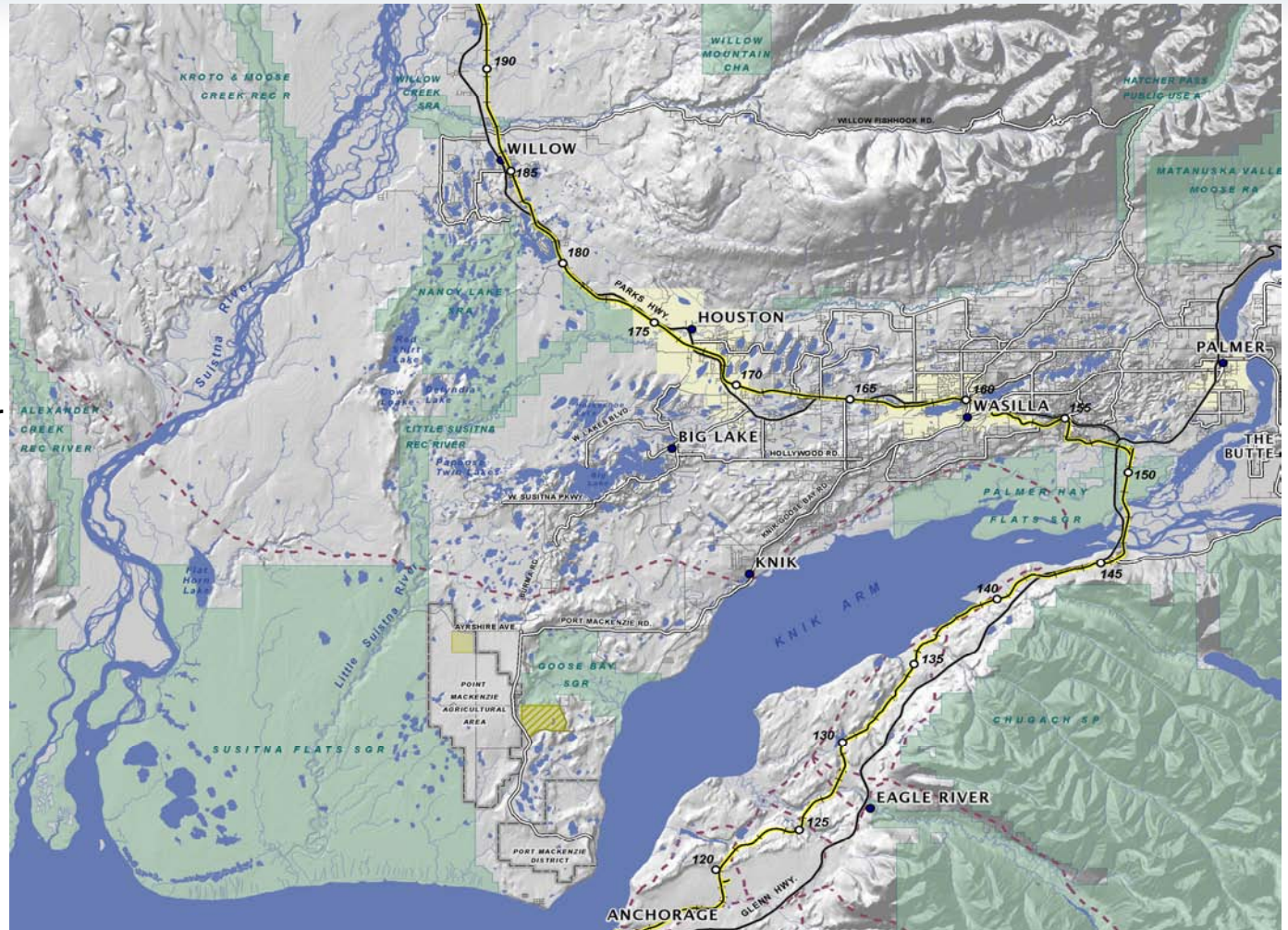




# Project History & Area

## HISTORY

- Port planning began in the early 1970s
- Port facilities developed in 1990s
- 2003 Railroad Corridor Study is the most recent analysis
- 2007 Legislature provided \$10 million to Mat-Su Borough
- June 2007 MSB and ARRC develop MOA to jointly pursue STB approval



