



Kenai Mountains-Turnagain Arm National Heritage Area

Management Plan

July 2012

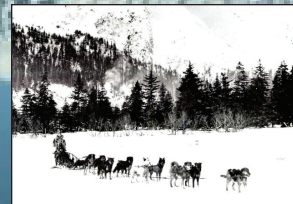
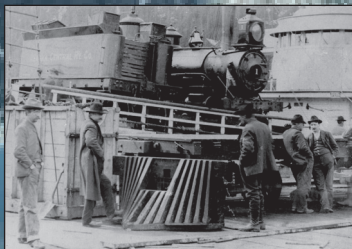
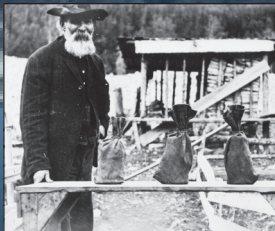


Table of Contents

Letter from Senator Lisa Murkowski	5
Executive Summary	7
Chapter 1: Introduction to the KMTA NHA	11
Chapter 2: Purpose and Goals for the Management Plan.....	15
The Spirit of Place	15
National Heritage Areas: A Briefing.....	16
History of the KMTA NHA	17
Purposes of the KMTA NHA	18
Partnerships	19
Chapter 3: The Management Plan Approach	21
Goal of the Kenai Mountains-Turnagain Arm National Heritage Area	21
Themes of the Kenai Mountains-Turnagain Arm NHA	21
1) Strengthen sense of Community and Identity through Heritage Resources	22
2) Restore/Preserve Historic Trails and Byways	23
3) Preserve and Promote Historic Landmarks including Native Sites	24
4) Promote Cultural, Historic, Natural, Scenic and Recreational Resources through support of museums, educational programs, and published materials	24
5) Create signage to tell the story of the KMTA NHA	26
6) Educate the public, particularly school children, regarding the history and resources of the KMTA NHA	27
Building on These Themes	27
NEPA Considerations.....	29
Chapter 4: Communities in the Kenai Mountains-Turnagain Arm National Heritage Area	31
Seward	31
Moose Pass	32
Cooper Landing	34
Hope	34
Sunrise	36
Whittier	37
Portage	37
Girdwood	38
Indian/Bird Creek	39
2010 Community/Public Meeting Schedule	40



Chapter 5: Resources of the KMTA NHA	43
Introduction	43
Map of Land Ownership in NHA	45
Historic, Cultural, and Educational Resources	46
Iditarod Trail	46
Alaska Railroad	46
Historic Cabins	47
Museums	47
Educational Resources	47
Historic districts/sites	48
Map: Historic Districts within KMTA NHA	51
Map: National Register Sites within KMTA NHA	53
Map: Interpretive Sites and Viewing Areas	54
Natural, Scenic, and Recreational Resources	56
Recreational Cabins	56
Scenic Driving	57
More About Trails	58
Map: USFS Campgrounds within NHA	61
Map: NHA Developed Recreational Sites	63
Map: Lakes & Streams within KMTA NHA	65
Map: Recreational Trails within KMTA NHA	67
Chapter 6: 2010 KMTA National Heritage Area Projects/Programs	71
2010 KMTA Contracts	72
Name of Project:	
“The Alaska App” Mobile Tour Guide	73
Computerized Catalog of Hope Historic Photographs	74
Moose Pass Estes Water Wheel Repair	75
Divide Ski Area Historic Trail Preservation	76
Exhibit Planning for Seward Museum	77
Iditarod Monument Base	78
Prince William Sound Museum Oral History/Museum Development	79
Slab of History	80
Chapter 7: Upcoming Projects/Programs	83
Community Projects	83
Selection of Community Projects.....	83
Performance Goals and Implementation Measures for Community Projects ...	84
Seward Iditarod Trail Monument	84
Seward Mariner’s Memorial	84
Hope Social Hall Archaeology/Fence	84
Girdwood Trail upgrades	85
Cooper Landing Walkable Communities Sign	85
Lindgren Cabin Interpretive Program	85
Seward Murals Project	85



“The Point” Interpretive Signs/Kiosk	86
Manitoba Cabin Restoration	86
Hope Museum Development Coordinator	86
Future Community Projects	86
Area-Wide Projects	86
Implementation Plan: Area-wide Projects	87
Area-wide Signage	87
Area-wide KMTA NHA Curriculum	87
Long Range Planning	88
How the Work Gets Done	88
Chapter 8: Implementation: Business Plan	91
Approach: A Plan that Fits This Area	91
Needs to be Served	91
Products and Services Provided	92
Legal Role of KMTA CCA as the Local Coordinating Entity	92
KMTA CCA as an Organization	93
How Work is Accomplished – KMTA Program Manager	96
Measuring KMTA CCA Operational Performance	97
Estimating Expenditures and Funding Sources	98
Achieving Sustainability	101
Chapter 9: Implementation: Partnership Needs and Opportunities	105
Key Federal Partners	105
1) National Park Service	105
2) Chugach National Forest Projects within the KMTA NHA	106
Completed Projects related to NHA	106
On-going and Planned Projects and Planning Efforts	107
Interpretive or Recreation	107
Youth & Stewardship	108
Future Possibilities for Collaboration with KMTA NHA	108
3) Bureau of Land Management	108
Project by Project Partnerships	109
Partners in Support of the National Heritage Area Designation	110
Appendices	112
1. Legislation designating KMTA Corridor as a NHA	112
2. Cooperative agreement between KMTA and NPS	117
3. Bylaws of KMTA CCA	127
4. a) Project Request Form	135
b) Guidelines for Project Selection	136
c) Guidelines for Payment Requests	138





Wagon roads and trails were blazed by miners and prospectors until the Alaska Road Commission took over in 1905. In this circa 1902 photo, horse and wagon were used to freight a gold ore crusher up Bear Creek. (Hope and Sunrise Historical Society)

LISA MURKOWSKI
ALASKA

COMMITTEES:
ENERGY AND NATURAL RESOURCES
RANKING MEMBER
APPROPRIATIONS
HEALTH, EDUCATION, LABOR,
AND PENSIONS
INDIAN AFFAIRS

United States Senate

WASHINGTON, DC 20510-0203
(202) 224-6665
(202) 224-5301 FAX

June 13, 2011

510 L STREET, SUITE 600
ANCHORAGE, AK 99501-1956
(907) 271-3735

101 12TH AVENUE, ROOM 329
FAIRBANKS, AK 99701-6278
(907) 456-0233

805 FRONTAGE ROAD, SUITE 105
KENAI, AK 99611-9104
(907) 283-5808

4079 TONGASS AVENUE, SUITE 204
KETCHIKAN, AK 99901-5526
(907) 225-6880

851 EAST WESTPOINT DRIVE, SUITE 307
WASILLA, AK 99654-7142
(907) 376-7665

Jim Richardson, President
Kenai Mountains Turnagain Arm National Heritage Area
3339 Wentworth Street
Anchorage, Alaska 99508-4348

Dear Mr. Richardson:

In March 2009 legislation that established the Kenai Mountains-Turnagain Arm National Heritage Area in Southcentral Alaska was signed into law.

The Kenai Mountains-Turnagain Arm Heritage area draws thousands of visitors from every corner of our nation and around the world. It includes two major terminals for summer cruise ship traffic to Alaska and the region offers breathtaking scenery a glimpse into our State's rich history. The National Heritage Area designation will provide the resources for the story to be told through efforts of local residents and communities.

The National Heritage Area program provides grant funding to community organizations to undertake tourism and historic preservation projects in their designated areas. The designation makes the Kenai Mountains-Turnagain Arm Corridor Communities Association eligible for up to \$10 million in grant funding and technical assistance to interpret the unique natural, cultural and historic resources in the area.

The National Heritage Area designation was endorsed by the Municipality of Anchorage, the Kenai Peninsula Borough, the Cities of Seward and Whittier and the Prince William Sound Economic Development District, as well as many other organizations across Alaska.

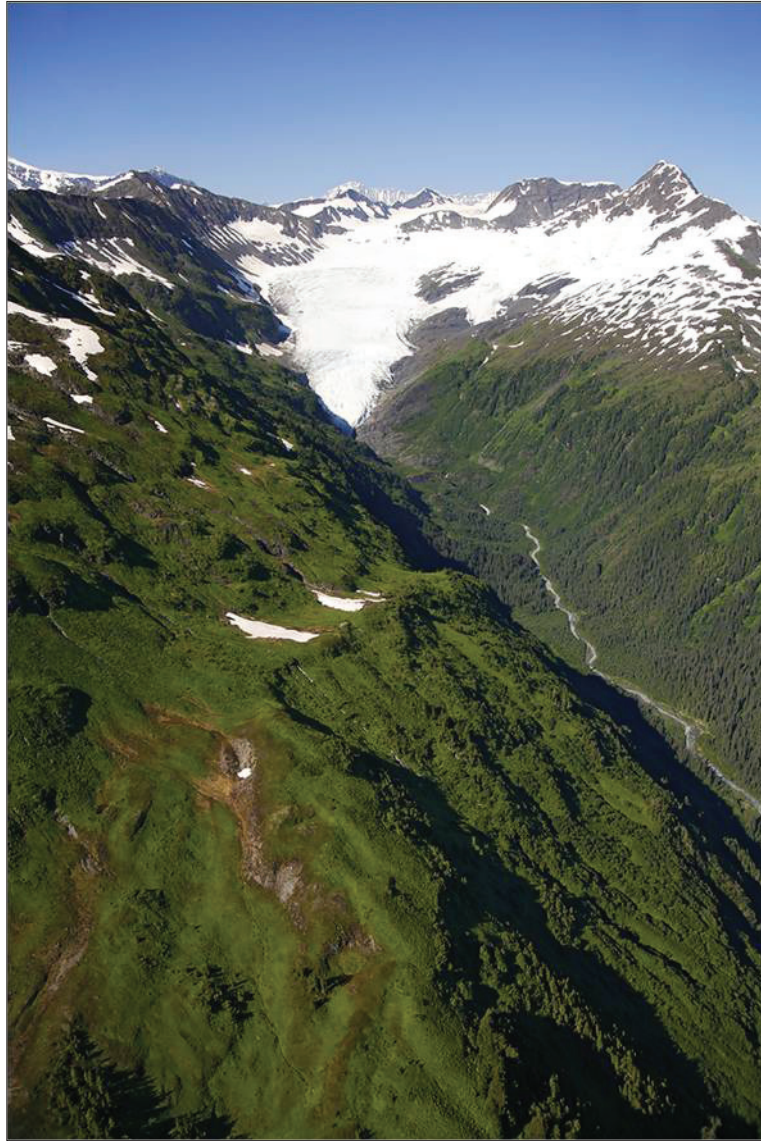
I am pleased that the nationally distinctive landscape of the KMTA area will now, through the National Heritage designation, promote and preserve its significant heritage resources. The story of the Kenai Mountains-Turnagain Arm National Heritage Area is a story that deserves to be told.

Sincerely,



Lisa Murkowski
United States Senator

[HOME PAGE AND WEB MAIL](#)
MURKOWSKI.SENATE.GOV



National Park Service

Executive Summary

The Kenai Mountains-Turnagain Arm (KMTA) National Heritage Area encompasses a magnificent landscape of mountains, lakes, rivers and fjords, traveled ways and small communities with nationally significant historic and cultural value. The area is located in the mountainous region of the Kenai Peninsula that runs north/south from the communities of Bird/Indian and Girdwood, through Moose Pass, to the City of Seward including Cooper Landing, Sunrise, and Hope to the west, and Portage, Whittier and the waters of Prince William Sound to the east.

As the coordinating entity for the KMTA National Heritage Area, the Kenai Mountains Turnagain Arm Corridor Communities Association (KMTA CCA) is tasked with developing and implementing a management plan with the input of people and organizations that have a role in the Heritage Area, including residents, communities, non-governmental organizations, Alaska Native entities, as well as national and state entities that manage trails and transportation facilities, lands and resources.

Public meetings were held during the spring and summer of 2010 to gather information regarding the vision of communities and organizations within the National Heritage Area so that the projects that are selected for funding can align with their priorities. The plan also must meet the requirements of the legislation, sponsored by Alaska's Senator Lisa Murkowski, that created the KMTA National Heritage Area in March 2009.

This management plan is meant to encourage preservation and conservation of the region's nationally important story about the many different people who traveled through, settled and developed the rugged mountain valleys of the KMTA National Heritage Area. The routes and modes of transportation developed by those who have traveled the valleys and waterways over time - starting with indigenous native peoples, continuing with early explorers, Russian miners, "Gold Rush" miners, dogsled mail carriers, to early settlers and modern visitors - give shape and texture to the fascinating story of this unique National Heritage Area. In the 1770s Captain Cook sailed into Turnagain Arm and



Developing pack trails in the KMTA NHA required only the clearing of a path wide enough for passage of dog teams. (Anchorage Museum at Rasmuson Center)



turned around in the vicinity of the community that is now Indian. The nation has recognized the historic significance of the Iditarod Trail, the Alaska Railroad and the Seward Highway Scenic Byway, now an All-American Road. Creating the KMTA National Heritage Area put these prior designations in the wider context of travel patterns over time and throughout the broad corridor of mountains and valleys.

Programs and projects that are developed through the National Heritage Area will be built around local and regional interests and may include (but are not limited to):

- Trail and wayside development and maintenance;
- Historic, cultural, and archeological interpretation of sites, neighborhoods, landscapes and traveled ways;
- Assistance to local museums and interpretive centers;
- Visitor and resident information about the heritage area resources and outdoor recreational and educational opportunities;
- Land and water recreational resource conservation and interpretation;
- Assistance to local education systems to enhance education regarding the history and resources of the National Heritage Area;
- Economic and community development that accomplishes purposes of the KMTA National Heritage Area.



*Rafting on Six-Mile Creek.
(National Park Service)*

The National Park Service is charged with technical assistance and oversight of the federal funds appropriated by Congress for the development of the KMTA National Heritage Area. The KMTA CCA will work with the National Park Service to assure that public monies are properly expended and that federal accountability and transparency requirements are fulfilled. A copy of the cooperative agreement between the NPS and KMTA CCA is attached as an appendix to this document.

In addition to the NPS, the KMTA CCA will collaborate with other partners to implement the management plan. Much of the KMTA National Heritage Area is within the Chugach National Forest, and the US Forest Service will continue to be an important partner in implementing the



management plan. Strong partnerships with non-profit, private, and state governmental entities willing to invest in KMTA NHA projects are key to the success of the plan. Many of these partnerships are underway. The goal of these partnerships is to further the KMTA CCA mission to protect, enhance, interpret, fund, manage and develop the natural, historical, cultural, scenic and recreational resources of the KMTA National Heritage Area.

Another task of the KMTA CCA is to identify and develop funding sources to sustain the National Heritage Area beyond the 15-year limit of Congressional funding. Accomplishing this purpose will involve development of partnerships with communities and organizations committed to the vision of the National Heritage Area.

This management plan intentionally leaves room for flexibility so that themes and objectives can evolve at the grass-roots level. Communities within the KMTA National Heritage Area will drive the programs and projects that are brought forward for funding.

It should be emphasized that participation in KMTA CCA projects and programs is voluntary. Zoning and land-use decisions by government entities are not affected. No land enters federal control as a result of National Heritage Area designation. Private property rights are respected and not affected.

A series of public meetings were held in the spring and summer of 2010 -2011 to garner public feedback. Comments were submitted through September 30, 2011 through the website, by email to KMTANHA@gmail.com, and by letter.

**The management plan is available to read in its entirety
on the KMTA NHA website:**

kmtacorridor.org

This plan is intended for the long-term benefit of the people of the KMTA National Heritage Area, the State of Alaska, and the nation.





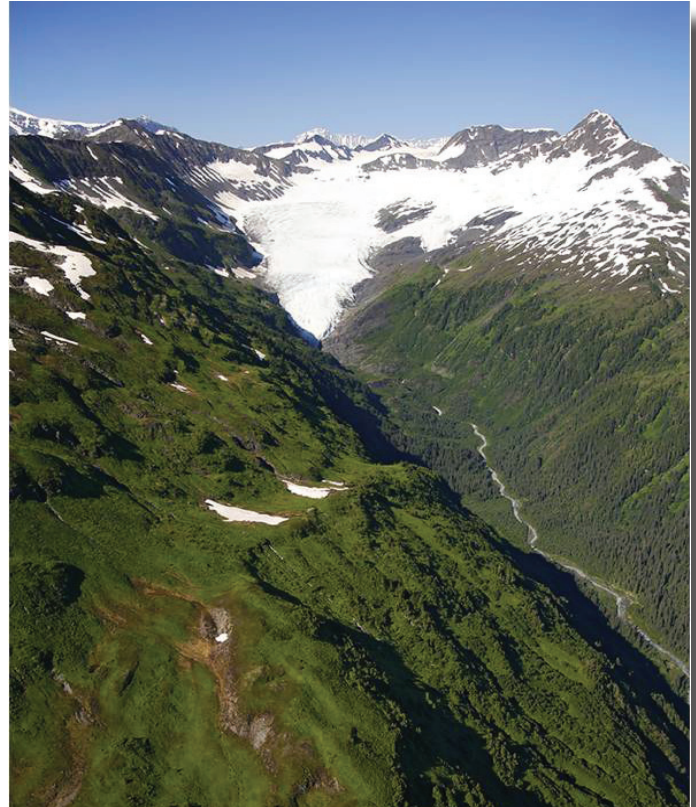
*The community of Sunrise sprung up on the banks of Sixmile Creek as a result of the Turnagain Arm Goldrush.
(Anchorage Museum at Rasumon Center)*

Chapter 1

Introduction to the Kenai Mountains -Turnagain Arm National Heritage Area

America's 49th state is now home to one of 49 National Heritage Areas across the nation. The designation of Alaska's Kenai Mountains-Turnagain Arm as a National Heritage Area recognizes the historical, cultural, scenic and recreational contributions of this unique geographic corridor to the fabric of our country. From the glittering waters of Resurrection Bay to the breathtaking Chugach Mountains along Turnagain Arm, the Kenai Mountain-Turnagain Arm National Heritage Area cradles one of the most interesting regions of Alaska history.

The KMTA National Heritage Area encompasses a distinctive landscape of mountains, lakes, rivers and fjords. The area is located in a region that runs north/south from the communities of Bird/Indian past Girdwood and Moose Pass on to Seward. To the west, the area includes the communities of Cooper Landing and Hope. To the east lie Portage, Whittier, and the clear blue waters of Prince William Sound.



(National Park Service)

The Kenai Mountains-Turnagain Arm National Heritage Area is a place whose valleys and mountains, communities and people tell the larger story of a wild place and a rugged frontier.

Designated by the United States Congress, a National Heritage Area (NHA) is a place where natural, cultural, historic, and recreational resources combine to form a cohesive, nationally distinctive landscape. Administered by the National Park Service, National Heritage Areas support the grassroots efforts of local communities through funding, technical assistance, legal guidance and administrative support.

The managing entity for the Kenai Mountains-Turnagain Arm National Heritage Area is the Kenai Mountains –Turnagain Arm Corridor Communities Association (KMTA CCA). The KMTA CCA is a 501 (c) 3 organization governed by a volunteer Board of Directors. Bylaws of the organization are





*Jack Lean delivered the mail with his dog team known as the “White Special.”
(Cooper Landing Historical Society)*

included in Appendix 3. Board membership includes representation from communities throughout the National Heritage area.

KMTA CCA will manage federal grant funding to interpret the unique natural, cultural and historic resources of the area. With input from communities, businesses, governments, non-profit organizations and local residents, the KMTA CCA will develop and administer a management plan to allocate grant funds that reflect the themes that emerged during a process of public and community input. Some of these community-supported initiatives include:

- Support of local museums
- Rebuilding and interpretation of historic trails and routes
- Improvement and development of scenic outdoor recreational trails and routes
- Development of interpretive signs and displays
- Creating handbooks on the geology, history, and wildlife of the area
- Restoration of historic structures
- Recording the stories of living Alaska pioneers

This document serves as the management plan for the Kenai Mountains-Turnagain Arm National Heritage Area. The management plan is a guide to the heritage area for the next ten years and has been prepared to meet the requirements of the legislation that designated the Kenai Mountains-Turnagain Arm as a National Heritage Area.