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# Project Purpose

## Elements of the project:

- *30 to 45 miles of new railroad*
- *200 foot right of way*
- *Railroad only (with maintenance road)*
- *Final design and construction estimated to cost \$300 million (2007 dollars)*
- *Could be operational by 2012*

Establish a rail link between Port MacKenzie and the Alaska Railroad, providing Port MacKenzie customers/ shippers efficient rail transportation between the port and interior Alaska.

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# Project Participants

Alaska Railroad Corporation.....Applicant

Matanuska-Susitna Borough.....Project Sponsor

Surface Transportation Board...Lead Federal Agency

HDR Alaska, Inc. ....Environmental Consultant

TNH-Hanson, LLC .....Engineering Consultant





# Project Schedule

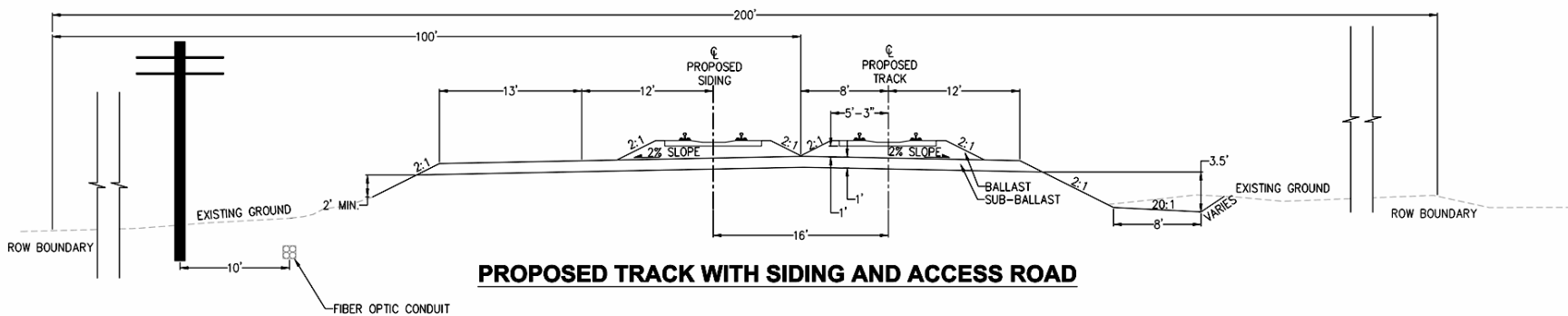
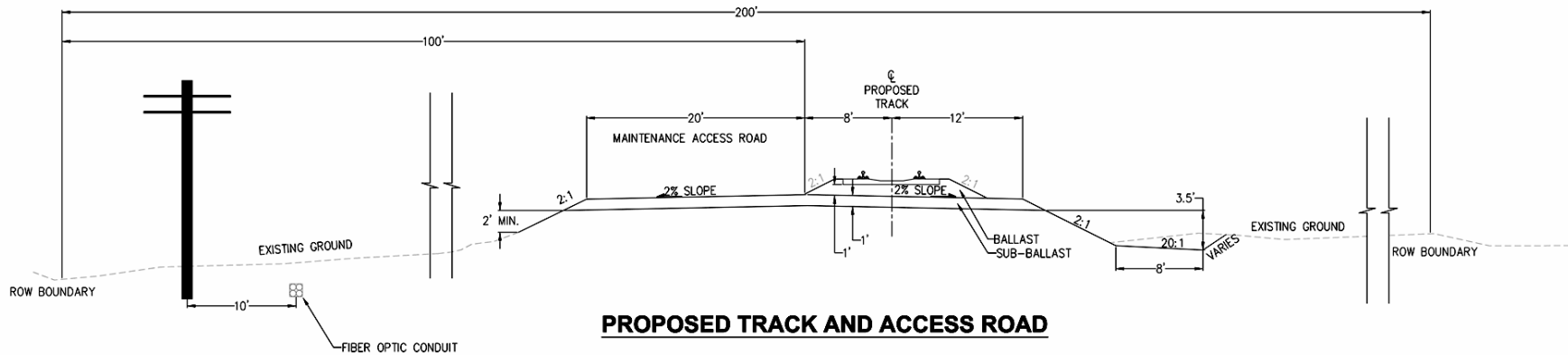
- October 2007 – Public Open Houses
  - o October 1 – Lake Lucille Inn, Wasilla
  - o October 2 – Big Lake Elementary, Big Lake
  - o October 3 – Willow Area Community Organization, Willow
  - o October 4 – Knik Elementary, Knik
  - o October 5 – Houston Middle School, Houston
- October 2007 – MSB Transportation Advisory Board
- November 5, 2007 – MSB Planning Commission **Work Session\***
- November 20, 2007 – Presentation to MSB Assembly
- Mid-December 2007 – Submit Alignment Alternatives Document to STB

\* During the project open houses, the MSB Planning Commission meeting was advertised as a public hearing. However, following the open houses the public hearing was revised to be a work session. We apologize for any inconvenience this may have caused. Public hearings will take place later during the environmental study process.

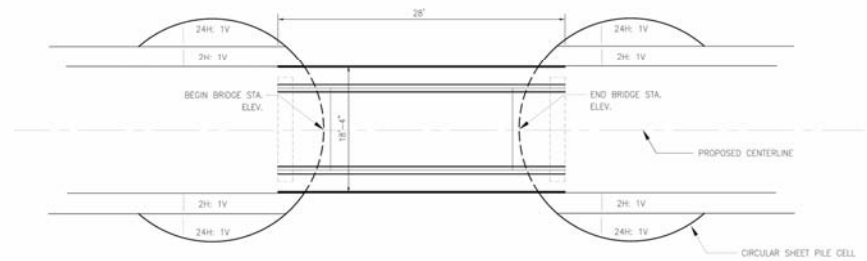
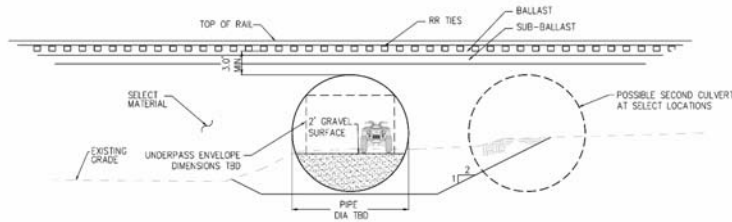
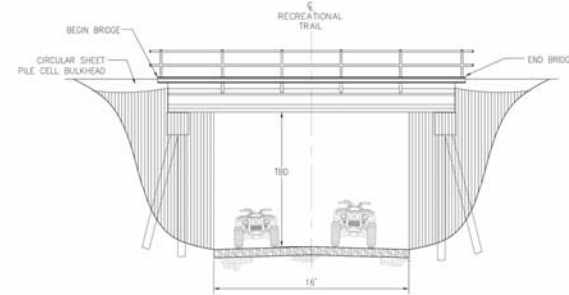
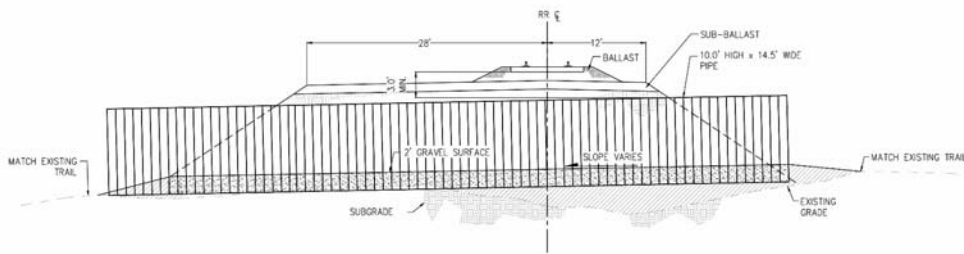
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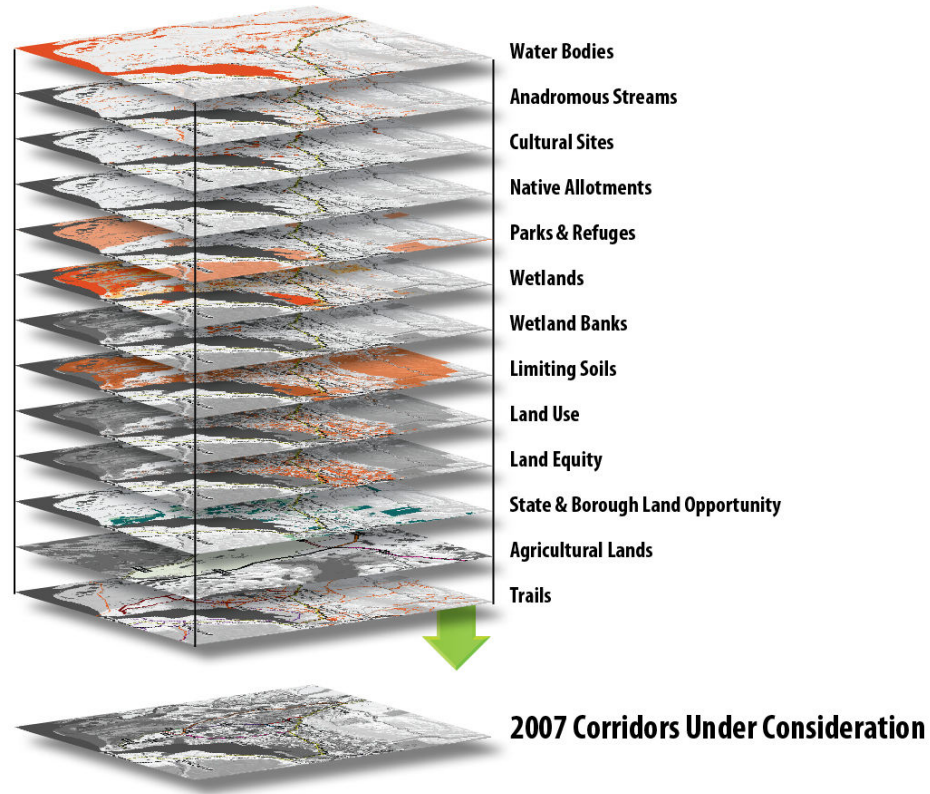
# Proposed Track and Maintenance Road