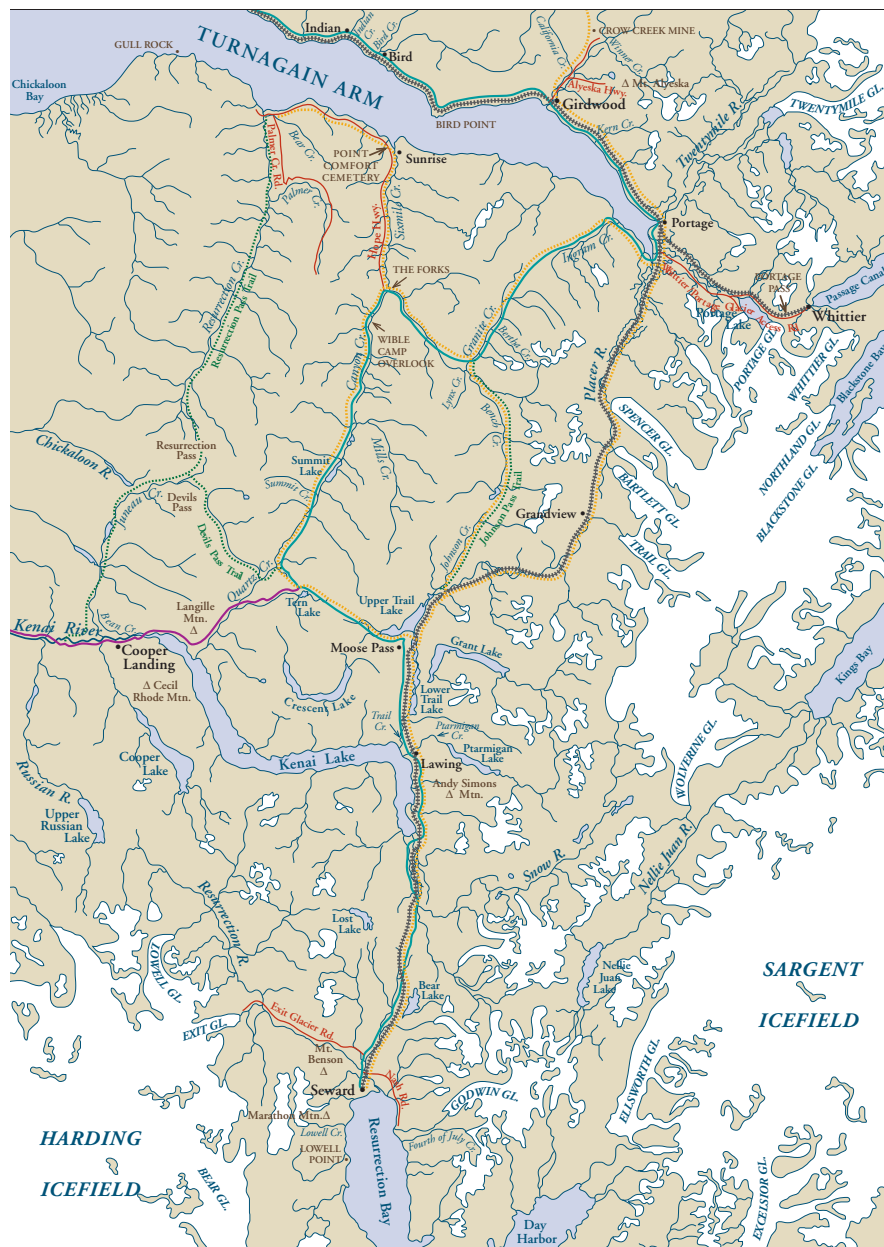
This management plan includes:



- Purpose and goals for the KMTA National Heritage Area
- Approach for establishing the KMTA National Heritage Area management plan
- Themes that emerged from planning meetings
- Heritage resource maps
- Short term and long term project goals
- Business Plan
- Partnership needs and opportunities
- Appendices and Resources

Participation in projects and programs is voluntary. Zoning and land-use decisions remain under existing governmental jurisdictions. No land enters federal control as a result of Heritage Area designation. Property rights are not affected.



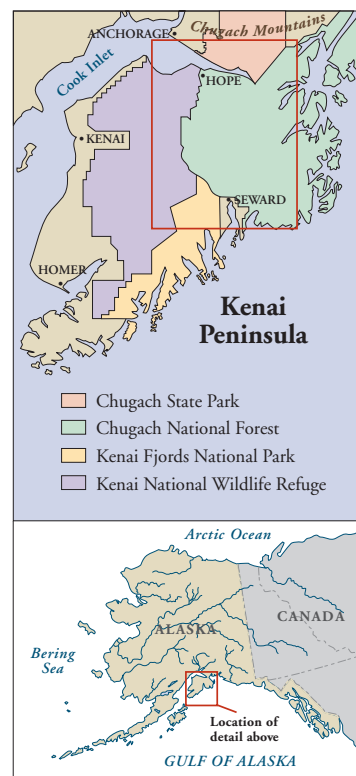


The Kenai Mountains-Turnagain Arm



- SEWARD HIGHWAY
- STERLING HIGHWAY
- SECONDARY ROADS
- TRAILS
- IDITAROD TRAIL NETWORK
- ALASKA RAILROAD

(©2005 Kenai Mountains-Turnagain Arm Corridor Communities Association; map by Kathy Doogan)



NOTE: This map shows the Kenai Mountains-Turnagain Arm Corridor. National Heritage Area boundaries and resources can be found on US Forest Service maps, Chapter 5.



Chapter 2

Purpose and Goals for the KMTA NHA Management Plan

The Spirit of Place

Perhaps like nowhere else on earth, Alaska's landscape is a force unto itself constantly shaping the lives of its people and communities they create. The Kenai Mountains-Turnagain Arm National Heritage Area encompasses a unique spirit of place in Alaska. From the geologic formation of this mountainous corridor to the development of modern transportation routes, the KMTA NHA embodies the dramatic force of nature as it intersects with the sometimes heroic endeavors of its human inhabitants. In her article "National Heritage Areas in the West," Brenda Barrett, former National Coordinator for Heritage Areas writes, "Heritage areas are large living landscapes where community residents have adopted a strategy to work collaboratively across both programmatic and political boundaries. They are places where communities have hammered out a common vision based on a region's shared heritage. . . . The goal is to conserve both natural and cultural resources, to maintain community vitality and to manage change without losing an area's spirit of place."



*Crow Creek Mine, Girdwood, Alaska
(Kaylene Johnson)*

The spirit of place in the KMTA NHA begins with the natural forces that created this land and is braided into the fabric of the lives of every generation that has lived here. The purpose of the KMTA NHA is to reflect and preserve the richness of this distinct heritage.



National Heritage Areas: A Briefing

The National Park Service (NPS) was created in 1916 as the Federal agency responsible for preserving nationally significant natural and historic resources for present and future generations. National Heritage Areas are one way the NPS carries out this mission. Through National Heritage Areas, the NPS assists the voluntary efforts of citizens and communities to protect and preserve natural, cultural, historic, scenic and recreational resources without acquiring the land itself. On a grassroots level, the NPS supports National Heritage Areas with funding, legal guidance, and technical assistance.

Since 1984, the National Heritage Areas program has been crafting a management model that relies on both the passion of grassroots advocates and the experience of National Park Service professionals. Each year, more and more regions seek recognition under the program, a testament to the desire of citizens to protect, preserve, and promote the living landscapes of America.

National Heritage Areas provide a mechanism for communities and citizens to :

Preserve and protect the cultural, natural, historic, scenic and recreational resources of an area
Promote the economy of the area by highlighting its nationally significant visitor attractions
Secure federal assistance funds to accomplish these purposes through the Department of the Interior

First inaugurated in 1984, with the designation of the Illinois & Michigan Canal National Heritage Corridor, the National Heritage Areas program now encompasses 49 areas, ranging from factory towns and city neighborhoods to farmland and battlefields.

March 2009 brought nine new National Heritage Areas into the program including Alaska's first National Heritage Area --the Kenai Mountains-Turnagain Arm NHA.



*Benny Benson, who lived in the Jesse Lee Home in Seward, won the contest to design Alaska's flag in 1926.
(Alaska State Library)*



Federal legislation that creates each National Heritage area also requires the NPS to enter into a cooperative agreement with a management entity to guide the management of the NHA for the next ten years. In the case of the Kenai Mountains-Turnagain Arm NHA, the managing entity is the KMTA Corridor Communities Association (KMTA CCA). The cooperative agreement governs the transfer of NPS appropriated funds to KMTA CCA and outlines each organization's respective responsibilities. [See Appendix 2: Cooperative Agreement.]

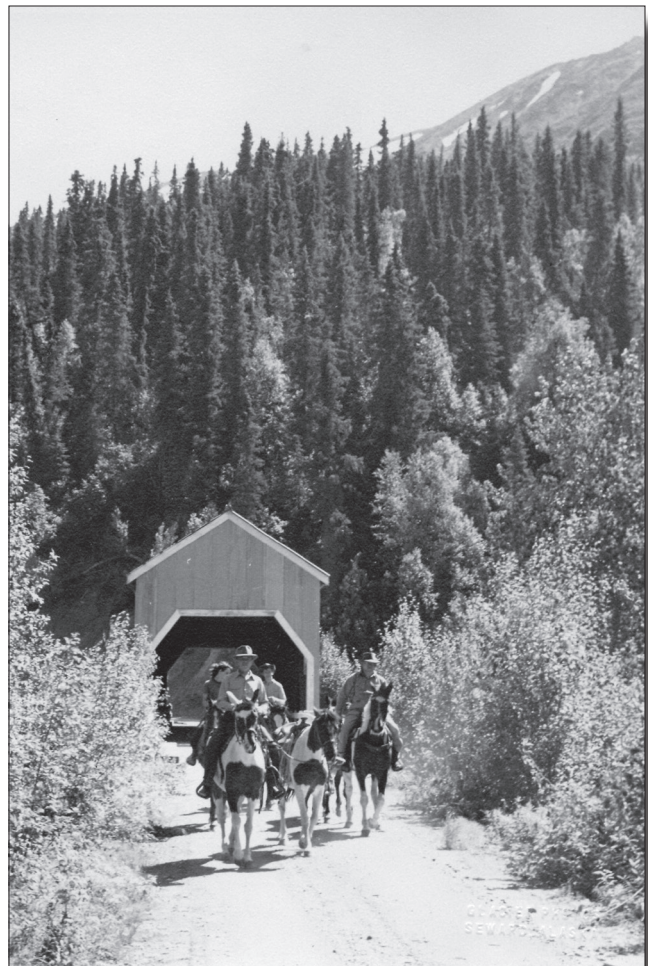
History of the KMTA NHA

In 1997, Jackie Sewell, Janet McCabe, Mona Painter, and other members of the Kenai Peninsula Historical Association discussed the National Heritage Area Program in the eastern US and how it might apply to Alaska's historical legacy. The group appointed Jim Richardson to chair a committee to study the possibility of National Heritage Area for Alaska's Kenai Peninsula.

In 2000, the committee formed its own non-profit organization – the Kenai Mountain-Turnagain Arm Corridor Communities Association. The main focus was on historic transportation through the Kenai Mountains and the Upper Turnagain Arm, including:

- Native trails
- Early explorer routes by land and water (Captain Cook)
- Russian explorers
- Gold rush trails by land and water
- The Iditarod trail
- Alaska Railroad
- Seward Highway
- Contemporary recreational trails and routes (skiing, snowmobiling, hiking, kayaking)

A map defining the area eventually included the communities of Bird/Indian, Hope, Girdwood, Whittier, Portage, Moose Pass, Cooper Landing, and Seward.



The covered bridge at Schooner Bend, built in 1929, was the northernmost covered bridge in North America and spanned the Kenai River near Cooper Landing. (Cooper Landing Historical Society)



KMTA CCA presented a public proposal to create a National Heritage Area, and received resolutions of support from 25 different groups in Alaska. Jim Richardson, Keith Tryek and others testified in Washington D.C. Although the bill passed the U.S. Senate twice, it did not pass the House.

While KMTA CCA worked on getting the bill passed, a Congressional appropriation for \$350,000 helped fund a number of projects within the proposed National Heritage Area. Local recipients were able to record interviews with long-time residents as

well as initiate preservation studies for future projects. Museums and historic parks were upgraded, and a book, *Trails Across Time: History of an Alaska Mountain Corridor*, by Kaylene Johnson, was published.

In 2009, the bill to create the Kenai Mountains-Turnagain Arm National Heritage Area passed both the Senate and the House. President Obama signed the bill into law on March 30, 2009.

Purposes of the KMTA NHA

The KMTA NHA's objectives are aimed to preserve, protect, and promote the cultural, natural, historic, scenic and recreational resources of the area. Neither this plan nor the designation as a National Heritage Area changes governmental jurisdictions and management plans. No land enters federal control as a result of being a Heritage Area and private property rights are not affected.

A number of specific themes detailing the purposes of the KMTA NHA emerged as a result of public meetings. These themes provide a framework and rationale for deciding how NHA funds will be disbursed. From these themes, the NHA board of directors developed criteria and a mechanism for organizations to apply for grant funding.



A Dena'ina family posed at their summer camp in lower Cook Inlet in 1901. (Anchorage Museum at Rasmuson Center)



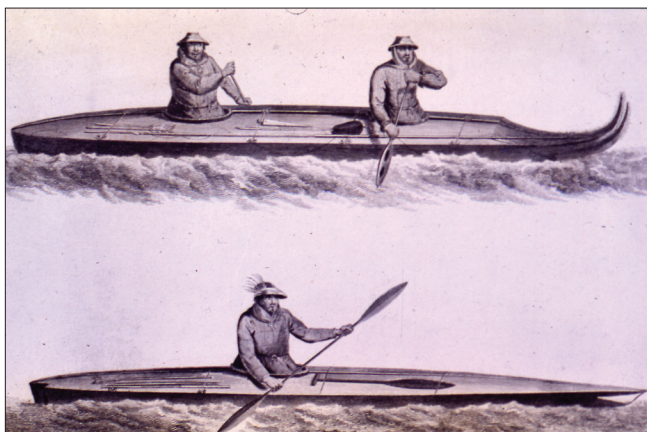
The development of themes will evolve as the KMTA National Heritage Area matures. Thus this management plan is a work in progress as communities decide how best to develop and promote their heritage resources. Through the course of community meetings the following themes became prominent:

- 1) Strengthen sense of community and identity through heritage resources
- 2) Restore/preserve historic trails and byways
- 3) Restore/preserve historic landmarks
- 4) Promote cultural, natural, historic, scenic and recreational resources through support of museums, educational programs, and published materials.
- 5) Create signage to tell the story of the KMTA NHA.
- 6) Educate the public, particularly school children, regarding the history and resources of the KMTA NHA.

A more detailed exploration of themes can be found in Chapter 3.

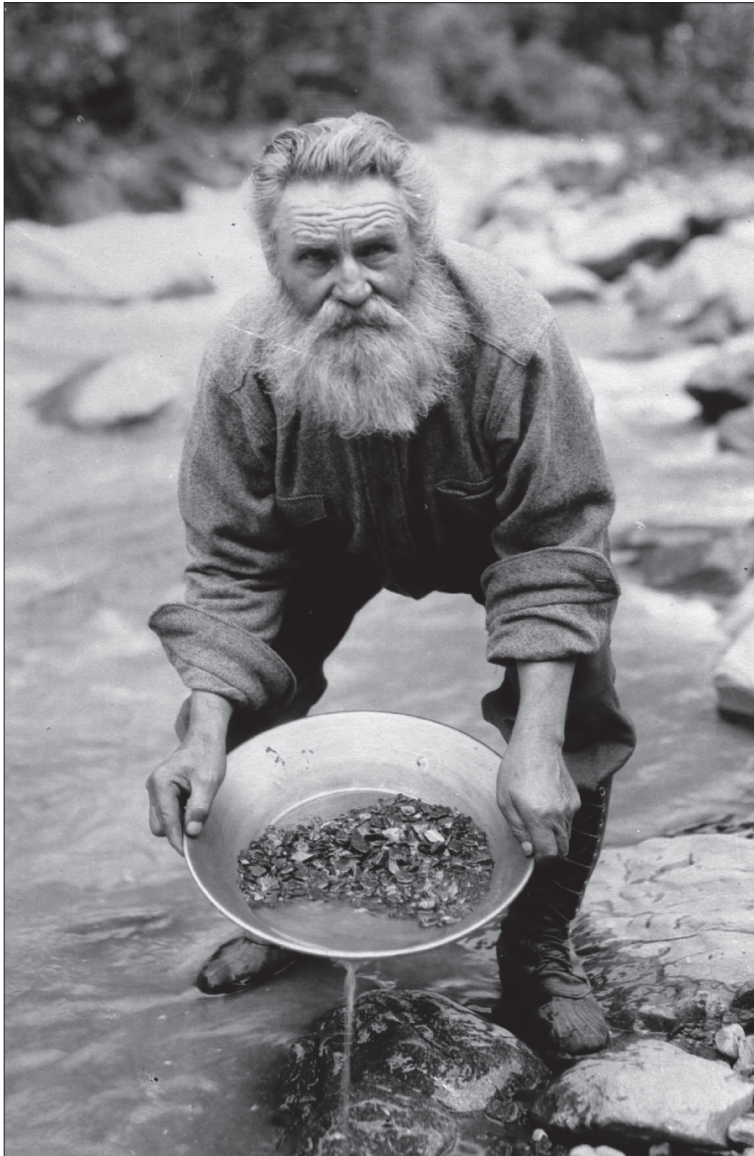
Partnerships

Success of this management plan is dependent on the partnerships that are in place and will continue to develop as a result of the National Heritage Area designation. Partnerships between the KMTA CCA and the communities, non-profit organizations, businesses, private enterprises and governmental agencies within the National Heritage Area are already well underway. Memoranda of understanding will be proposed between KMTA CCA and a variety of governmental agencies including the Chugach National Forest; State agencies; the Alaska Railroad; and the Kenai Peninsula Borough. Meanwhile, an energetic spirit of cooperation has already resulted in approval of a number of worthy National Heritage Area projects that are already underway.



Early people used skin boats to travel along the coastline and along the rivers of the Kenai Mountains-Turnagain Arm National Heritage Area. (Anchorage Museum at Rasmuson Center)



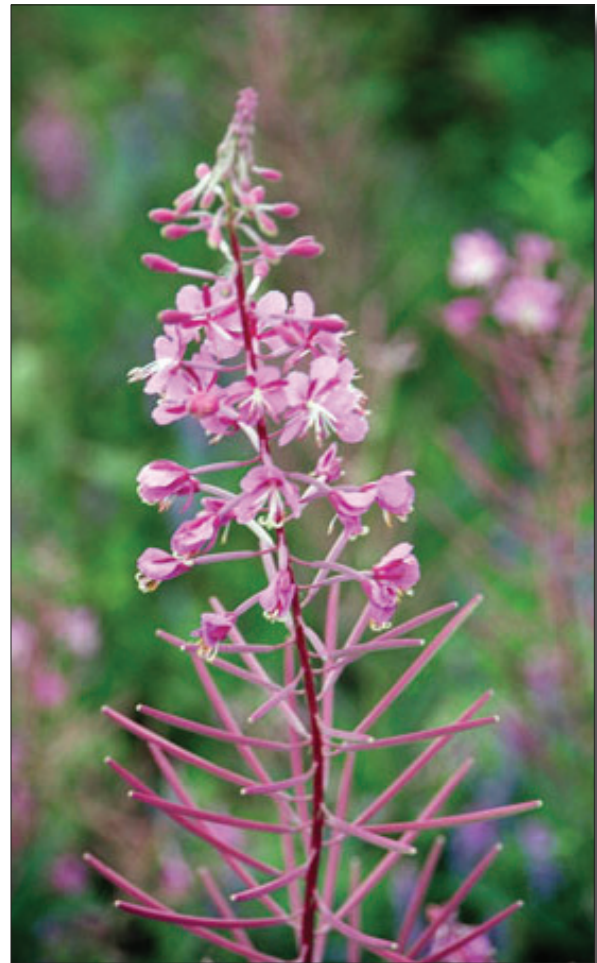


Gold discovered in Canyon and Mills Creeks brought thousands of prospectors to the KMTA area. (Alaska State Library)

Chapter 3

Management Plan Approach

The KMTA Corridor Communities Association (KMTA CCA) was incorporated in May, 2000, to recognize, preserve, and interpret the historic resources and cultural landscapes of the Kenai Mountains-Turnagain Arm transportation corridor. The KMTA CCA fosters planning and partnerships among the communities within the KMTA National Heritage Area, as well as among individuals, businesses, borough, state, and federal agencies to promote the preservation and public enjoyment of these resources. The association receives and administers funds, appropriated by Congress and other sources, to support programs and projects that recognize, preserve, and interpret the Kenai Mountains-Turnagain Arm's rich heritage.



(Kaylene Johnson)

The management plan approach for the KMTA NHA stemmed from a series of public meetings held in 2010. These meetings were an opportunity for the communities within the National Heritage Area to express their vision of how the NHA designation could preserve and promote each community's legacy to the area. The KMTA CCA began by appointing additional board members so that a cross-section of communities in the Heritage Area is represented. Each community was invited to give input and apply for grants so that NHA funding could equitably support a collective and community-based vision across the area.

Goal of the Kenai Mountains-Turnagain Arm National Heritage Area

The goal of the KMTA NHA (and thus this management plan) is to recognize, preserve, and interpret the historic, scenic, and natural recreational resources and cultural landscapes of the Kenai



Mountains-Turnagain Arm historic transportation corridor, and to promote and facilitate the public enjoyment of these resources.

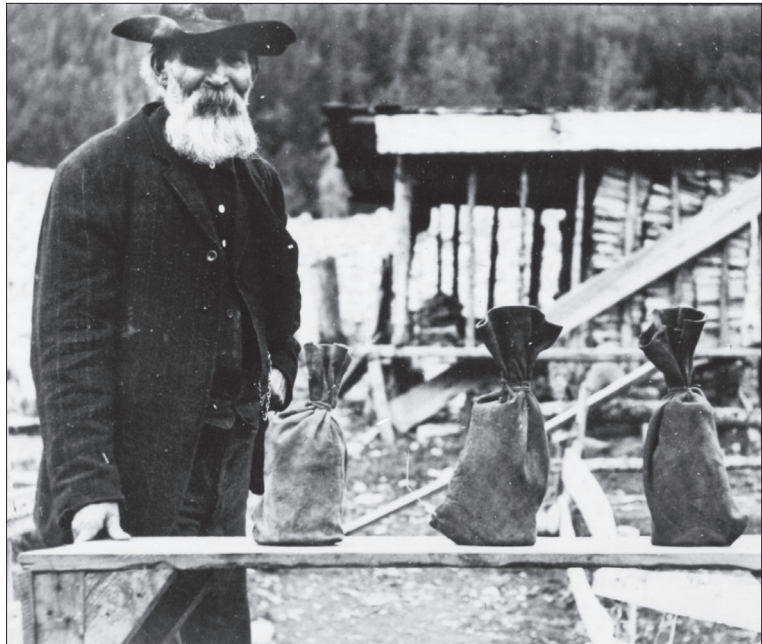
Themes of the Kenai Mountains-Turagain Arm NHA

A number of specific themes detailing KMTA NHA purposes emerged as a result of public meetings, email correspondence, letters and conversations with residents within the KMTA area:

- 1) Strengthen sense of community and identity through heritage resources
- 2) Restore/preserve historic trails and byways
- 3) Preserve and promote historic landmarks including Native sites
- 4) Promote cultural, historic, natural, scenic and recreational resources through support of museums, educational programs, and published materials.
- 5) Create signage to tell the story of the KMTA NHA
- 6) Educate the public, particularly school children, regarding the history and resources of the KMTA NHA.

1) Strengthen Sense of Community and Identity through Heritage Resources

Many of the communities within the National Heritage Area are small. Seward, the largest community in the NHA has a population of less than 3000 people. Other communities – like Portage – number their residents by the handful. Even so, the unique heritage of each community is something its residents are eager to support and promote. Communities who attended these meetings look forward to establishing and/or promoting their identities within the framework of the National Heritage Area. For example, the town of Whittier was built largely by the military, and its identity is wrapped closely with the history of World War II. The town of Hope, on the other hand, developed as a result



Robert Mathison displays the 385 ounces of gold collected in just 58 days of placer mining near Hope, Alaska in 1898. (Hope and Sunrise Historical Society)



of mining activity, and its identity is tied closely to the Turnagain Arm Gold Rush. Portage is a community whose identity has diminished since the 1964 Good Friday earthquake when the coastline along Turnagain Arm dropped as much as nine feet. Portage's community council is eager to re-establish Portage as an identifiable community in the Kenai Mountains-Turnagain Arm National Heritage Area. As each community fosters its own identity, common threads of history are woven throughout the fabric of the area. Native culture, mining history, the Good Friday earthquake of 1964, and World Wars I and II all had significant impact on the entire region.



The L.J. Perry maneuvered the shallow, low tides of Turnagain Arm to deliver people and supplies to Hope, Sunrise, Girdwood, and Bird Creek, providing a link to Anchorage, Knik, and other points north. (UAF Elmer E. Rasmuson Library)

2) Restore/Preserve Historic Trails and Byways

All communities embraced the concept of restoration and/or preservation of historic trails and byways in the KMTA NHA. Many of the trails, rails and roads through the KMTA corridor were first routes used by Native peoples, the Russians, and early explorers. The following means of transportation were important in the development of the region and constitute a key theme in current and future work of the KMTA National Heritage Area:

- Native trails
- Discovery of Turnagain Arm by early explorers
- Gold rush trails by land and water
- The Iditarod Trail (A National Historic Trail)
- Alaska Railroad (A State Scenic Byway)
- Seward Highway (A National Scenic Byway and Alaska's All-American Road)
- Contemporary, recreational trails and routes (skiing, snowmobiling, hiking, kayaking)

Of particular interest to communities throughout the KMTA National Heritage Area is the restoration of the Iditarod Historic Trail network. Efforts are already underway through the Iditarod Historic Trail Inc., the National Park Service, the US Forest Service, the Bureau of Land Management, and several communities and organizations along the corridor. Overlapping this network of trails is the



proposed restoration of historic cabins in the area. All of these worthy efforts are well suited to the goals of the National Heritage Area.

3) Preserve and Promote Historic Landmarks including Native Sites

A key concern of communities throughout the region was the need to preserve historic landmarks that are quickly being eroded by time and the elements. The city of Sunrise is a good example of how quickly the landscape can reclaim what was once a bustling community. In 1898, Sunrise was briefly the largest city in Alaska when the Turnagain Arm Gold Rush brought prospectors north to seek their fortunes. All that remains of Sunrise today is a small cemetery. An important theme of the KMTA NHA is to preserve remaining historic landmarks before they too recede into memory. For example, the Hope Social Hall, a focal point of the community, has been in use since its construction in 1902. The Social Hall is in dire need of a new foundation. KMTA CCA supports efforts to assure that this historic treasure remains in use for generations to come.

Native sites and cultural resources need to be preserved and protected within the National Heritage Area. Before the arrival of early explorers, the Russians, or American prospectors, the KMTA NHA was a transportation corridor for the indigenous people of Alaska. With the natural bounty of the land and sea, the area was also a good place to settle. The ways and waypoints of Alaska Natives provide a foundational theme of the area's heritage and will be included as part of the overall plan for development of the National Heritage Area.

4) Promote Cultural, Historic, Natural, Scenic and Recreational Resources through support of museums, educational programs, and published materials.

This broad theme has the consensus of all KMTA communities that participated in public comment. These communities look forward to forging partnerships that will promote their community's cultural, historic, natural, scenic and recreational resources. Community members were appreciative of the grass-roots approach of the National Heritage Area program. They would like visitors to develop a deeper understanding of their communities' history and a better appreciation for the heritage of the area.

Museums are one way to promote cultural and historic resources. The KMTA NHA is home to seven museums. (Although the Anchorage Museum at Rasmusson Center lies outside the boundaries of the KMTA NHA, it bears mentioning because it is a rich repository for the corridor's history.)



Anchorage Museum at Rasmuson Center
121 West 7th Avenue
Anchorage, AK 99501
(907) 343-4326

Begich Boggs Visitor Center
800 Portage Lake Loop
Portage, AK 99587
(907) 783-2326

Alyeska Resort Round House Museum
100 Arlberg Ave.
Girdwood, AK 99587
(907) 783-2383

Hope & Sunrise Historical and Mining Museum
Old Hope Road
Hope, AK 99605
(907) 782-3740

Cooper Landing Historical Society and Museum,
Mile 48.7 Sterling Hwy.
Cooper Landing, AK 99572
(907) 595-3500, (907) 598-1042

Prince William Sound Gateway Museum
Anchor Inn
100 Whittier Street
Whittier, AK 99693
(907) 472-2354

Resurrection Bay Historical Society
Seward Museum
336 3rd Avenue
Seward, AK 99664
(907) 224-3902



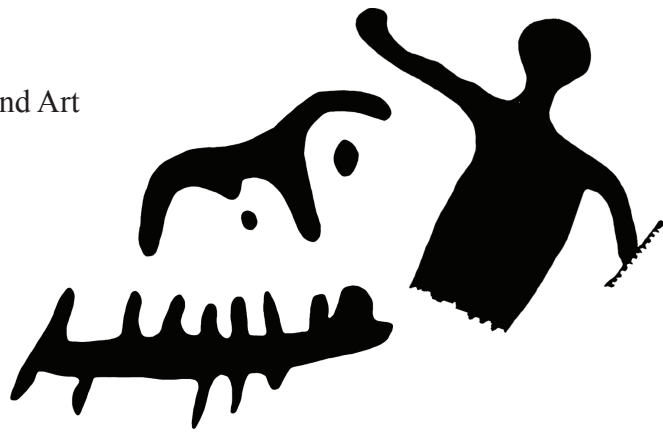
Harry A. Johnson, a trapper, hunter and avid photographer, arrived in Alaska in 1904. His cabin in the Kenai Mountains is listed on the National Register of Historic Places. (Hope and Sunrise Historical Society)



Chugach Museum and Institute of History and Art
Third and Washington Street
Seward, AK 99664
(907) 563-8866

The KMTA NHA supports the efforts of these museums to preserve and promote the cultural and historic resources of the KMTA corridor. One project already underway is the development of a Seward

Library Museum. Plans are being developed to combine both the Seward community library and the Seward Museum to better promote and preserve the heritage of this largest city in the KMTA NHA. Another project underway is the digitization of historic photographs at the Hope & Sunrise Historical and Mining Museum.



Petroglyphs (Darin Yates, Chugach Alaska Corporation)

Museums are only one means to accomplish the broad theme of promoting knowledge and appreciation of cultural, historic, natural, scenic and recreational resources. Educational programs and published materials are another way to further the goals of the National Heritage Area. The KMTA CCA hopes to develop a curriculum for schools that educate school children about the rich and significant history of the KMTA National Heritage Area.

Heritage resources can also be preserved and promoted by recording the stories of Alaskan pioneers, providing educational programs, and publishing materials that tell the story of the area. Efforts are already underway to that end. The Whittier Museum is interviewing Alaskan pioneers and developing museum displays about their lives and achievements.

The award-winning KMTA NHA web site (KMTACorridor.org) also provides information and maps of the area. The “Alaska App,” a smart-phone application, has an educational audio tour which is downloadable from the KMTA website.

5) Create Signage to Tell the Story of the KMTA NHA

A theme that overlaps all other common themes in the KMTA NHA is the creation of signs that acknowledge and tell the story of the area’s heritage. Carefully located signage along the region’s transportation routes will help promote the KMTA NHA by interpreting the historical significance not only of landmarks, but also the landscape. For example, while no historic structures remain



at Bertha Creek, the story of Bertha Ford Whittaker is a compelling tale of gold rush dreams and hardship on the Last Frontier. Signs along the KMTA National Heritage Area can help tell these stories. In partnership with the Alaska Department of Transportation, signs will be planned and located to maximize safety and minimize impact on the natural landscape, as well as interpret the National Historic Area.

This theme includes the creation of landmarks that commemorate historical events, features, and people. For example, the Iditarod 100-Year Monument in Seward celebrates a trail system that began as a mail trail from Seward to Nome.

Dog teams became the northern equivalent of the Pony Express, a way to transport mail, people, and freight across a rugged land. This monument acknowledges the hardy dogs and handlers who, through their travels, linked communities across Alaska. In its first year of funding, KMTA NHA was happy to support the creation of this important monument.



(Cooper Landing Historical Society)

6) Educate the public, particularly school children, regarding the history and resources of the KMTA NHA.

The KMTA CCA hopes to develop a classroom curriculum for school children on the history of the National Heritage Area. What better way to preserve and promote the treasure of the National Heritage area than to pass the legacy on to the next generation? This curriculum would be an interactive and relevant addition to any Alaska studies educational program. The development of any curriculum would be done in partnership with the Kenai Peninsula Borough School District and align with Alaska Department of Education content and performance standards.

Building on These Themes

The themes that emerged from public meetings will help the KMTA CCA to prioritize funding for National Heritage Area projects in the Corridor. The themes listed above provide a reference by which all project proposals will be considered.



Another consideration will be the initiative of the communities themselves, with funds being dispersed equitably and geographically across the KMTA National Heritage Area. While all communities are invited to apply – and board members will encourage applications from the communities they represent – the communities and strong partnerships within communities must actively initiate projects, and then see their projects through to completion.

Along with grants for community projects, the CCA will also offer grant funds for area-wide projects that include and/or represent the entire KMTA NHA area. For example, “The Alaska App” project, a mobile tour guide for smart-phones completed in 2010, was a project that encompassed the entire KMTA National Heritage Area. This successful partnership between the KMTA CCA, the Kenai Peninsula Tourism and Marketing Council and the Alaska Channel created a free educational package including audio tour and maps of the area for internet and smart-phone users.

Other area-wide projects are underway including development of school curriculum, and area-wide signage throughout the National Heritage Area.

Further discussion about the distinction between “Community Projects” and “Area-wide Projects” can be found in Chapter 7, **Upcoming Projects/Programs**.

The themes that emerged from the public meetings will help direct the priorities of the KMTA CCA to fund National Heritage Area projects within the Corridor. These themes are listed in the previous section and provide a reference point by which project proposals will be considered.

In addition, NEPA and Section 106 requirements must be followed to minimize any potential damage to the environment or cultural resources, and to comply with the law.



(Kaylene Johnson)

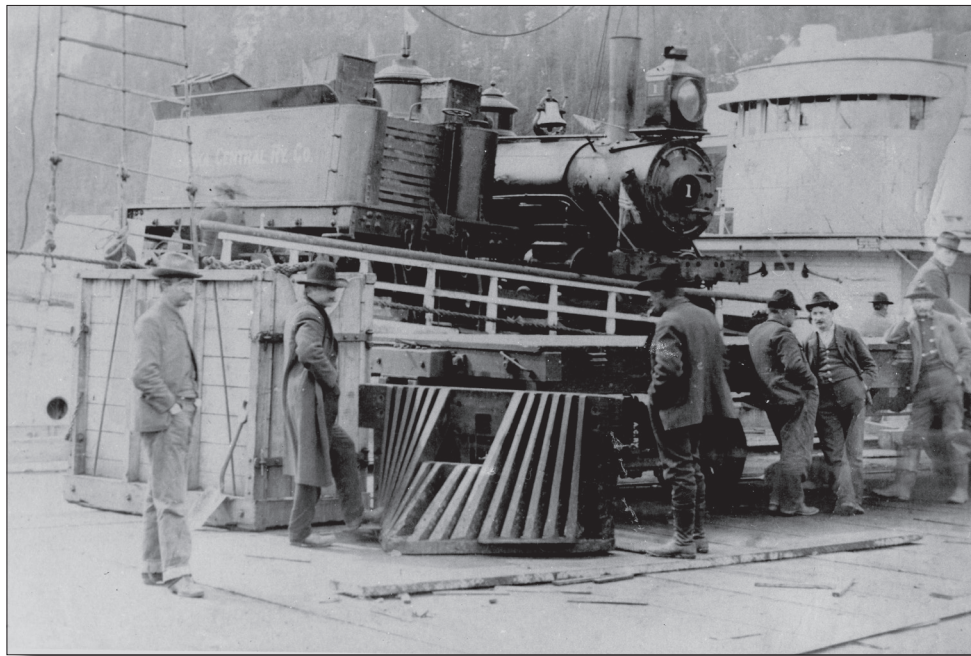


NEPA Considerations

The KMTA CCA recognizes the importance of NEPA (National Environmental Policy Act) and Section 106 of the National Historic Preservation Act, and the impact of these laws when implementing the KMTA NHA management plan. As the management entity of the KMTA National Heritage Area, the KMTA CCA is primarily a facilitator and does not directly execute the projects and programs that it supports. Partners who initiate projects are expected to fulfill all requirements for use of public lands and resources. The KMTA CCA will work with the US Forest Service, the National Park Service, and Alaska's State Historic Preservation Office and partners to assure that these requirements are met.

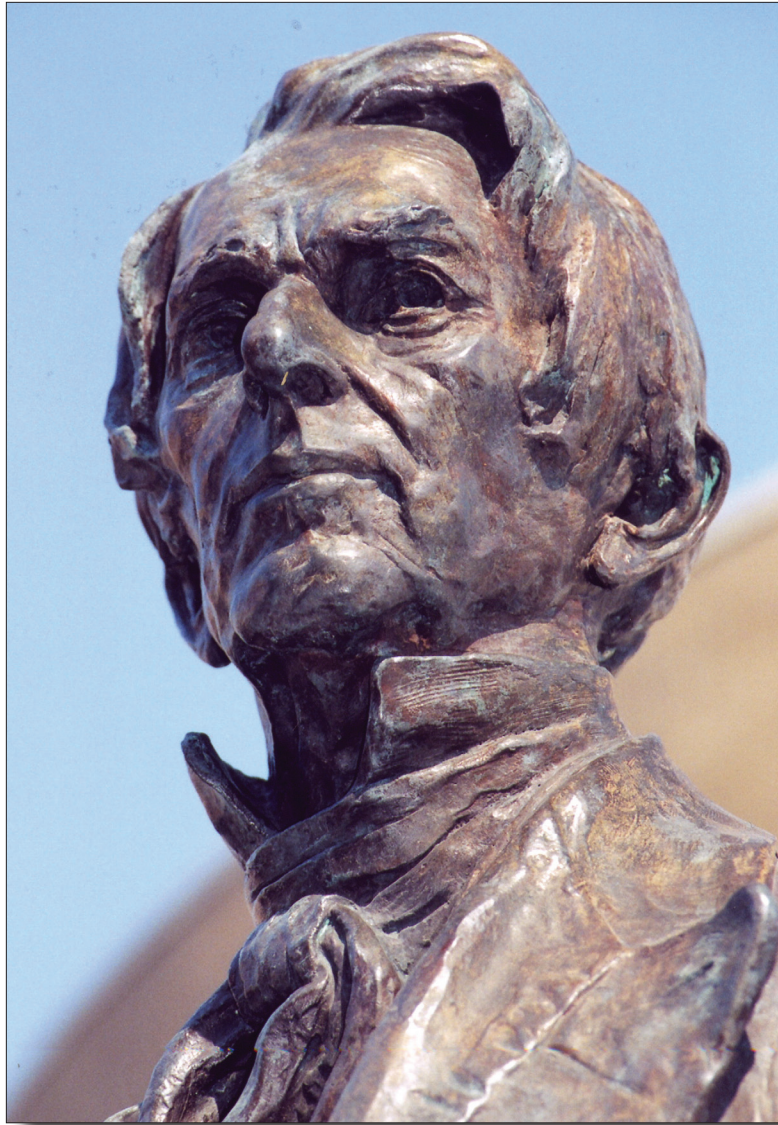
Federal organizations involved as partners (National Park Service, US Forest Service) already maintain separate environmental compliance staffs to navigate the NEPA process. The KMTA CCA anticipates little or no involvement with the federal organization's NEPA compliance as it has no legal authority to make determinations/decisions on their behalf.

For all other partners, the KMTA CCA will monitor sources of funding. For projects that may receive federal funding, the KMTA CCA will assist partners to ensure full NEPA compliance.



The first engine of the Alaska Central Railway delivered to Seward in 1904, was originally built for the Northern Pacific in 1883. It was later used by the Alaska Northern and the Alaska Railroad. (Anchorage Museum at Rasmuson Center)





The City of Seward is named after William H. Seward, secretary of state under Abraham Lincoln. Seward secured the purchase of Alaska from Russia in 1867 for \$7.2 million.

Chapter 4

Communities in the Kenai Mountains-Turnagain Arm National Heritage Area

The following communities are located within the boundaries of the KMTA NHA. These brief descriptions provide a small snapshot of the many heritage resources within of each of these communities.

Seward

Glacier-clad mountains rise up around Seward, a historic community nestled at the head of Resurrection Bay. Since earliest times, the “Gateway City” has been a transportation hub, a place to access Alaska’s many treasures. The area was once a crossroads for the Unegkurmiut Eskimo, akin to the Sugpiak/Alutiiq people of Prince William Sound.

In 1792, when Alaska was a Russian colony, Alexander Baranov sailed into the bay seeking shelter from a storm. It was the Russian Orthodox Sunday of the Resurrection, so Baranov named the cove Resurrection Bay. He later built a ship-building yard where he and his men constructed the schooner Phoenix.

Frank and Mary Lowell settled in the area in the early 1880s. Frank eventually abandoned Mary, but she and her nine children built a life gardening, raising foxes, staking gold claims, and forwarding mail from monthly steamships to the Turnagain Arm gold fields.

The city of Seward’s birth date is August 28, 1903, the day that John Ballaine and 82 pioneers arrived to build a railroad north to Alaska’s resource-rich interior. The new community was named Seward



The only known photograph of Seward's First Lady, Mary Lowell (fifth from the right). (Resurrection Bay Historical Society.)



after Secretary of State William H. Seward, who had negotiated the purchase of Alaska from Russia in 1867. The first spike of the Alaska Central Railway was driven in Seward on May 4, 1904. The Iditarod Trail system, also originating in Seward, provided a winter dogsled route through the Kenai Mountain-Turnagain Arm National Heritage Area to Alaska's interior gold fields beginning in 1910.