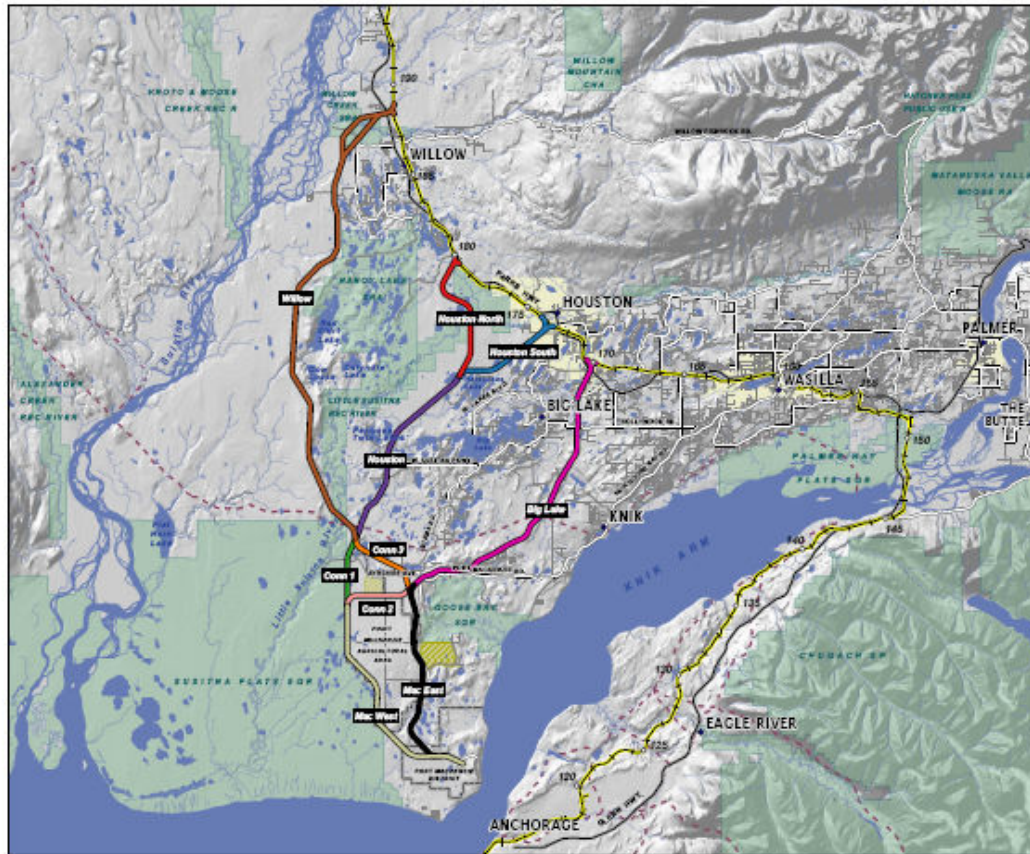
## Proposed Trail Crossing Alternatives



# Developing Alternatives



## Corridors Under Consideration



### ALTERNATIVES



#### LEGEND

- |                           |                                   |
|---------------------------|-----------------------------------|
| Preliminary Alternatives: | ARRC Milepost                     |
| Mac East                  | ARRC Track                        |
| Mac West                  | Highway                           |
| Conn 1                    | Medium Rd.                        |
| Conn 2                    | Minor Rd.                         |
| Conn 3                    | Iditarod Trail                    |
| Houston                   | City Boundary                     |
| Houston North             | Proposed Prison                   |
| Houston South             | Point Mackenzie Correctional Farm |
| Willow                    | Park or Refuge                    |
| Big Lake                  |                                   |

These lines generally represent corridors which are subject to further refinement.



This map represents a conceptual level of study, plans, and estimates. The information displayed here is for planning purposes only. Best information always available will be used for engineering, design, and construction studies. These maps are for general information only and are not intended to be used for liability purposes, design, or construction purposes.



Date: September 30, 2007  
 Projection: Alaska State Plane Zone 4, NAD 83  
 Author: HDR Alaska, Inc.  
 Sources: AICM, ARRC, HDR Alaska, Inc., M&E Co., TNR-Manson, USGS.

\*\*\* These lines represent possible corridors and are subject to change.



# STB Process

Because a new line with common carrier status triggers STB jurisdiction, the project requires a review under the National Environmental Policy Act.

## **Alaska Railroad Corporation—Project Applicant**

- Files requests with the STB for the construction and operation of a new rail line
- NEPA role limited to information provider

## **Surface Transportation Board—Lead Federal Agency**

- Final decision-making authority
- Considers application based upon market needs and the ARRC's ability to operate the new line

## **Section of Environmental Analysis—a department of the STB**

- Conducts NEPA process independently of ARRC
- Most likely utilizes 3rd party contractor to prepare NEPA document
- Recommends conditions for construction and operation to the STB upon favorable finding

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## What will the STB Consider?