Today, with a population just under 3,000, Seward continues as a transportation hub. It is the southern terminus for the Alaska Railroad and a destination of cruise ships traveling the Inside Passage. The 127-mile Seward Highway links this picturesque town with Anchorage and the interior. Buses offer daily round-trip service between Seward and Anchorage. A bus line also connects with Soldotna, Kenai, and Homer. Seward serves as a ferry stop for the Alaska Marine Highway System. Seward also has a small airport.

Home to nearly a dozen National Historic Sites, Seward is steeped in history, much of which is showcased at the Seward Museum on Third Avenue. Other historical sites include the Founder's Monument on Ballaine Boulevard; Milepost 0 on Railway Avenue commemorating the Iditarod National Historic Trail; and the Benny Benson Memorial, a tribute to the 13-year-old Native youngster who designed the Alaska flag in 1927. Seward is also the site of the famous Fourth of July Mount Marathon race, a contest that began as a bet between two sourdoughs more than 70 years ago. The modern Alaska Sea Life Center sits on the shores of Resurrection Bay. Sick or injured marine animals are cared for at the center, while exhibits educate the public about Alaska's marine ecosystems. Seward's scenic small boat harbor is the starting point for sport fishing and other water-oriented tourist activities. The harbor is also the gateway to the stunning Kenai Fjords National Park.

Moose Pass

This scenic community is tucked in the Kenai Mountains along the shoreline of Upper Trail Lake. Moose Pass served as a transportation crossroads since its earliest settlers arrived by dogsled. Oscar Christensen and Mickey Natt came to the area by horse and dog team in 1909. The log cabin and log roadhouse they built served as an inn and supply house for prospectors headed for the gold fields of the north. The original Iditarod Trail was blazed through the area in 1910 and 1911. By 1912, Moose Pass was the site of a railroad construction camp. While many miners passed through Moose Pass on their way to other gold prospects, some stayed to develop local mines such as the Crown Point Mine, East Point Mine, and Falls Creek Mine. Silver and zinc were also mined in the area.



(National Park Service)



After Christiansen and Natt built their roadhouse, entrepreneurs built sawmills to supply timber for local construction. The railroad had a never-ending need for hemlock ties. Residents also used lumber to build homes, and miners needed wood for nearby mining operations.

The train began mail service around 1927, with sacks of letters and parcels tossed haphazardly out of the rail car. Sorting and delivering the mail was sometimes left to chance, which prompted the ire of local residents. In 1928, Leora Estes Roycroft took charge of the mail, became the first postmaster, and officially christened the community “Moose Pass.” The mail was delivered to Moose Pass by train until 1939, when service was switched to a highway carrier.

A pioneering family of the community, the Estes family provided the first electricity for the community of Moose Pass. They purchased the local grocery store, which had been in operation since the 1930s and is still in use today. The present store is part of two buildings that were joined together, with one half, part of an old roadhouse. The current counter was at one time part of the roadhouse bar. In *Alaska's*



Estes Grocery in Moose Pass. (Kaylene Johnson)

Kenai Peninsula: The Road We've Traveled, historian Ann C. Whitmore-Painter writes, “Locals say an old-timer died at a barstool there and haunts the store today.” ‘Al’ is a friendly ghost, however.

Today, the community has a population of 200 and is the site of the Annual Moose Pass Summer Solstice Festival, an event that takes place every June.

Cooper Landing

The Cooper Landing area is rich in native and pioneer history. Close to the confluence of the Russian and Kenai Rivers, Cooper Landing is the traditional home of the Kenai Peninsula’s Native population (Kenaitze Indian Tribe). Depressions where Native semi-subterranean houses once stood can still be seen throughout the area.

The gold rush to Cooper Creek and the northern Kenai Peninsula between 1896 and 1912 brought an influx of people, some of whom settled in Cooper Landing. In 1910, Charles Hubbard built a gold dredge downriver from the mouth of Cooper Creek on the Kenai River. By that time, however, gold was beginning to dry up, and miners wanting to stay in Cooper Landing had to diversify. Many



became big-game guides, trappers, and fur farmers. Others subsisted on hunting, fishing, and gardening.

Families instrumental in settling the community were George Towle and his sons, Tom, Ben, and Frank; Charles and Beryl Lean, their son Clements (Nick) and Charles' brother Jack Lean; and Duncan McGregor Little.



(Cooper Landing Historical Society)

Cooper Landing was connected to Kenai by road in 1948 and to Anchorage in 1951. The area has been designated as a National Historic District by the National Park Service. The Cooper Landing Museum, at Milepost 48.4 of the Sterling Highway which opened in 2003, highlights local mining history and the area's pioneers. The museum site's four historic buildings include the Cooper Landing Post Office.

Today summer tourism and recreation fuel the area's economy. Called the "Gem of the Kenai Peninsula," Cooper Landing hosts the annual Festival of the Forest to celebrate the creation of the Chugach National Forest in 1907.

Hope

Hope and nearby Sunrise sprang up in 1895 as supply centers for miners who stampeded to the area during the Turnagain Arm Gold Rush. Business was brisk at Hope by 1898, so the Alaska Commercial Company opened a store, one of many trading posts or "stations" throughout Alaska and the Yukon.

In 1902, miner Ed Crawford built a cabin that would, beginning in 1904, serve as Hope's first school house. The community came together to build a social hall in 1902. The large log building still serves as the town's community center. At the time, the bustling town was reportedly home to "200 men, 2 white women, and 1 native woman." These numbers did not include the hundreds of prospectors scattered throughout the creek drainages in the area, looking to make it rich in gold country.

A small group of Athabaskans, headed by Chief Affanasy, lived nearby on Bear Creek. Their boat and trail packing services were in great demand, as were their surplus fish, game meat and fur



garments.

The mining district was growing crowded. Most of the best claims had already been staked. So when news of the Klondike gold strike arrived, many prospectors headed for the Yukon. Miners that stayed worked first with pick and shovel and later with hydraulic mining equipment. The larger mining operations provided paying jobs but drove away many small independent miners.

By 1906, the Hope and Sunrise districts had produced more than \$1 million in gold, but the boom was over. Only 35-40 people wintered in Hope in 1910-1911.

Unlike Sunrise, Hope survived the dwindling gold production. Resurrection Creek's sunnier location attracted permanent settlers to take up residence at Hope rather than Sunrise which sat in the shadow of the Kenai Mountains. Residents took up hunting and fishing and grew spectacular gardens. Some worked as guides and others worked on boats that ferried freight and people across Turnagain Arm and Cook Inlet.

Today Hope is considered the best preserved gold rush community in Southcentral Alaska. Many of the historic buildings are still in use. The Hope and Sunrise Historical and Mining Museum is now home to the Bruhn-Ray mining structures that were moved from the Canyon Creek area by the Alaska Department of Transportation. A bunkhouse, blacksmith shop, and barn, restored by the Hope and Sunrise Historical Society, give visitors a flavor of the early years. Hope's original schoolhouse has been restored to replicate its 1904 appearance when teacher, Oskar Grimes, instructed his small group of students of many ages and backgrounds.



Carl Clark kept a pet moose for a time on his homestead in Hope. (Hope and Sunrise Historical Society)

The museum also features artifact sheds with early equipment used in mining and farming. Visitors can see remnants of daily living, old newspapers, and photographs of early pioneers inside the log museum. Hope is currently home to about 130 residents and is listed on the National Register of Historic Places as a historic district.



Sunrise

In 1898, Sunrise was briefly the largest city in Alaska. Today the gold rush town is just a memory, a ghost of the days when the Turnagain Arm Gold Rush brought prospectors north to seek their fortunes.

Springing up along the banks of Sixmile Creek in 1895, the town was organized and platted as Sunrise City in May 1896. Miners arrived by shallow-draft boats from Turnagain Arm and worked the Canyon, East Fork, Mills, and Lynx Creeks. A tram road built in 1899 linked the townsite with the docks and warehouses at the mouth of Sixmile Creek. During the peak of the gold rush the town's population surged to 2,000 people.

As Sunrise grew crowded, latecomers were forced to build cabins and pitch tents on the hillsides west and east of town. A commercial ferry operation carried people by boat between the Sunrise townsite on the west bank of Sixmile Creek and the cabins on the east bank.

When the Turnagain Arm Gold Rush began to die down, Sunrise continued to be an important waypoint for the Iditarod Trail system that linked Seward with other mining camps to the north such as Knik, Iditarod, and Nome. During summers, packers carried supplies from milepost 34 of the Alaska Northern Railway over Johnson Pass to Sunrise where supplies were transferred to boats and then ferried across Cook Inlet to Knik. During the winter, supplies were transported by dog team along the railroad route to Kern – where the rails ended – and then overland across Crow Creek Pass and on to Knik. When railroad construction extended the rails to the Matanuska and Knik area in 1916, the summer traffic on the wagon road over Johnson Pass to Sunrise all but ended. This new rail link contributed to Sunrise's decline. By the 1930s only one resident, Mike Connolly, lived in the area.

Today, all that remains of the bustling community of Sunrise is a cemetery. The Point Hope Cemetery is located off an unmarked dirt road at approximately milepost 8.5 of the Hope Highway. The cemetery has been restored by the Hope and Sunrise Historical Society, Dennis Sammut, private owner of the old Sunrise townsite, historian Rolfe Buzzell, and other volunteers. New grave markers were replaced with replicas of the originals. Workers constructed a cedar fence around the cemetery, and the white picket fence around the "Baby Smith" gravesite was restored.



All that remains of Sunrise is a cemetery. (Kaylene Johnson)



Whittier

Whittier is a gateway to Prince William Sound and a launching point for day cruises, sea kayaking, and other adventures. Whittier is perched at the end of a 12.4-mile branch line that connects Prince William Sound with the main railroad line and the highway system along the Turnagain Arm. The town was originally built by the U.S. Army as a deep-water port and railroad terminus to transport fuel and other supplies during World War II. This second deepwater port was built in case the port at Resurrection Bay in Seward ever fell under attack. At the height of military activity, the community of Whittier was a bustling town of more than 1,000 people. The Prince William Sound Gateway Museum includes excellent displays and rare artifacts from the World War II era.



(Kaylene Johnson)

Whittier's current population is only about 182. Before 2000, the only land access to Whittier was by train. The Anton Anderson Memorial Tunnel is now a combination highway and railway, allowing cars and trains to take turns traveling to Whittier.

Portage

The 1964 Good Friday Earthquake devastated communities in the KMTA National Heritage Area. The coastline along Turnagain Arm dropped by as much as nine feet, forcing communities like Portage and Girdwood to relocate further inland. The remains of Portage's early buildings can still be seen along the Seward Highway.



(Kaylene Johnson)

At the head of Portage Valley, at the end of scenic Turnagain Arm, lies the Begich, Boggs Visitor Center. The center showcases the living glaciers that continue to carve the landscape and shape life in the Chugach National Forest. Built on the remnants of a terminal moraine left by Portage Glacier, the Visitor Center is staffed with Forest Service interpreters and provides programs on the historical and natural wonders of the valley. Along with interactive exhibits, the center features the award-winning film, "Voices From the Ice."



Another recreational attraction in Portage is the Alaska Wildlife Conservation Center. The center offers visitors a close up view of a wide variety of Alaskan wildlife in a spacious setting close to their natural habitat.

Girdwood

Glacier City sprung along the banks of Glacier Creek to supply bed, food, and drink to miners and travelers in the 1890s. When James Girdwood, a well-to-do Irishman, arrived in 1900, Glacier City had one main street, a few log cabins, and a number of tent frames. Girdwood proceeded to stake several claims above Crow Creek Mine.

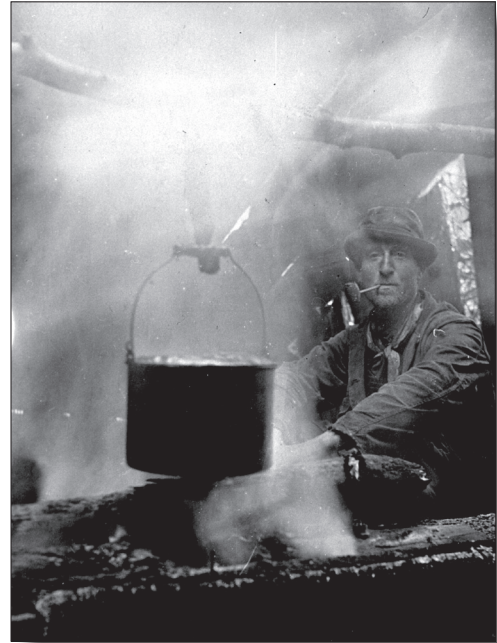
Known affectionately as “Colonel,” Girdwood was so well-regarded by the miners in the area that they eventually changed the name of the community from Glacier City to Girdwood. By 1917, the town had become a recreation hub for miners – of the 16 buildings then standing, five were saloons.

While mining prompted the creation of Girdwood, the development of transportation kept the community alive as the Turnagain Arm Gold Rush died down. Dog teams and their handlers stopped in Girdwood as they traveled the Iditarod Trail from Seward to the new gold fields of Iditarod and Nome. Several sawmills in the area cut ties for the tracks being laid down during the construction of the Alaska Railroad. Workers for the railroad and later road crews for the Seward Highway used Girdwood as a construction camp.

In 1954, eleven local men formed the Alyeska Ski Corporation and by 1959 the first chairlift and day lodge provided the beginnings of what would someday become an international ski resort. Constructed in 1960, the Roundhouse housed the original bull wheel for Chair One, and became home to the Alyeska ski patrol.

The land around Girdwood sank eight feet during the earthquake of 1964. The waters of Turnagain Arm rushed in and flooded the town, forcing residents to relocate two miles up the valley.

Today, the Alyeska Prince Hotel, a 60 passenger aerial tramway, and world-class skiing bring visitors



*In 1896, Chris Spillum and his partners became known as the Crow Creek Boys.
(Anchorage Museum at Rasmuson Center)*



from all over the world to Girdwood. The Roundhouse Museum at the top of the tram highlights the history of the region. The viewing deck surrounding the Roundhouse offers spectacular views of Turnagain Arm and Girdwood Valley. Even so, the community retains its small-town charm, a place rich with history and the colorful folks who call it home.

Indian/Bird Creek

A handful of miners staked claims on Bird Creek in 1897. When the census was taken in 1900, six miners lived at Bird Creek. Bird Creek miners recovered barely enough to meet their expenses. Although mining was a bust, construction of the railroad stimulated the growth of this small settlement. In 1909, a sawmill was moved from Glacier Creek (Girdwood) to Bird Creek to provide timber and piling that would extend the railroad from Kern Creek west along Turnagain Arm. The sawmill employed 35 men, ten horses and a donkey engine. Weekly mail service from Seward over the trail to Iditarod and Nome began in 1914. The Iditarod Trail over Crow Pass was often windy and avalanche prone. An alternate route took dog teams past Bird and on to Indian where they could more safely traverse Ship Creek Valley toward Knik. Railroad workers were stationed at a sectionhouse at Bird Creek, which served as a flag stop along the tracks until the 1950s.



*Indian Valley Mine offers visitors a chance to try a hand at gold panning.
(Kaylene Johnson)*

The opening of the Seward Highway in 1951 provided easier access to the Bird and Indian Valleys. Today the Bird Point Scenic Overlook at milepost 96.5 gives visitors a wide, scenic view of Turnagain Arm. Interpretive panels depict the natural history of the area. Hiking and biking trails along this stretch of the Seward Highway abound. Turnouts to the west of Bird Creek/Indian allow travelers to take in the view across Turnagain Arm. From the turnouts travelers can see the cut in the mountains where Sixmile Creek drains into the Arm. The town of Sunrise once bustled with mining activity on the banks of this creek. The peak on the east side of Sixmile Creek is Mount Alpenglöw. The town of Hope lies to the southwest. Bird Creek at milepost 101.2 is a popular fishing destination. The nearby Bird Creek State Recreation Site offers camping sites for fishermen and other travelers.



2010 Community/Public Meeting Schedule

Date	Community	Place/Time	In conjunction w/event
February 22	Hope	Social Hall/ 7:30 pm	Hope Inc. public meeting
March 15	Girdwood	Girdwood Community Center/ 7 pm	Girdwood Board of Supervisors Meeting
March 16	Whittier	Public Works Bldg P-12/ 7 pm	Whittier City Council Meeting
March 20	Hope	Hope Library 3:00 pm	Hope Chamber of Commerce
March 22	Seward	City Council Chambers, 410 Adams St./ 7 pm	Seward City Council Meeting
March 25	Anchorage	CITC Building, across from Anchorage Daily News, 4 th Floor/ 2 pm	Special meeting w/Native groups through Cook Inlet Tribal Council
April 6	Soldotna	144 N. Binkley St/ 7 pm	KPB Assembly Meeting
April 7	Moose Pass	MP Sportsman's Club Hall/ 7 pm	Moose Pass Advisory Planning Commission Meeting
April 19	Soldotna	All Alaska Outdoors Lodge	KPTMC Board Meeting
April 26	Portage	Glacier Lodge	Portage Valley Community Council
April 28	Seward	Seward Public Library/6:30 p.m.	Seward Historical Preservation Commission
May 4	Cooper Landing	Sunrise Inn/ 11 a.m.	Cooper Landing Chamber of Commerce Meeting.
May 15	Moose Pass	MP Sportsman's Club Hall/1 pm	KMTA-CCA Annual Board Meeting
Aug 21	Hope	Hope Social Hall	Hope and Sunrise Historical Society, guest speaker
Sept	Hope	Hope Social Hall	Hope and Sunrise Historical Society, Board Meeting
Oct 9	Seward	Seward Public Library/1 p.m.	KMTA-CCA Annual Board Meeting



Along with those represented in the chart above, dozens of contacts were also made with individuals representing various organizations and entities within the National Heritage Area. Some of these include:

Alaska Bureau of Land Management
 Alaska Department of Transportation
 Alaska Miners Association
 Alaska Mountain and Wilderness Huts Association
 Alaska Railroad
 Alaska Small Business Development Center
 Alaska State Historic Preservation Office
 Chugach Alaska Corporation
 Chugach National Forest
 Chugach State Park
 City of Seward Parks and Recreation
 Cook Inlet Tribal Council
 Cooper Landing Historical Society and Museum
 Hope/Sunrise Land Use Advisory Planning Commission
 Iditarod Historic Trail Alliance
 Kenai Convention and Visitors Bureau
 Kenai Fjords National Park
 Kenai Peninsula Borough School District
 Kenai Peninsula Education Association
 Kenai Peninsula Historical Association
 Kenaitze Tribe
 Municipality of Anchorage Heritage
 Land Bank
 Native Village of Eklutna
 Prince William Sound Economic
 Development District
 Resurrection Bay Historical Society
 Seward Chamber of Commerce
 Seward Harbor Master
 Seward Iditarod Trailblazers
 Seward Nordic Ski Club



Official opening of the Seward Highway took place October 10, 1951. (Cooper Landing Historical Society)





Grigoriy Shelikhov's voyages in the North Pacific eventually took him from Russia to Kodiak Island. His company's manager, Alexander Baranov, eventually established a ship building enterprise in Resurrection Bay. (UAF Elmer E. Rasuson Library)



Chapter 5

Resources of the KMTA NHA

The Kenai Mountains-Turnagain Arm National Heritage Area encompasses a broad spectrum of scenic, recreational, historic, cultural, and natural resources. From stunning vistas to quaint, home-grown museums, the many features within the KMTA NHA paint the picture of a vast and challenging landscape and the hardy people who have inhabited this area. These resources are rich in opportunities to preserve, protect, and promote this nationally distinctive landscape.

One of the dominant themes in the KMTA NHA is transportation. The geography of the area combined with the ice-free port of Seward create a legacy of movement including the migration of early peoples, the development of the famous Iditarod trail, the building of a railroad, and eventually construction of modern highways. The following is a list of key resources that showcase the KMTA NHA. Some of these are relics of the past whose preservation is essential to keeping alive the story and spirit of this unique place.

What follows are maps generated by the US Forest Service that illustrate some of the historic, recreational, cultural and scenic resources found in the KMTA NHA. Additional resources are described in the narrative following the map of land ownership. In the land ownership map, it should be noted that 90 percent of the KMTA National Heritage Area is comprised of the Chugach National Forest.



Alaska's state flower, the forget-me-not, is found throughout the KMTA NHA. (Kaylene Johnson)

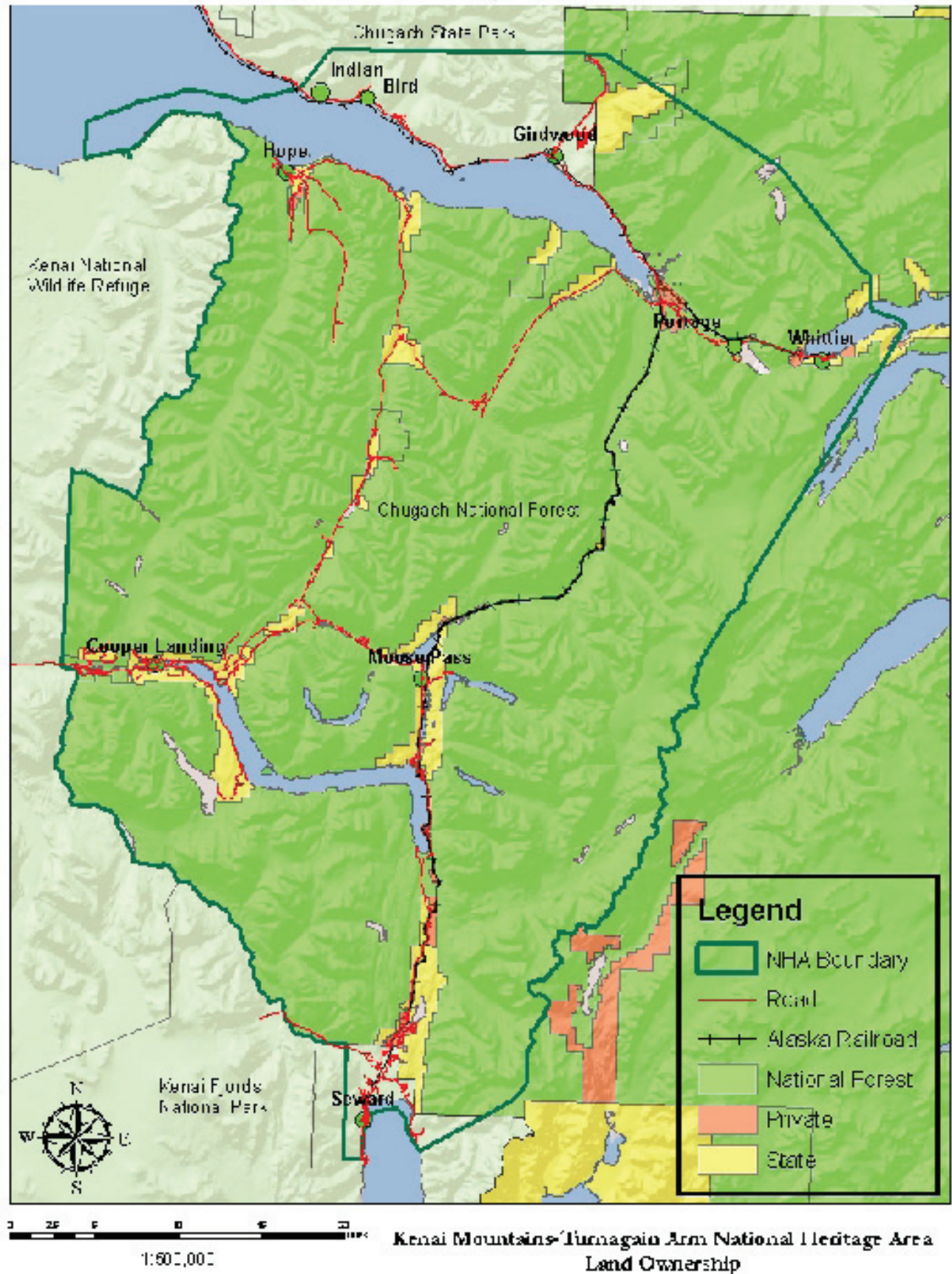
Special thanks to Jeremy M. Karchut, Forest Archaeologist/ Tribal Relations, Chugach National Forest for creation of USFS maps.



[This page intentionally left blank]



Land Ownership in NHA



Historic, Cultural and Educational Resources

The USFS has provided maps of the following resources that enrich the experience of visitors and residents the the KMTA NHA. They include:

- Historic Districts
- National Register Sites
- Historic Trails
- Interpretive Sites and Viewing Areas

In addition, the KMTA NHA has identified a number of unique resources of the area that bear special mention within the framework of the USFS inventory.

Iditarod Trail

The Iditarod Trail is a symbol of frontier travel and was once the main artery of Alaskas' winter commerce during the Gold Rush era. Even before the Iditarod Trail, Native peoples and Russian fur traders used the topography of the land to travel similar routes through the Kenai Mountains-Turnagain Arm corridor. Today efforts are underway to restore this network of trails. KMTA NHA recently gave a grant for an Iditarod monument to mark the beginning of the trail in Seward. Made of stone and bronze, this monument is a testament to the fortitude of early mushers and their faithful dog teams. The monument was spearheaded by the Iditarod National Historic Trail Alliance and involved many community partners.

Alaska Railroad

It took eight years and the influence of three U.S. presidents to complete the Alaska Railroad and was the only railroad ever built and operated by the federal government. The history of the railroad is a story of ingenuity and endurance the face of unprecedented challenges. Today it provides one of the most scenic rail tours in the world. The Chugach National Forest in collaboration with the Alaska Railroad has created trails and interpretive signs near Spencer Glacier, which is accessible only by train. The KMTA CCA is partnering with the Chugach National Forest to add National Heritage Area information to their interpretive plan throughout the National Forest, including the Spencer Glacier area.

KMTA CCA also looks forward to partnership opportunities with the Alaska Railroad as it seeks ways to promote its identity within KMTA National Heritage Area. The Advisory Board to the CCA includes an official of the Alaska Railroad.



Historic Cabins

Perhaps at no time within the KMTA NHA is the need more pressing for preservation of historic cabins. Many of the few remaining historic cabins are on the brink of collapse and in desperate need of repair. KMTA CCA recently awarded a grant to the Alaska Hut-to-Hut Association for the renovation of the Manitoba Cabin. Plans for renovation include preservation of its historic nature while making it recreationally useful for backcountry travelers. Partnerships with groups such as Alaska Hut-to-Hut Associations demonstrate the win-win opportunities that exist to preserve and maintain these historic treasures.

Museums

While providing a repository for historical data and relics, local museums also provide a resource for the public to learn about and appreciate the history of the KMTA National Heritage Area. The KMTA CCA has set aside a fund specifically to support the efforts of these museums to capture and display the rich cultural landscape that emerged over time and often as a result of the area's challenging natural landscape and its extreme weather. A complete list of these museums can be found in Chapter 3, "Management Plan Approach." The museums are also included in an area-wide project to create curriculum for local schools. Field trips will be part of the many hands-on activities included in this area-wide project. Museums will also be involved in the signage plan as they identify themselves as part of the KMTA National Heritage Area.

Educational Resources

There are two types of educational resources within the KMTA NHA, those that are significant for their historic context; and, those that provide modern educational facilities and opportunities for the public to enjoy and learn about the NHA .

The 1904 Hope school house is an example of an educational resource significant for its historic context. This school sits on the campus of the Hope and Sunrise Mining Museum and has been restored to its original appearance. Two interpretive audios, one of which is designed for visiting school children, explain the significance of this building and the stories it holds. To date, the Hope and Sunrise Mining Museum has been the recipient of two KMTA NHA grants that will further the education of the public through exhibits and programs.

Another historic facility is the Jesse Lee Home for Children in Seward, an orphanage established in 1890 for mostly Native children. Later, in the 1920s young people whose parents had died or were sick from tuberculosis came to live at the Jesse Lee Home. The legacy of this home is that it became a melting pot of Native cultures which over time became their own Qutekcak Tribe with a unique multi-cultural identity. This facility is now owned by the City of Seward and efforts are underway to restore the buildings and turn this historic site into a statewide leadership school.



The Begich-Boggs Visitor Center in Portage opened to the public in 1986, and was rededicated with new exhibits in 2001. The Begich, Boggs Visitor Center is a world-class facility that offers educational programs to thousands of visitors and residents each year. Built upon the terminal moraine left behind by Portage Glacier, it offers a unique opportunity to learn about the area including the Chugach National Forest. Award-winning exhibits, films, educational presentations, information services, and an Alaska Geographic bookstore are available to serve the public. It houses the Portage Valley Learning Center, a multi-use classroom that serves as an extension of the visitor center. The KMTA NHA has used this facility to make public presentations about the history of this area.

Another educational resource is the Seward Community Library and Museum. As of January 2012, the Seward Museum merged with Seward Community Library in preparation for their move to a new 16,300 square foot combined facility. The library provides both physical and virtual materials to serve the educational and informational needs of the community. Patrons have access to 30,000 volumes including videos, recorded books, and music, computer CD's and DVD's. The museum contains almost 5,000 objects, photographs, and archives pertaining to the diverse history of Seward. KMTA NHA awarded the Seward Community Library and Museum a grant to plan and develop exhibits for the new facility. Construction is underway with the grand opening slated for fall of 2012.

Other educational facilities in the NHA include:

- **Alaska Wildlife Conservation Center:** The KMTA NHA recently awarded a grant to build an interpretive boardwalk and kiosk.
- **K'Beq' Heritage Site:** The KMTA NHA recently awarded a grant to create an interpretive program for the Kenaitze Tribe's historic Lindgren Cabin.
- **KMTA NHA Museums** and the **Alaska Sea Life Center** in Seward also offer educational resources to the public about the heritage of the region.

Historic Districts/Sites

The KMTA National Heritage Area at one time embraced the hopes and dreams of thousands as the Turnagain Arm Gold Rush lured prospectors north to seek their fortunes. By the time the news of the more famous Klondike gold made its way to Seattle and San Francisco in 1897, the Turnagain Arm Gold Rush was already in its second season, bringing 7,000 to 10,000 prospectors into Cook Inlet. From Seward north to Turnagain Arm, and from the communities of Hope and Cooper Landing east to Turnagain Pass, the gold rush helped create the transportation corridors that would eventually connect the Kenai Peninsula to the rest of the state. Although the Turnagain Arm Gold Rush is one of the lesser known gold rushes, it had a long-lasting impact on the settlement of Southcentral Alaska.



Gold rush history is reflected in many of the museums, visitor centers, and interpretive panels along the roads of the NHA. In addition, many historic districts and historic sites have been named as resources by the National Park Service through its National Register of Historic Places program.

Historic districts are a grouping of sites, buildings, structures, or objects that are linked historically by function, theme, or physical development or aesthetically by plan. Most of the historic districts on the following maps are historic mining districts that have been formally documented by the USFS. Some historic districts in the NHA are listed on the National Register of Historic Places, some are not.

A historic site is the location of a significant event or of historical human occupation or activity. There are more than a dozen National Historic Places in the KMTA NHA. These are places often associated with mining, transportation, and the early development of communities within the NHA.

The KMTA NHA acknowledges the importance of these historic districts and sites. They reflect a rich legacy of the people and their times during critical junctures of the area's human history. The KMTA NHA supports public and private efforts to identify, evaluate, and protect these historic and archeological resources.

NOTE: Definitions of "historic site" and "historic district" are taken from the NPS National Register Bulletin No. 36.



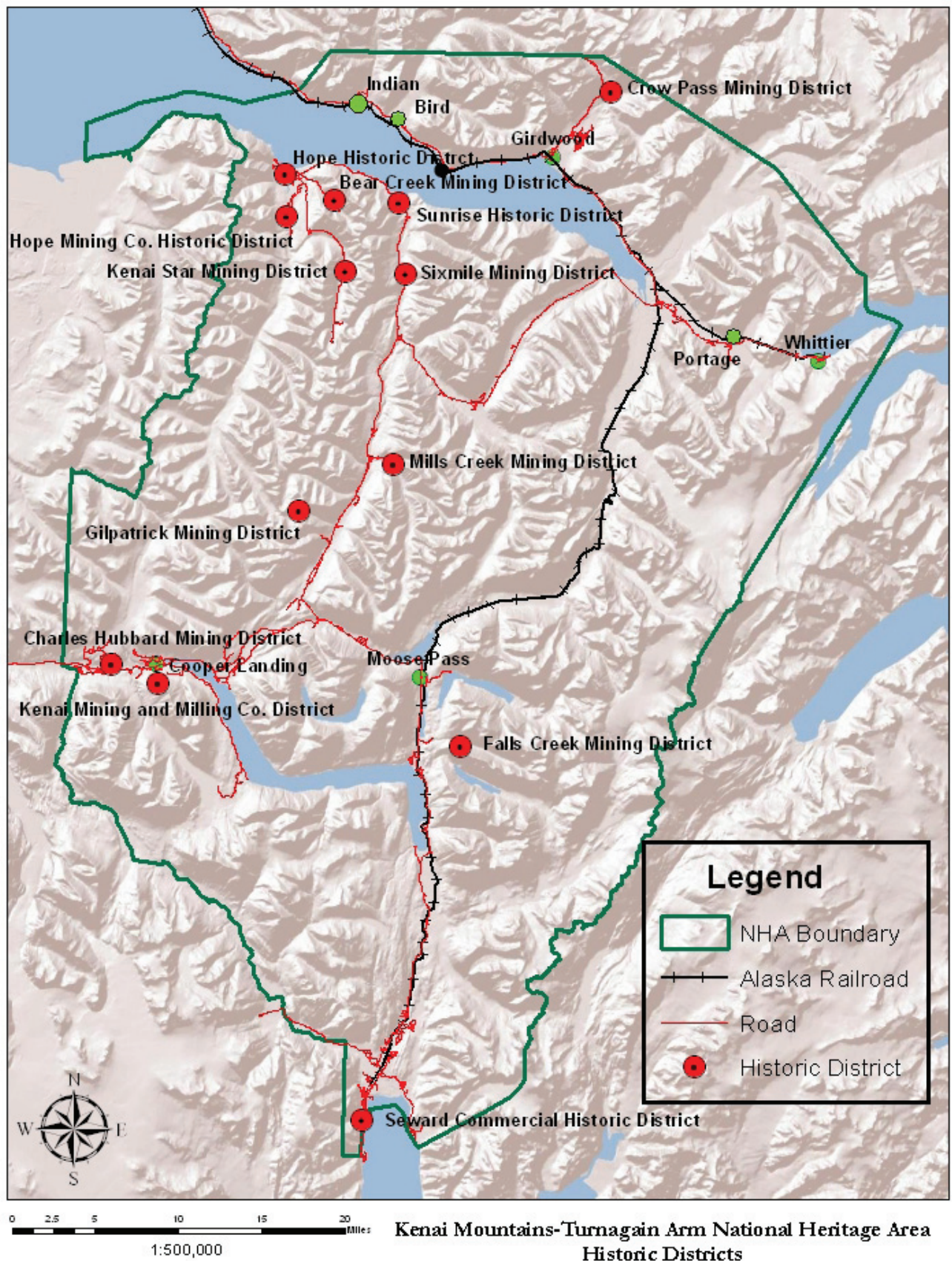
Wild Columbine.
(Kaylene Johnson)



[This page intentionally left blank]



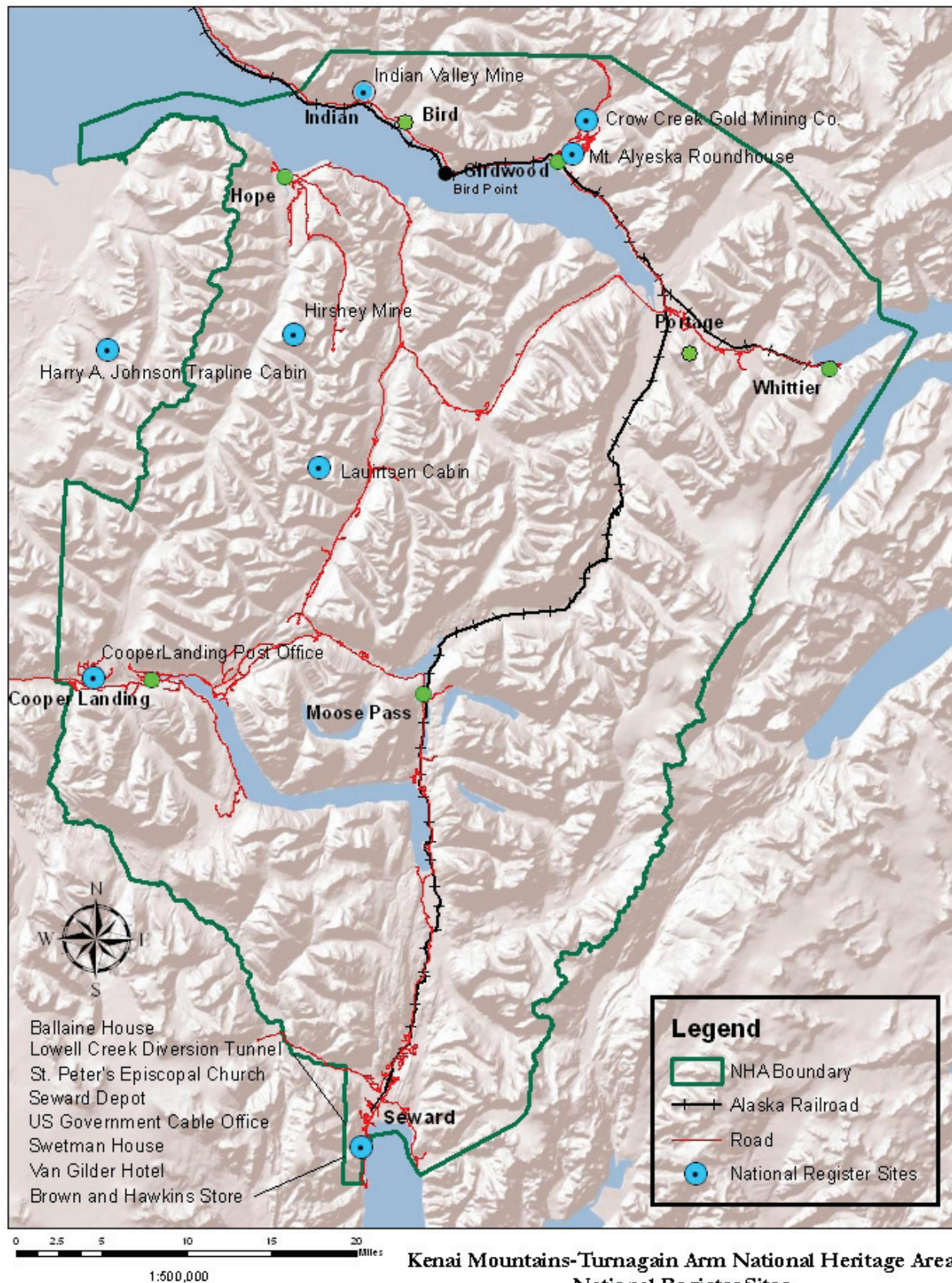
Historic Districts Within KMTA NHA



[This page intentionally left blank]



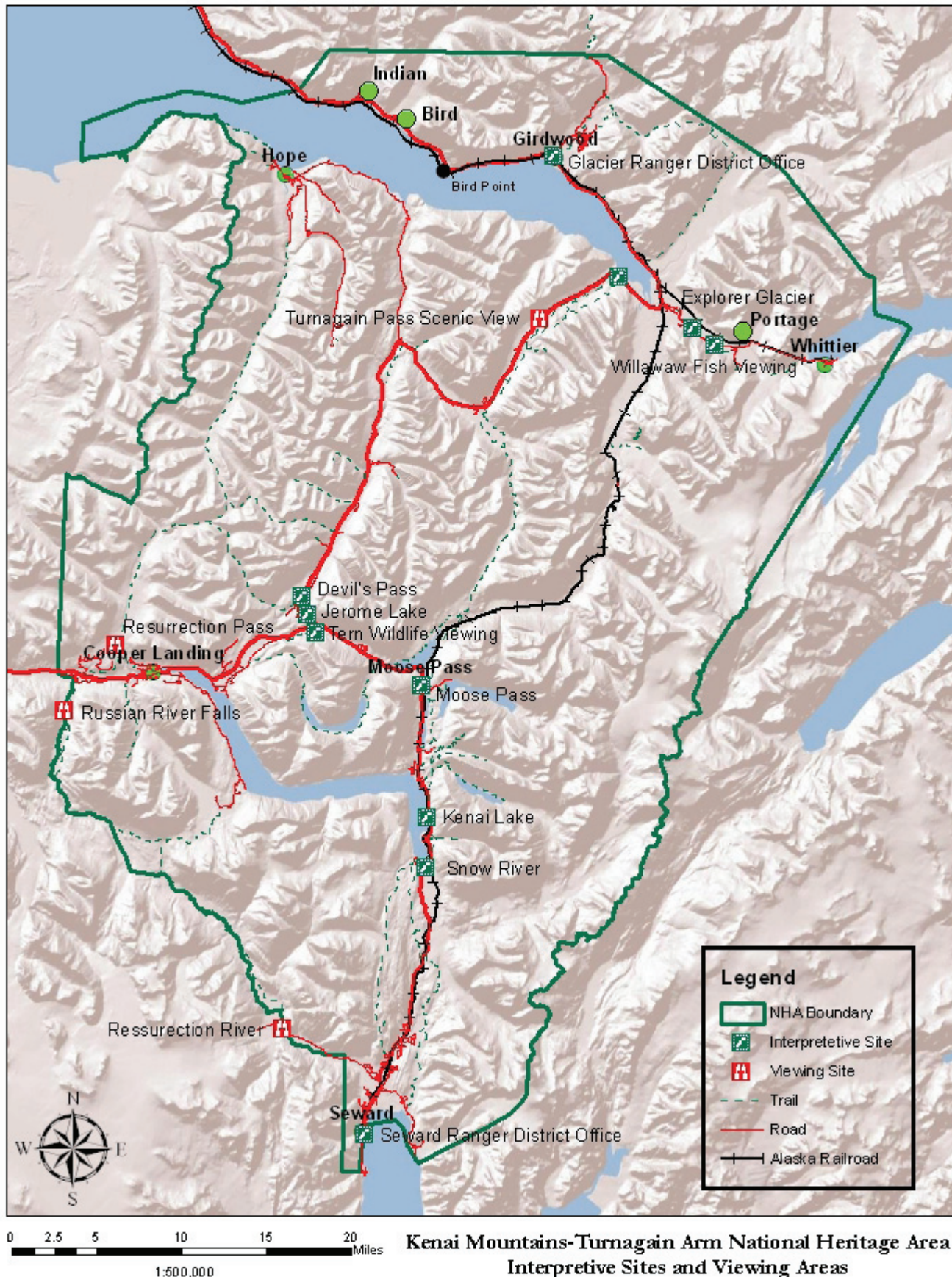
National Register Sites within KMTA NHA



[This page intentionally left blank]



Interpretive Sites & Viewing Areas



Natural, Scenic, and Recreational Resources

The KMTA NHA is a mecca for outdoor recreation both summer and winter. The Kenai Peninsula is often considered Alaska's "back yard" where more than half of Alaska's population has access to the recreational and scenic wonders of Alaska's lakes, streams, mountains and oceans. Rivers and coastal waters provide world-class fishing as well as canoeing, kayaking, and other water sport activities. Winter time snowmobiling, skiing, and dog mushing are a way of life for the people who live here. Visitors from all over the world come to this area to recreate. Camping, climbing, boating, hunting, fishing, bicycling, nature-viewing are just a few of the many activities available to outdoor enthusiasts.