The Surface Transportation Board, at a minimum, will consider the following topics during the NEPA process and development of the environmental document:

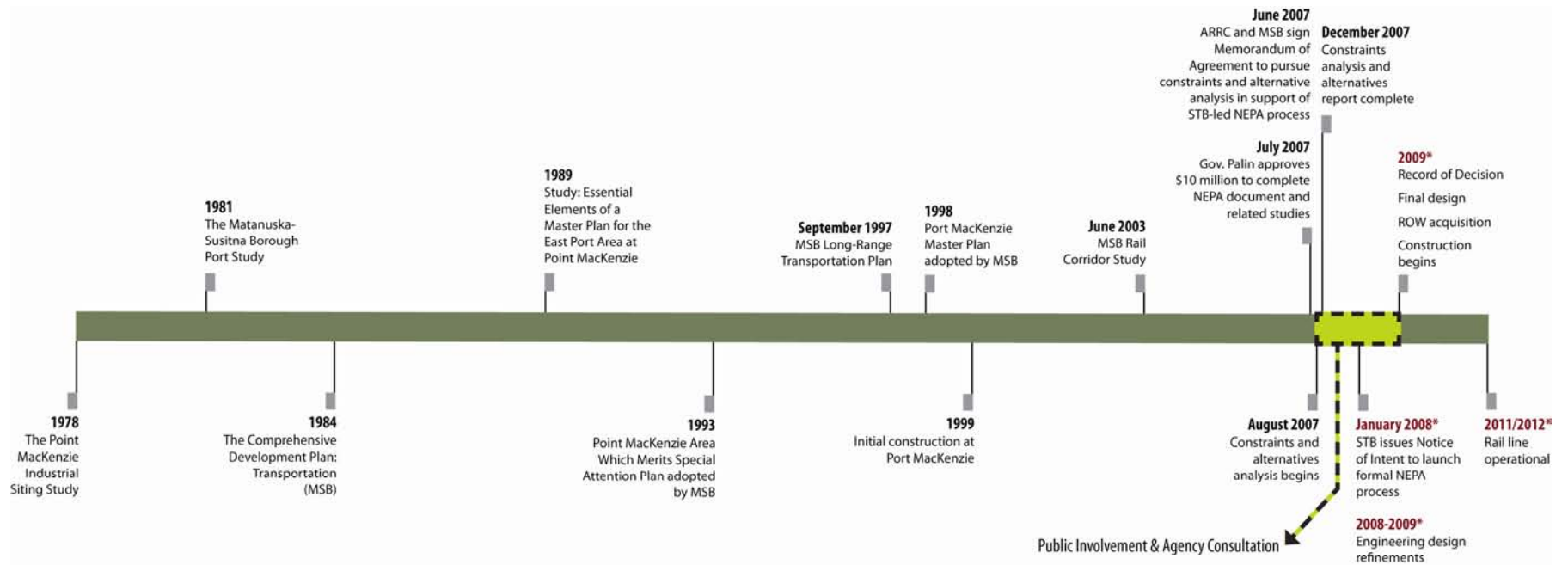
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- ✓ Proposed action and alternatives
- ✓ Regional and local transportation systems and patterns
- ✓ Land use
- ✓ Energy
- ✓ Noise
- ✓ Cultural & Historic Resources
- ✓ Safety
- ✓ Biological Resources (wildlife sanctuaries, refuges, National or State parks and forests)
- ✓ Air
- ✓ Water (wetlands and floodplains)
- ✓ Proposed Mitigation





# Historic Milestones & Anticipated STB Schedule



\*Anticipated dates. The schedule for the environmental document process is at the discretion of the Surface Transportation Board.



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# Right of Way Acquisition Process

*Route Defined & Accepted  
Funding Identified*

*Third-Party Land Assessments*

*Landowner Negotiations*



## Why Comments are important NOW!

- Provide early input as part of the alignment evaluation
- Help to identify areas of potential conflict early in the process

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# For more information

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