As noted by the Land Ownership map, 90 percent of the KMTA National Heritage Area lies within the boundaries of the Chugach National Forest. The KMTA NHA and the Chugach National Forest have forged a productive partnership which will be key to the success in achieving National Heritage Area goals. The Chugach National Forest resource inventory is extensive and they have shared the following maps to give an overview of some of those resources most pertinent to the National Heritage Area. Those that pertain to recreational, scenic, and natural resources include the following:

- USFS Campgrounds
- Developed Recreation Sites
- Interpretive Sites and Viewing Areas
- Lakes and Streams
- Recreation Trails (numbered)

Along with those noted on the USFS maps, recreational, scenic, and natural resources within the KMTA NHA also include:

Recreational Cabins

Chugach National Forest has forty recreational cabins spread over its 5.4 million acres, many of which are located within the KMTA National Heritage Area. While some of these are relatively accessible, none can be reached directly by car and some are so remote they can be accessed only by boat or airplane. This is a unique resource within the KMTA NHA, and although remote, there is a waiting list to use most of these cabins during the summer months.

The KMTA NHA has partnered with the Alaska Mountain and Wilderness Huts Association to help renovate the historic Manitoba cabin, which was transferred from USFS to state ownership



in 2012. The renovated cabin will have the distinction of being both a recreational cabin and a historic resource. The cabin will become part of a recreational hut-to-hut system for backcountry travel in the Kenai Mountains and Chugach National Forest. The cabin will be repaired and renovated to reflect its historical origins and will include interpretive signs that describe the building's significance in the NHA.



Bringing in materials to work on the historic Manitoba Cabin. (Alaska Mountain Wilderness Huts Association)

Scenic Driving

The Seward Highway is a Scenic Byway and All American Road. Few roads in the United States offer the diversity of scenic landscapes and unique natural features so concentrated in one area. This 127-mile road is mostly within the KMTA National Heritage Area and links Anchorage with Seward, passing through some of the most spectacular scenery in the country.

The landscape varies from the muddy waters of Turnagain Arm to the icy blue glaciers that hang almost to the sea. Wildflowers and waterfalls brighten every corner of the road as it travels through rough mountains and alpine meadows. Only Alaska's Seward Highway offers this particular panorama created by climate, geography, and geology. The KMTA NHA is working in partnership with the Chugach National Forest as it revamps its interpretive signs throughout the National Heritage Area including those that are offered along the Seward Highway. Partnerships also include communities on the highway's route, where gateway signs will announce that drivers are entering a National Heritage Area community.

Plans are underway to expand and increase the number of turnouts along the Seward Highway. These provide opportunities for interpretive panels that describe the area's heritage. The Alaska



Department of Transportation, Alaska State Parks, Department of Natural Resources, the Chugach National Forest and KMTA NHA are collaborating to create signs and panels that tell the heritage story. Virtual signs and interpretation via smartphones and other mobile devices are also being pursued through the Alaska App as attempts are made to reduce sign "clutter" and preserve the pristine scenic nature of the road.



More about Trails

Along with the historic Iditarod Trail mentioned earlier, the Resurrection Trail system offers some of the best natural, scenic, and recreational resources the Kenai Mountains have to offer. Where the re-connecting of segments of the Iditarod Trail is an ongoing project, the Resurrection Trail system is a fully functional recreational trail system complete with usable cabins and trailheads. KMTA NHA is collaborating with Chugach National Forest to enhance interpretation of trails, trailheads, and any other interpretive opportunities with the National Heritage Area message.

One potential trail system put forward by communities within the KMTA NHA is the development of a paved bicycle trail along the historic Hope Highway. This 17-mile narrow winding road is already heavily used by bicyclists which creates a serious safety hazard for vehicular traffic. A trail for bicycles would enhance the scenic and recreational resources of the area and provide a safe place for cyclists to ride. This area-wide project would involve multiple agencies and include a budget beyond the means of the NHA to do alone. However, the KMTA NHA, in its long-range plans, anticipates helping with that effort to include development of a concept plan and interpretive signage along the route.



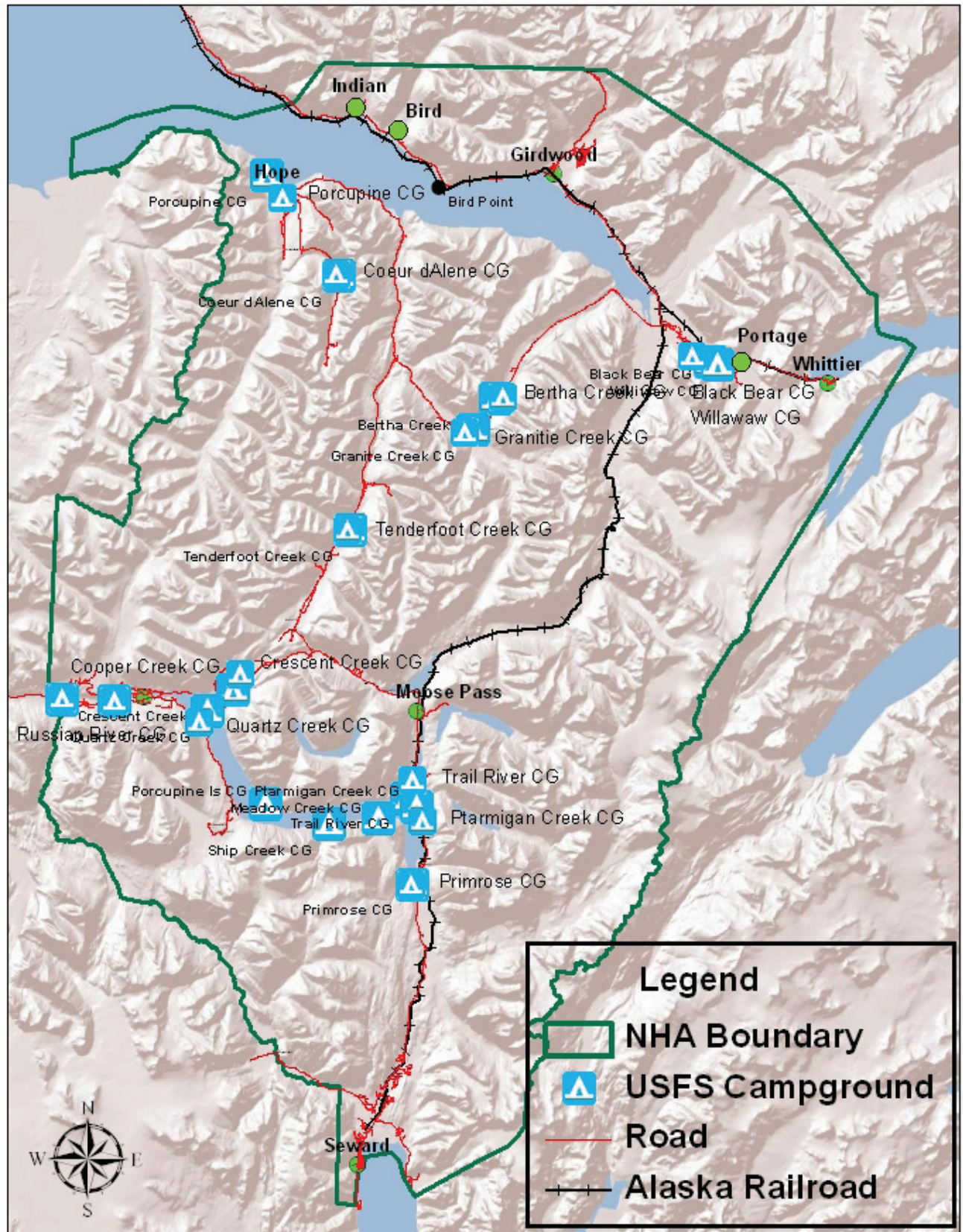


Workers deliver the monument rock for the creation of the Seward Iditarod Trail Monument. (Top photo Seward Iditarod Trailblazers.) The bronze life-size stature depicts one of thousands of pioner gold-seekers and pack dogs leaving Seward for Alaska's Interior. Funded in part by a KMTA National Heritage Area grant, the monument was dedicated in May 2012. (Bottom photo Kaylene Johnson))





USFS Campgrounds Within NHA



0 2.5 5 10 15 20 Miles
1:500,000

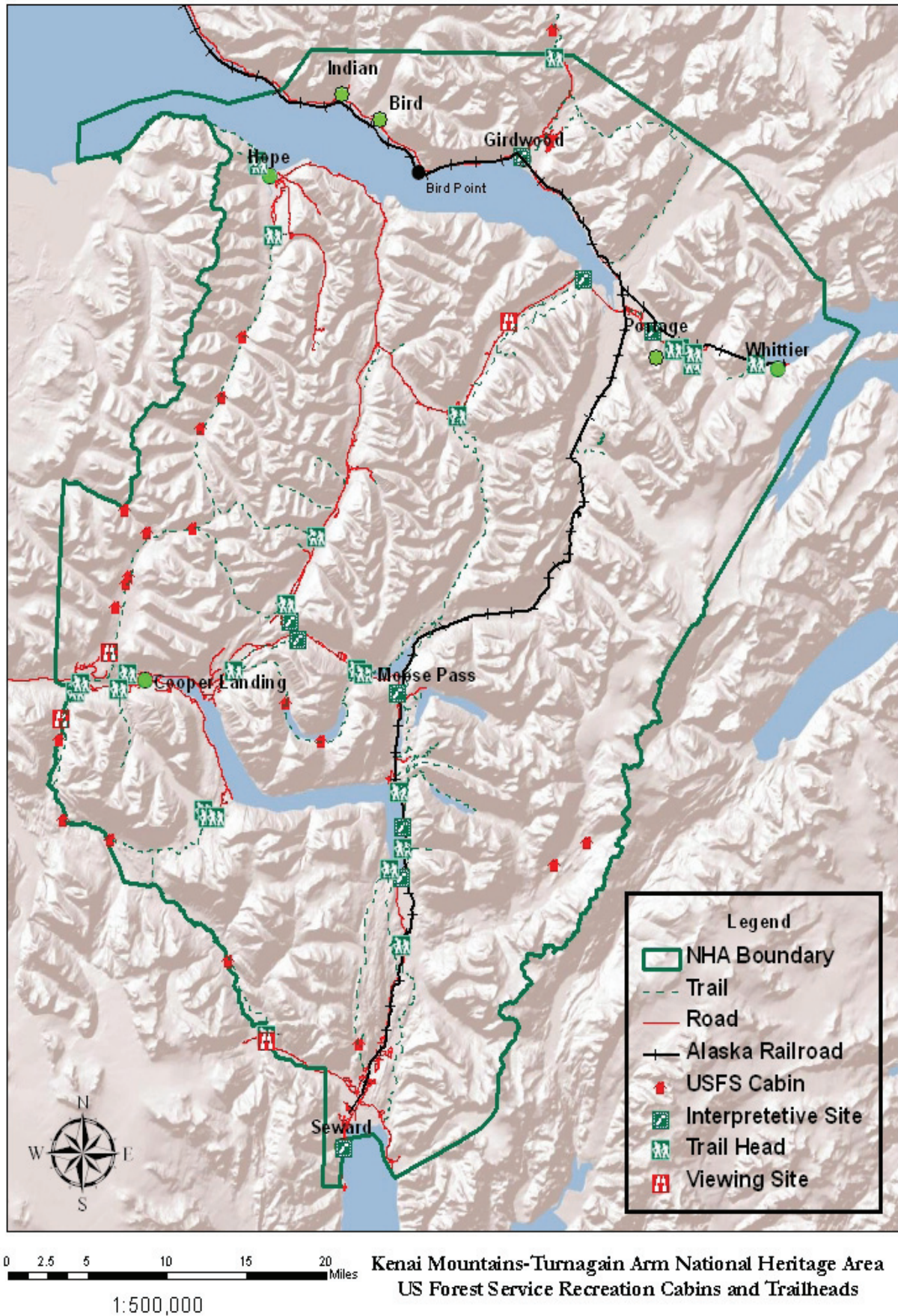
Kenai Mountains-Turnagain Arm National Heritage Area
US Forest Service Campground Locations



[This page intentionally left blank]



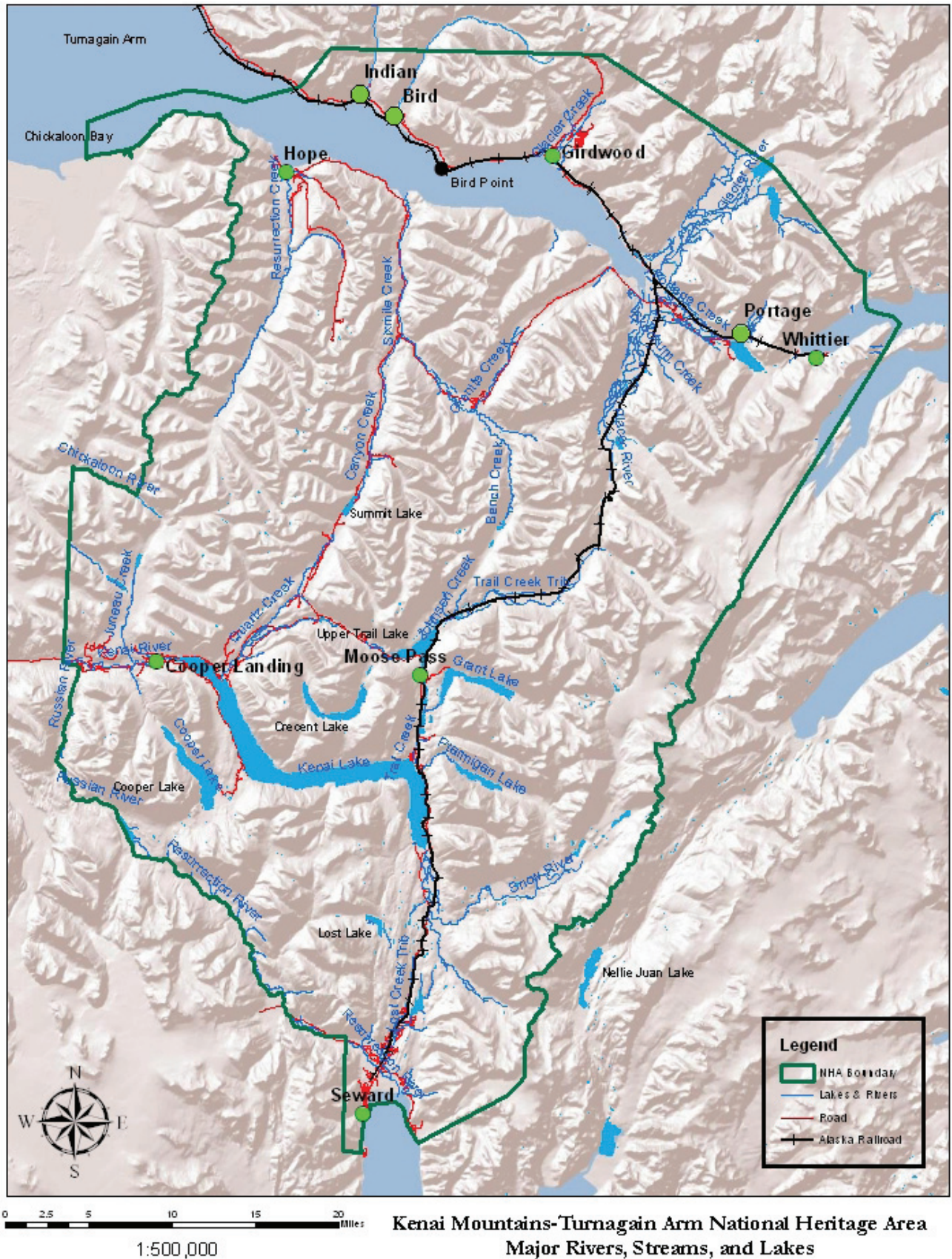
NHA Developed Recreation Sites



[This page intentionally left blank]



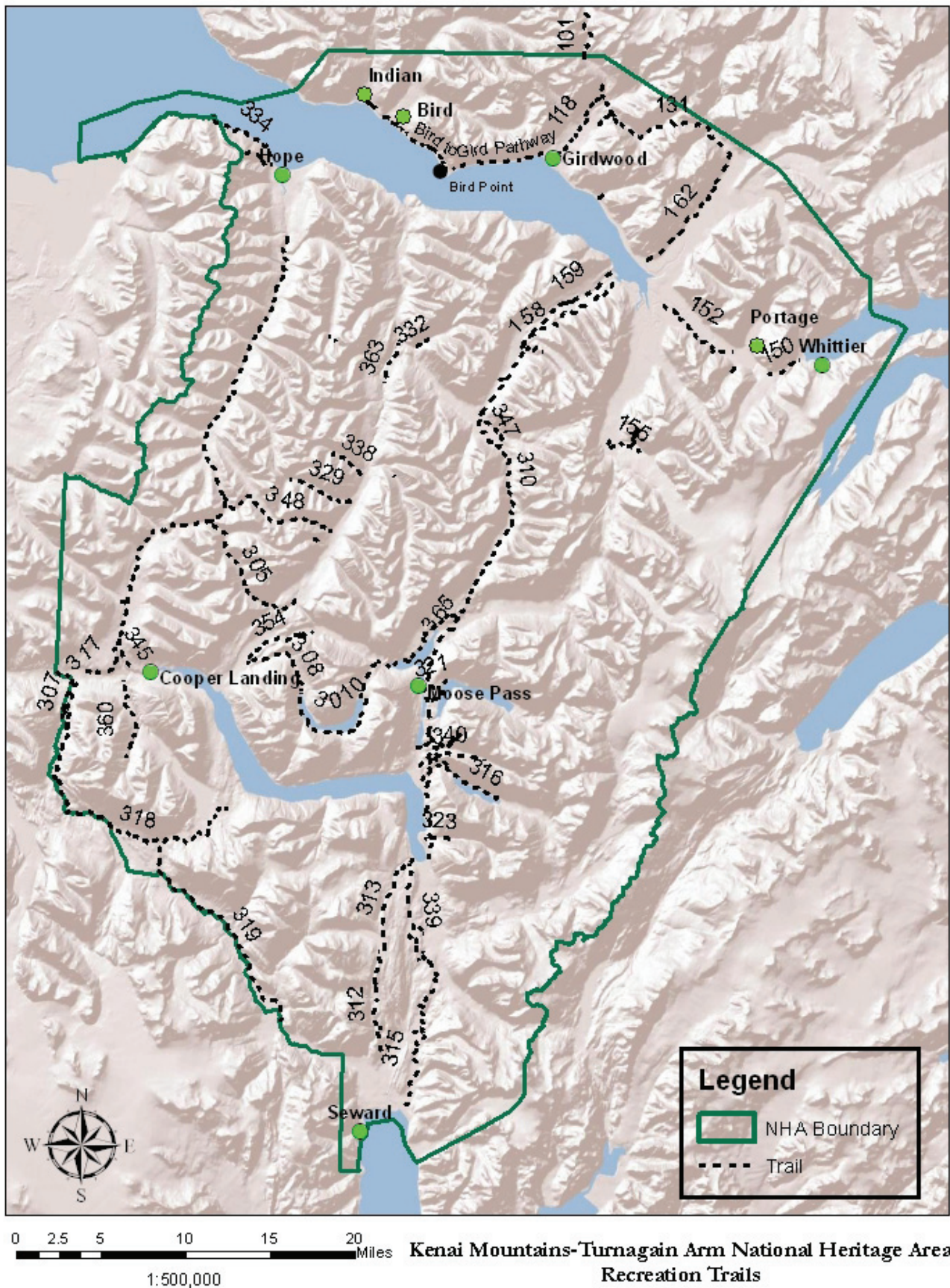
Lakes and Streams within KMTA NHA



[This page intentionally left blank]



Recreation Trails within KMTA NHA



USFS #	Trail Name
316	PTARMIGAN LAKE TR
317	RESURRECTION PASS TRAIL
318	RUSSIAN LAKES TRAIL
320	INHT ACCESS: MERIDIAN LAKES TR
322	RAINBOW LAKE TRAIL
323	VICTOR CREEK TRAIL
325	INHT ACCESS: BEAR LAKE TRAIL
327	TROUT LAKE CABIN
328	CLEMENS CABIN ACCESS TRAIL
329	COLORADO CREEK TRAIL
332	GULCH CREEK TRAIL
338	FRESNO CREEK TRAIL
340	FALLS CREEK ORV TRAIL
341	HOPE POINT TRAIL
343	CROWN POINT ATV TRAIL
345	BEAN CREEK TRAIL
348	SUMMIT CREEK TRAIL
354	OLD STERLING HIGHWAY
355	PALMER LAKES TRAIL
356	PTARMIGAN CREEK CUTOFF TRAIL
357	RENDEZVOUS CREEK TRAIL
358	RUSSIAN RIVER FALLS TRAIL
359	SLATE CREEK TRAIL
360	STETSON CREEK TRAIL
363	WIBEL TRAIL
319	RESURRECTION RIVER TRAIL
313	PRIMROSE TRAIL
315	INHT: BEAR LAKE TRAIL
339	INHT: MERIDIAN LAKES TRAIL
312	LOST LAKE TRAIL
321	GRANT LAKE TRAIL
336	INHT ACCESS: GRANT LK PORT TR
162	INHT: TWENTYMILE TRAIL
136	INHT: WINNER CREEK TRAIL
152	INHT: TRAIL OF BLUE ICE
314	PTARMIGAN CREEK TRAIL
118	INHT: GIRDWOOD IDITAROD
310	INHT: JOHNSON PASS TRAIL
330	MILLS CREEK TRAIL
347	INHT: WAGON ROAD TRAIL
155	SPENCER GLACIER TRAIL
365	INHT: MOOSE PASS TRAIL



367	INHT ACCESS: VAGT LAKE TRAIL
100	BERTHA CREEK ATV TRAIL
106	CENTER RIDGE TRAIL
114	GARY WILLIAMS MORaine TRAIL
120	KERN CREEK TRAIL
122	MOOSE FLATS WETLAND TRAIL
124	BYRON GLACIER TRAIL
131	INHT: UPPER WINNER CREEK TRAIL
142	WILLIWAW NATURE TRAIL
150	INHT: PORTAGE PASS TRAIL
158	INHT: TURNAGAIN PASS TRAIL
159	INHT: INGRAM CREEK TRAIL
161	INHT ACCESS: INGRAM CREEK TR
3010	CRESCENT LAKE TRAIL
304	CARTER LAKE TRAIL
305	DEVIL'S CREEK TRAIL
308	CRESCENT CREEK TRAIL

NOTE: INHT = Iditarod National Historic Trail



Proposed location of "The Point" boardwalk and kiosk project that will include interpretive panels and displays. Sponsored by the Alaska Wildlife Conservation Center. (Kaylene Johnson)





*Catherine II, (1729-1796) empress of Russia, was an enthusiastic advocate fo Russian exploration in Alaska.
(Alaska State Library)*

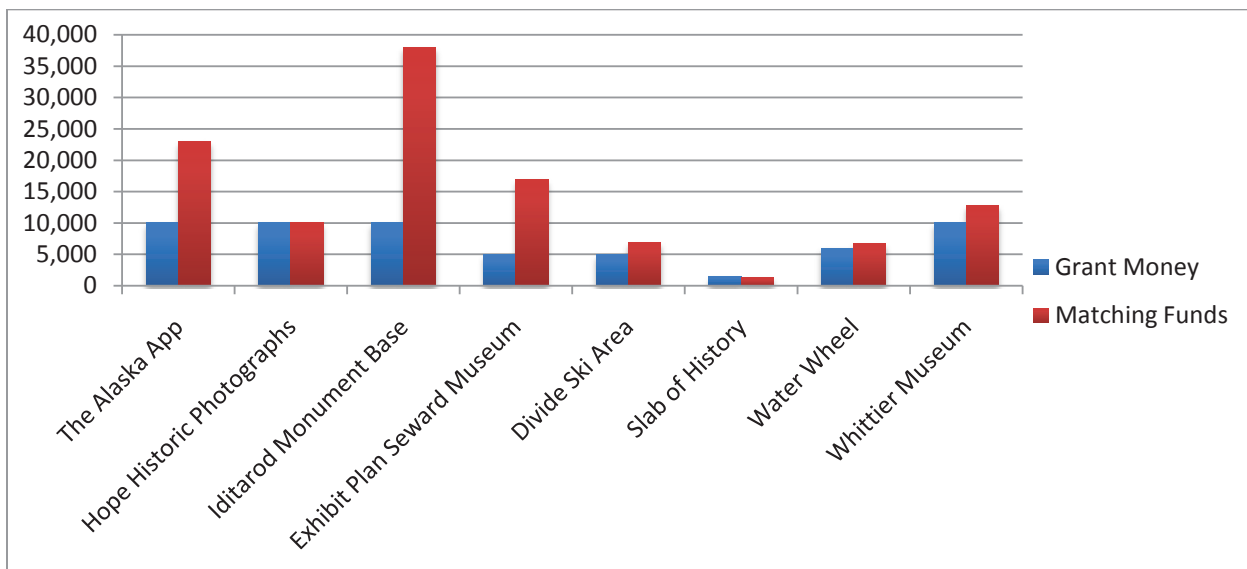
Chapter 6

2010 KMTA National Heritage Area Projects and Programs

In the short time since NHA designation, communities in Alaska’s Kenai Mountains-Turnagain Arm have been busy on projects that bolster the profile of this new National Heritage Area. Since designation in March 2009, communities, nonprofits, government agencies, and citizens have rolled up their sleeves to work on a variety of worthy endeavors.

The KMTA NHA has also developed an award-winning website. KMTACorridor.org/ was recognized as a 2010 Top National Heritage Website by online reference resource Juggle.com for its “historical information access and engaging area preservation initiatives.”

The following pages detail the projects, programs, and partners that gave the KMTA NHA an energetic start and a successful 2010. Readers can also see that the investment of federal funds for NHA projects reaped big dividends in matching grants. Specifics on these grant matches with partners are included in the following pages.



2010 KMTA CONTRACTS

<u>Contracts</u>	<u>Contract Purpose</u>	<u>Contract Date</u>
Kaylene Johnson	KMTA Management Plan	2/25/10
Alaska Channel and KPTMC	Alaska App Mobile Guide	5/15/10
Diane Olthuis	Computerized photo catalog	6/18/10
Moose Pass Sportsmen's Club	Repair Estes waterwheel	7/29/10
Seward Nordic Ski Club	Install gates and repair historic trail	7/20/10
Resurrection Bay Historical Society	Hire consultant for museum	7/29/10
Seward Iditarod Trail Blazers	Construct and place monument	8/5/10
City of Whittier Museum	Interview Pioneers and prepare exhibit	12/1/10
Cooper Landing Historical Museum	Refinish spruce SLAB and add signage	12/12/10



Thousands of prospectors headed north to Alaska during the Turnagain Arm Gold Rush. (UAA Consortium Library Archives)



Name of Project: “The Alaska App” Mobile Tour Guide

Community: Anchorage

Sponsoring Organization: Alaska Channel

Date of Contract: 05/15/2010

Contact Name: Bob Kaufman, President
Alaska Channel
P.O. Box 100519
Anchorage, AK 99510

Phone: 907-777-7700
 907-350-9127
Fax: 907-777-7720

Description of Project: Development of the “Alaska App,” an iPhone application and down
loadable audio tour of the KMTA NHA.

Project Total: \$33,015

Grant Amount Awarded: \$10,000

Amount of Grant Match: \$23,015
Match: \$12,940 (Alaska Channel)
Match: \$10,075 (Kenai Peninsula Tourism and Marketing Council)

Project Partners: 1) Alaska Channel
 2) Kenai Peninsula Tourism and Marketing Council



Name of Project: Computerized Catalog of Hope Historic Photographs

Community: Hope

Sponsoring Organization: Hope and Sunrise Historical Society

Date of Contract: 06/18/2010

Contact Name: Diane Olthuis, President
Hope and Sunrise Historical Society
P.O. Box 88
Hope, AK 99605

Phone: 907-782-3115

Email: timbersak@hotmail.com

Description of Project: Digitizing original historical photographs for improved community access and use. Researched and documented information regarding each photograph.

Project Total: \$20,000

Grant Amount Awarded: \$10,000

Amount of Grant Match: \$10,000
Match: \$10,000 (donated contractual services)

Project Partners: 1) Diane Olthuis
2) Hope and Sunrise Historical Society



Name of Project: Moose Pass Estes Water Wheel Repair

Community: Seward

Sponsoring Organization: Moose Pass Sportsman's Club
Moose Pass Advisory Planning Commission

Date of Contract: 11/21/2010

Contact Name: Bruce Jaffa, Owner
Jaffa Construction, Inc.
P.O. Box 107
Moose Pass, AK 99631

Phone 907-224-8002

Fax: 907-224-8033

Email: Jaffa@Eagle.PTIALaska.net

Description of Project: Restoration of the Moose Pass Water Wheel, an historic
landmark, in partnership with the Moose Pass Sportsman's Club.

Project Total: \$12,699.09

Grant Amount Awarded: \$6,000

Amount of Grant Match: \$6,739.55
Match: \$1,854.55 (donated skilled labor)
Match: \$3,885.00 (donated semi-skilled labor)
Match: \$1,000.00 (donated welder, compressor)

Project Partners: 1) Moose Pass Sportsman's Club
2) Moose Pass Advisory Planning Commission
3) Jaffa Construction, Inc.



Name of Project: **Divide Ski Area Historic Trail Preservation**

Community: Seward

Sponsoring Organization: Seward Nordic Ski Club

Date of Contract: July 29, 2010

Contact Name: Dan Walker, Project Lead
P.O. Box 112
Seward, AK 99664

Phone: 907-362-7858
907-224-3848

Description of Project: Trail preservation utilizing metal gates and rock barriers to discourage vehicle use. Repair ruts in trails and create drainage. Install interpretive sign.

Project Total: \$11,950

Grant Amount Awarded: \$5,000

Amount of Grant Match: \$6,950 –Excluding USFS contribution
Match: \$11,700 (Gates donated by USFS)
Match: \$1250 (AK DNR oversight and inspection)
Match: \$2,000 (Donated labor)
Match: \$1,200 (Donated heavy equipment operator)
Match: \$500.00 (Cash/materials donation)
Match: \$1,000 (Donated funds)
Match: \$1,000 (Donated quarry rock)

Project Partners: 1) Seward Nordic Ski Club
2) US Forest Service
3) Alaska Department of Natural Resources
4) Iditarod Trail Blazers
5) City of Seward



Name of Project: Exhibit Planning for Seward Museum

Community: Seward

Sponsoring Organization: Seward Museum and Seward Community Library

Date of Contract: 06/14/2010

Contact Name: Madelyn Walker, President
Resurrection Bay Historical
P.O. Box 112
Seward, AK 99664

Phone: 907-224-3848

Email: sixmilebb@alaska.com

Description of Project: Planning grant to hire professional consultants to create concept designs, identify themes and plan exhibit space.

Project Total: \$15,100

Grant Amount Awarded: \$5,000

Amount of Grant Match: \$10,000

Match: \$10,000 (AK State Museums Grant in Aid)

Match: \$5000 (Resurrection Bay Historical Society)

Match: \$5000 (committed in-kind goods and services from partners)

Project Partners:

- 1) Seward Museum and Seward Community Library
- 2) Resurrection Bay Historical Society
- 3) Seward City Council
- 4) Seward Iditarod Trail Blazers
- 5) Seward Historic Preservation Commission



Name of Project: **Iditarod Monument Base**

Community: Seward

Sponsoring Organization: Seward Iditarod Trail Blazers

Date of Contract: 06/28/2010

Contact Name: Dan B. Seavey, President
Iditarod Trail Blazers
P.O. Box 1923
Seward, AK 99644

Description of Project: Support of an Iditarod Monument in Seward
to celebrate the centennial anniversary of the
National Iditarod Trail.

Project Total: \$48,000

Grant Amount Awarded: \$10,000

Amount of Grant Match: \$38,000
Match: \$19,500 (Historic Preservation Grant)
Match: \$6,500 (Trail Blazers)
Match: \$12,000 (In-kind donations)

Project Partners: 1) Seward Iditarod Trail Blazers
2) Historic Iditarod Trail Alliance
3) Afognak Logging, Inc.
4) Seward Dry Dock



**Name of Project: Prince William Sound Museum Oral History/
Museum Development**

Community: Whittier

Sponsoring Organization: Whittier Museum Association
Prince William Sound Economic Development District

Date of Contract: 07/22/2010

Contact Name: Sue Cogswell, Exec. Director
Prince William Sound Economic Development District
2207 Spenard Rd. Suite 207
Anchorage, AK 99503

Phone: 907-222-2440

Description of Project: Development of interpretive displays including pioneer interviews, collection and scanning of historic photos, and creation of new exhibits.

Project Total: \$20,000

Grant Amount Awarded: \$10,000

Amount of Grant Match: \$12,756
Match: \$10,000 (City of Whittier)
Match: \$ 756.00(Sundew Services carpentry)
Match: \$2,000 (Ted Spencer, researcher hours)

Project Partners: 1) City of Whittier
2) Whittier Museum Association
3) Prince William Sound Economic Development District
4) Sundew Services
5) Ted Spencer



Name of Project: **Slab of History**

Community: Cooper Landing

Sponsoring Organization: Cooper Landing Historical Society and Museum

Date of Contract: 09/29/2010

Contact Name: Mona Painter, President
Cooper Landing Historical Society and Museum
P.O. Box 711
Cooper Landing, AK 99572

Phone: 907-595-3500
907-598-1042

Email: painter@arctic.net

Description of Project: Refinish, cover and attach signage to “Slab of
History” monument.

Project Total: \$2,525

Grant Amount Awarded: \$1,262.50

Amount of Grant Match: \$1,262.50
Match: \$1262.50 (Cooper Landing Historical Society)

Project Partners: 1) Cooper Landing Historical Society and Museum
2) Jonathan Osowiecki, Contractor





For prospectors able to afford the service, packers could be hired to carry mining supplies along the trails of the Kenai Mountains-Turnagain Arm. (Above, Rolfe Buzzell; right; Seward Daily Gateway)

Launch Swan
SAILS FROM
SUNRISE
ONCE A WEEK FOR
KNIK, SUSITNA
AND WAY PLACES.
WARD & O'DALE

Saddle Horses
WILL BE AT
Mile 34 on Wednesdays
OF EACH WEEK, CONNECTING
WITH THE
Launch Swan at Sunrise
WHICH SAILS THURSDAYS FOR
KNIK, SUSITNA AND WAY POINTS
P. M. OGLE





Polly Renner inspired the name of her husband's mining company. In the summer of 1895, the Polly Mining Company produced \$40,000 from the Mills Creek area -- nearly \$1 million by today's standards. (John Harvigson)

Chapter 7

Current and Upcoming Projects and Programs

In keeping with the priorities and goals of the Kenai Mountains-Turnagain Arm National Heritage Area, the Board of the KMTA Corridor Communities Association considers two types of projects for grant assistance: local **Community Projects** and **Area-wide Projects** that extend throughout the National Heritage Area.

Community Projects are “grass roots” projects, typically initiated by local non-profit organizations and communities; whereas Area-wide Projects are initiated by the Board of Directors, drawing from the wealth of knowledge and experience of its members and Program Manager. Community Projects are managed by individuals within the local sponsoring organization who report to the KMTA CCA Program Manager; whereas Area-wide Projects are generally led by the Program Manager under the direction of the Board.

Community Projects

Community Projects are locally-driven and funded through a combination of KMTA CCA grants and local resources. These are the kinds of proposals where local residents pitch in to protect, promote, and build resources that deepen their identity as National Heritage Area communities. Organizations, local government, and residents will partner to provide the labor and the matching funds required to receive a NHA grant. Already the KMTA CCA has funded a number of National Heritage Area Community Projects to repair trails, build museum exhibits, archive local history and otherwise implement the purposes of the National Heritage Area.

Selection of Community Projects:

In selecting Community Projects and approving grant requests, the Board follows the Guidelines for Project Selection included in Appendix 4 of this document. Proposals by local organizations are made to the Program Manager or, through a board representative who lives in the community, to the Program Manager. The Manager reviews the proposal as it relates to Guidelines for Project



Selection as well as available grant funding. The Program Manager and the President usually discuss the proposal and the Manager works with the applicant to explain budget limitations and Selection Guidelines and help improve the proposal. When it is determined that Guidelines have been met, the proposal is submitted to the Board for their review and decision. Typically this is done electronically, since board members reside throughout the Heritage Area and meet as a group only twice yearly.

The Board seeks to achieve an equitable and reasonable geographic distribution of assistance among communities within the KMTA National Heritage Area. While all communities are invited to apply – and individual board members encourage applications from the communities they represent – the communities and their partner organizations must actively initiate Community Projects, and take responsibility for seeing their projects through to completion. As such, some communities may choose not to apply for grant funding.

Performance Goals and Implementation Measures for Community Projects:

Each Community Project has its own specific performance goals spelled out in the project description. Completion of the project as described in the proposal is the measure of successful implementation. Grant funding is dispersed to Community Projects that support the priorities and objectives of the KMTA NHA. Not all projects need be “brick-and-mortar” endeavors, but they must meet the guidelines for project selection. The following list summarizes Community Projects currently underway and shows the variety of Community Project implementation goals in the KMTA National Heritage Area:

- **Seward Iditarod Trail Monument:** This stone and bronze sculpture at Mile 0 of the historic Iditarod Trail in Seward marks the centennial celebration of efforts to open an overland route from Seward to Nome. The Seward Iditarod Trail Blazers Inc. sponsored the project and received a NHA grant for \$10,000. (Project completed May 2012.)
- **Seward Mariner’s Memorial:** This structure overlooking Seward’s harbor and Resurrection Bay honors the men and women over time whose lives were lost at sea and highlights Seward’s maritime history. Sponsored by the Seward Mariners Memorial Committee, the organization received a NHA grant for \$10,000. (Project completed May 2012.)
- **Hope Social Hall Archaeology/Fence:** The 1903 Hope Social Hall is an historic building that will soon receive a new foundation. Associated with the Social Hall foundation work is archeological investigation of the grounds, Section 106 documentation, site planning, and historic fence repair. Sponsored by the Hope and Sunrise Historical Society, the organization was awarded a NHA grant for \$7000.



- **Girdwood Trail Upgrades:** This multi-use trail is part of the historic Iditarod Trail system. Sponsored by the Girdwood Nordic Ski Club, the \$10,000 National Heritage Area grant will help fund the creation of interpretive signage along the newly renovated trail.
- **Cooper Landing Walkable Communities Sign:** The transportation history of Cooper Landing is described in a full-color sign sponsored by Cooper Landing Walkable Communities. Partnering with the Alaska Department of Natural Resources, the sponsoring organization was awarded a \$2500 NHA grant.
- **Lindgren Cabin Interpretive Program:** This project develops an interpretive program for the historic Lindgren trapping cabin on the K'beq', Dena'ina Athabaskan Heritage Site near Cooper Landing. The sponsoring organization is the the Kenaitze Indian Tribe, which was awarded a \$10,000 NHA grant for this project.
- **Seward Murals Project:** Seward, Alaska has been named the murals capitol of Alaska. Large murals painted on the sides of Seward buildings depict the stories of the rich and varied history of the area. The sponsoring organization is the Seward Arts Council/Seward Mural Society. They were approved for a \$6250 NHA grant to install lighting for the murals.



*Andy Simons became a sought-after hunting guide as the Gold Rush tapered off and Alaska became known around the world for its abundant big game.
(Cooper Landing Historical Society)*



- **“The Point” Interpretive Signs/Kiosk:** A boardwalk at a historic point overlooking Turnagain Arm is under construction and includes an interpretive kiosk that will describe both animal and human migration through the area. The Alaska Wildlife Conservation Center is the sponsoring organization and was awarded a \$10,000 NHA grant.
- **Manitoba Cabin Restoration:** This historic cabin is being rescued from the brink of collapse. Sponsored by the Alaska Hut to Hut Association, their renovations will result in a cabin that can be used by recreational back country travelers. The project includes interpretive signs that describe the cabin’s historic use. Alaska Hut to Hut Association was awarded a \$10,000 NHA grant.
- **Hope Museum Development Coordinator:** The Hope and Sunrise Historical Society are the sponsoring organization for a grant to retain a contractor for the summer of 2012 to refine exhibits, oversee programs, produce newsletters and develop a website for the Hope and Sunrise Historical and Mining Museum. They were awarded a \$3,000 NHA grant.

Future Community Projects

The KMTA CCA Board continues to encourage grant applications for Community Projects that implement the purposes of the National Heritage Area and meet the Guidelines for Project Selection in Appendix 4. As communities learn more about the National Heritage Area program, more nominations are being received and considered. The Board encourages community members to contact a local board member or the KMTA Program Manager to discuss ideas and possibilities for projects.

Area-wide Projects

Area-wide Projects are “top-down” projects in which a sponsoring organization (usually the KMTA CCA) initiates a project that benefits the entire National Heritage Area. The KMTA CCA or other sponsor may contract for various services, but acts as the lead organization to coordinate and manage projects whose scope spans the National Heritage Area.

Area-wide Projects may require multiple organizations and a variety of grants to different agencies to achieve the objectives of the project. In Area-wide Projects that are initiated by the KMTA CCA Board, the KMTA NHA Project Manager will solicit communities, governments, organizations, and contractors to see these projects to completion. For example, the signage plan project will need planning, the permission and permits from Alaska’s Department of Transportation, the expertise of designers, and the work of fabricators to achieve the goal of a unified signage system throughout the



National Heritage Area. The KMTA CCA Program Manager, who is contracted by the CCA, will act as the project coordinator for this Area-wide Project.

When an organization other than the CCA sponsors an Area-wide Project, the sponsoring organization will name a coordinator/project manager who will be responsible for the implementation of the approved proposal. One of the early Area-wide Projects was the Alaska App, an audio tour of the National Heritage Area available on smart phones, the internet, and other mobile devices. This project includes an interactive map and has narratives of key points throughout the area. This Area-wide Project was initiated by Alaska.org and the Kenai Peninsula Tourism and Marketing Council and encompasses the geography of the entire NHA. The project is on-going as new points of interest are incorporated into the App.

Area-wide Projects are often done in phases over several years and involve multiple partnerships.

Implementaion Plan: Area-wide Projects

Two current priorities for Area-wide Projects are signage and the development of school curriculum.

Area-wide Signage

In the spring of 2012, KMTA NHA partnered with Alaska Department of Transportation, Alaska Department of Natural Resources, Chugach National Forest and the National Park Service to develop a plan for creating signs that clearly identify the region as a National Heritage Area. We are also soliciting bids for designers to create a suite of signs that will be consistent throughout the area.

Phases of the Plan:

- Year 1: Develop partnerships, solicit designer to develop suite of signs, determine location of gateway signs, apply for DOT and other signing permits.
- Year 2: Continue to cultivate partnerships; assign designs to specific projects, raise funds for fabrication; install signs as they become available through partnerships and funding.
- Year 3: Complete and install gateway community signs; collaborate with Scenic Byways to revamp and install new Scenic Byway/KMTA NHA signs throughout the area;
- Ongoing: All KMTA NHA projects will be identified by a sign apportioned to projects, creating and building a unified look and theme throughout the National Heritage Area.

Area-wide KMTA NHA Curriculum

The KMTA NHA is working with local school officials and the Kenai Peninsula Borough School District to develop a social studies/history curriculum that meets Alaska state educational standards. We are working with educators to write and develop a curriculum that can be used in schools state-



wide as well as be available on the internet as a rural and home-school resource.

Phases of the Plan:

- Year 1: Identify and contract with a writer who can produce the curriculum based on the resource *Trails Across Time: History of a Alaska Mountain Corridor*. Raise funds for publication of curriculum. Solicit partnerships with school districts, museums, libraries and the Alaska Humanities Forum.
- Year 2: Produce and publish high school component of curriculum in print and on the web. Publicize and promote to schools, rural and home-school venues.
- Year 3: Produce and publish elementary school component of curriculum in print and on the web. Publicize and promote curriculum to schools, rural and home-school venues.
- Years 4-5: Continue to update and add to this interactive resource for all grade-levels including additional themes and hands-on activities.

Long-Range Planning

Prospective Area-wide Projects have been identified by communities and will require phased planning to accomplish NHA project goals and objectives. Within five years, the KMTA CCA Board plans to entertain a proposal for the development of a National Heritage Area bike touring route along the historic Hope Highway. This would require large capital and multiple partnerships. The KMTA NHA will assist in developing a concept plan, assist with further development of needed segments of the bike path, and provide interpretive signage along the route.

An ongoing project is the continued collaboration with The Alaska App, an interactive, GPS based, audio-tour guide of Alaska that includes as part of its tour, the KMTA National Heritage Area. This project continues to add sites, information, and interpretative material to help visitors and residents fully appreciate their experience in this unique place of the state. As National Heritage Area projects are completed, they are added to the Alaska App as National Heritage Area sites to visit and enjoy.

As the KMTA National Heritage Area becomes better known, more applications for Community Projects and Area-wide Projects will be forthcoming. The KMTA CCA Board will consider upcoming Community Projects and initiate Area-wide Projects that further the priorities of the KMTA National Heritage Area as they are identified.

How the Work Gets Done

The KMTA Community Corridors Association (CCA) is made up of a volunteer Board of Directors with representatives from each of the communities within the KMTA National Heritage Area and



the National Heritage Area at-large. Each of these volunteer Board Members act as an advocate for projects within their communities and the NHA as a whole. The Board is comprised of professionals, many of which have areas of expertise that serve the goals and priorities of the KMTA NHA. So aside from being champions of the projects within their communities, the expertise of Board members is drawn upon for all relevant projects in the NHA. For example, one Board member is a retired teacher and educational consultant who acts as an advisor for an area-wide curriculum project. Another Board member is the owner of a construction company who can offer building expertise and guidance for “bricks and mortar” proposals that come before the Board. In this way, Board members support and augment the work of the KMTA NHA’s Program Manager.

The Program Manager is a paid position, contracted by the Board of the KMTA Corridor Communities Association. The role of the Program Manager is to facilitate the management of the projects and programs of the KMTA National Heritage Area. This includes cultivating partnerships, guiding applicants in the process of applying for community project grants, coordinating efforts toward achieving the goals of area-wide projects, fund-raising, publicity, website updates, and other administrative work. The Program Manager works closely with the President of the Board to prioritize activities toward achieving the goals of the KMTA National Heritage Area.

Decisions by the Board are made through twice-yearly annual meetings as established by the by-laws of the KMTA CCA. Proposals for grants and projects are put forward and voted upon during those meetings. Between meetings, and because of the distance between communities and board members, consultations and decisions are made via email correspondence. This has proven an efficient way to reach a quorum among Board members who live across a wide area. In this way, grants and proposals can be considered and decided upon in a timely manner, which enables grantees to get right to work on their respective projects. (Outdoor work on trails and buildings must take place during Alaska’s brief summer construction season.)

This is a rolling application process and not all nominations are approved; these are competitive grants based on the ability of the grantees to meet the project guidelines and availability of funding. Often adjustments are required of grant applications before approval by the Board.





*While some struck it rich by mining gold, Cap Lathrop -- owner of the L.J. Perry -- made his fortune by delivering people and supplies to mining towns such as Hope and Sunrise.
(UAF Elmer E. Rasmuson Library)*

Chapter 8

A Business Plan

Approach: A Plan that Fits This Area

By definition, each national heritage area has unique and outstanding national values. However, the Kenai Mountains-Turnagain Arm National Heritage Area (KMTA NHA) also differs from other national heritage areas because it is comprised almost entirely of public lands. The strong tourism attraction of KMTA NHA leans towards the recreational opportunities on wild lands and waters under the management of the US Forest Service, the National Park Service and State agencies.



The United States paid Russia \$7.2 million for the purchase of Alaska. The sale was secured by William H. Seward, secretary of state under Abraham Lincoln. (National Archives)

Local people live in nine small historic communities widely dispersed along travelled routes. The highway connecting the Kenai Peninsula with Anchorage was not completed until 1952, and the small communities nestled in the valleys and along the waterways of the spectacularly beautiful Chugach and Kenai Mountains retain much of the isolated character of Alaska's early pioneer days.

Reflecting the special characteristics of this unusual heritage area, the KMTA CCA Board of Directors has made an intentional decision to stay small and locally oriented. This decision is reflected in the content of the KMTA CCA business plan.

Needs to be Served

For this special heritage area, community projects are needed to help local people and visitors celebrate and protect the unique scenic, cultural and historical values of the communities. Such projects help build and center community pride and sense of place by focusing on the significance of the culture and history of the Heritage Area. To accomplish community projects, the specific need



is for the focus and structure, as well as the financial assistance, which are provided through a grant that is matched by local resources and in-kind contributions.

Area-wide projects are needed to pull together diverse agencies and the communities to create a system-wide approach that lends consistency and order and draws on a range of different resources. This is already happening through the area-wide signage project where the KMTA is working with the State Dept. of Transportation, State Parks, the regional governments, the Chugach Forest and the communities. As the only organization whose purview and responsibility spans the whole heritage area, KMTA CCA has a unique opportunity to coordinate diverse entities for heritage area purposes. Area-wide projects relating to school curriculum and KMTA NHA bicycle routes will meet similar needs.

Products and Services Provided

The KMTA CCA provides grants to nonprofit organizations and state and local entities within the National Heritage Area to complete projects and programs approved by the Board of Directors of the CCA. These projects and programs must meet the guidelines for project selection (See Appendix 4) and serve to protect, enhance, interpret, fund, manage, and develop the natural, historical, cultural, educational, scenic, and recreational resources of the NHA.



Seaview Cafe in Hope, Alaska (Kaylene Johnson)

The Program Manager provides services in the form of technical support for grantees. The Program Manager also heightens public awareness of the NHA's resources through publicity, website development, and public presentations, and serves as a clearinghouse for public information about the NHA and its resources. Over time, heightening public awareness of heritage values serves to preserve and protect these irreplaceable resources.

Recipients of these products and services are public and private agencies and nonprofit organizations. The ultimate beneficiary is the general public, including local residents and visitors to the KMTA NHA from throughout Alaska and other states as well as international tourists.



Legal Role of KMTA CCA as the Local Coordinating Entity

The Congressional Act that created the Kenai Mountains-Turnagain Arm National Heritage Area designated the Kenai Mountains-Turnagain Arm Corridor Communities Association (KMTA CCA) as the “local coordinating entity”. Components of KMTA CCA’s local coordinating entity role are generally described as follows:

- developing a management plan for the Heritage Area in partnership with other interested parties,
- facilitating projects and programs that accomplish Heritage Area goals,
- using a combination of grant funds and matching contributions from partners to accomplish these projects and programs, and
- reporting on performance of duties and fiscal management.

The Act is included as Appendix 1 in this document.



*Crow Creek Mine, Girdwood, Alaska
(Kaylene Johnson)*

KMTA CCA as an Organization

Organizational History: KMTA CCA was incorporated in May 2000 as a 501(c)(3) non-profit organization, specifically to fulfill the role of the local coordinating entity for a potential national heritage area in the Kenai Mountains-Turnagain Arm region. The board of the non-profit organization was structured to become the governing organization for a new national heritage area. In the mid-2000s KMTA CCA received and managed a congressionally designated grant for projects of the type that would be accomplished through a national heritage area. Funding was granted to each of seven KMTA communities. Projects ranging from oral histories, through museum development and recreational waysides were accomplished. The book, *Trails Across Time* by Kaylene Johnson, was researched and written to describe the area’s unique and nationally significant heritage resources. The experience of managing this grant has provided the KMTA CCA board with a wealth of experience and knowledge for use as a heritage area coordinating entity, including project identification and selection, grant management, project implementation and grant accounting and reporting.



Organizational Structure and Duties: Under its corporate by-laws, a majority of KMTA CCA's five to eleven board members must represent communities within the Heritage Area. Currently, nine of the ten members of the KMTA CCA Board of Directors represent communities. The tenth member represents the Kenaitze Indian Tribe. The Directors are all volunteers. They each have a two-fold role: to work individually within their communities or tribe to explain the purposes of the Heritage Area and to review and approve competitive grant proposals for both community and area-wide projects. Board members also volunteer their time and professional expertise to help develop and accomplish community or area-wide projects.

KMTA CCA Board Members and Officers, May 2012.

<u>Name</u>	<u>Community</u>	<u>Title</u>	<u>Phone</u>	<u>Email</u>	<u>Address</u>
Janet McCabe	Hope	President	907-272-2119	fillymcc@aol.com	1326 K St Anchorage, AK 99508
Mona Painter	Cooper Landing	Secretary	907-595-1248	painter@arctic.net	PO Box 711 Cooper Landing, AK 99572
Rae Koslowski		Treasurer is a non-board member as per amendment to KMTA CCA bylaws May 2012.			
Doug Capra	Seward		907-224-3763	capradr@yahoo.com	PO Box 1574 Seward, AK 99664
Sue Cogswell	Whittier		907-222-2440	sue_cogs@yahoo.com	2207 Spenard Rd, Suite 207 Anchorage, AK 99503
Marianne Daniels	Girdwood		907-575-2108 907-783-2740	mld@alaskan.net	PO Box 867 Girdwood, AK 99587
Karl F. Erickson	Girdwood		907-440-8804	karl.j.erickson@gmail.com	PO Box 118 Girdwood, AK 99587
Bruce Jaffa	Moose Pass		907-224-8002	jaffa@eagle.ptialaska.net	PO Box 107 Moose Pass, AK 99631
Alexandra M. Lindgren	areawide		907-398-3181	alindgren@kenaitze.org	33310 St Joseph Soldotna, AK 99669
Dan Walker	Seward		907-362-7858	dlwalker@gci.net	PO Box 112 Seward, AK 99664
Jim Richardson	Cooper Landing	President Emeritus	907-274-4760	kmtanha@gmail.com	3339 Wentworth Anchorage, AK 99508

To expand its sphere of influence and develop area-wide participation, the Board decided at their May 2011 Annual Meeting to invite existing and potential partners from local, borough or state governmental organizations as well as other regional and statewide organizations with a stake in the



success of KMTA CCA to designate a representative who will serve as members of a KMTA NHA Advisory Council. The Advisory Council will provide technical, procedural, and practical assistance in guiding the CCA in its decision-making process.

The Board decided at the May 2012 meeting that the Treasurer of the CCA did not need to be a member of the board. This change made it possible to gain the volunteer assistance of a person with professional accounting skills and experience and added a measure of fiscal accountability to the KMTA CCA structure.

The duties of the KMTA CCA Board of Directors are further described in the bylaws as follows:

Financial Management. To receive and administer funds made available by Congress and other entities for purposes of the Heritage Area.

Project Identification. To encourage and assist communities within the Heritage Area in nominating projects for financial assistance; and to make decisions regarding projects to be financially assisted from appropriations for Heritage Area purposes. Project identification and financial assistance is not contingent upon completion of the heritage management plan. It is anticipated that the heritage management planning process will identify new projects in addition to those that have been previously identified by communities.

Heritage Management Plan. Not later than three years after the date on which funds are first made available to develop the management plan, CCA shall submit a management plan to the Secretary of Interior for approval describing the history and heritage resources, as well as modern resource development of the Heritage Area, setting forth recommendations to accomplish the purposes of the Heritage Area, and otherwise complying with management plan requirements in the Act establishing the National Heritage Area. Said recommendations shall include actions to be carried out by government and private organizations.

Priorities. The CCA will give priority to the implementation of actions, goals and policies set forth in the cooperative agreement and the heritage management plan including assisting communities in:



*"The Loop" Moose Pass to Portage,
Alaska Railroad 1922. (Anchorage
Museum at Rasumson Center)*



- Securing funding to accomplish Heritage Area purposes;
- Understanding the role and participation of agencies that have jurisdiction within the Heritage Area;
- Carrying out programs that recognize important resource values in the Heritage Area;
- Encouraging economic viability in the affected communities;
- Establishing and maintaining interpretive exhibits in the Heritage Area;
- Improving and interpreting historic trails;
- Increasing public awareness and appreciation for the natural, historical and cultural resources, and modern resource development of the Heritage Area;
- Restoring historic buildings and structures that are located within the boundaries of the Heritage Area;
- Ensuring that clear, consistent and appropriate signs identifying public access points, trails and sites of interest are put in place throughout the Heritage Area.



*Big game hunter “Alaska Nellie” was the first woman to receive a roadhouse contract from the railroad.
(Alaska Nellie Historical Society)*

How Work is Accomplished – Program Manager

At its spring annual meeting and a second meeting in the fall, the Board takes stock of accomplishments and establishes benchmarks for the coming year, while refining, developing and following its ongoing plan of action. Board members communicate regularly through email, holding additional special meetings as needed. Decisions on proposed projects and programs are typically made at the spring and fall meetings and by voting electronically between the two meetings.

In 2011 the Board of Directors, acting as the governing body of KMTA CCA, engaged Kaylene Johnson, author of *Trails Across Time*, as the KMTA Program Manager. Ms. Johnson works out of her home office in Anchorage, often coordinating with the Board President, who also works in a home office in Anchorage.

The Program Manager’s responsibilities are to accomplish the following activities furthering the purposes of KMTA NHA:



- Complete the Management Plan
- Assist Community Project grantees with their proposals to assure that grant guidelines are met;
- Coordinate Area-wide Projects and facilitate the multiple partnerships and activities required to achieve the goals of area-wide projects;
- Develop partnerships with State, Federal, tribal or local government agencies, organizations, business and individuals to assure that financial and other resources necessary to implement the management plan are in place;
- Research and apply for funding sources to create a sustainable NHA program.
- Provide publicity about the KMTA NHA and CCA activities, including website development and press releases.
- Review, monitor, and support ongoing KMTA NHA activities in keeping with the goals and priorities of the Management Plan.

At this time, the Program Manager is the only paid position. The central role of this person is complemented by volunteer services of board members. Projected need for additional paid assistance will be considered as the number of projects and programs grows. However, the goal of the Board is to create and maintain a sustainable organization with low overhead so that most available funding can be used for direct accomplishment of projects and programs.

Additional information about how work gets done is covered in Chapter 7 of this document that details the process of selection, project implementation, and achievement goals (as opposed to the operational goals below) used by KMTA CCA in accomplishing the purposes of the Heritage Area. Chapter 7 clarifies the distinction between Community Projects and Area-wide Projects and the different processes used to accomplish work in these two categories.

Measuring KMTA CCA Operational Performance

Certain basic performance goals will provide standards and measures for the ongoing organizational operation of the KMTA CCA. These include:

- Informing the Public. The KMTA website will be regularly updated to announce new and completed projects, programs and plans; changes in board membership and leadership; meetings and opportunities to participate in KMTA NHA activities. In addition, KMTA CCA will use public media to publicize Heritage Area news. In particular, KMTA CCA will send regular press releases to local newspapers that have developed a readership in Heritage Area communities as well and to local radio stations and will invite media coverage of newsworthy accomplishments and events.



- **Staying Informed and Connected with Heritage Area Activities Outside Alaska.** As the only National Heritage Area in a vast region, and one of the newest in the nation, contact with the Washington office and with people in other Heritage is particularly needed by those who are active with KMTA CCA. Contact with others will be a source of ideas, possibilities and examples that KMTA CCA can use to evaluate and develop its own program. Further, the National Heritage Area program is a team effort and KMTA CCA wants to contribute as part of the team. Participation in relevant webinars, developing telephone relationships with personnel in other NHAs, and occasionally traveling to attend conferences will be an ongoing part of the program.
- **Assuring Fiscal Accountability.** KMTA CCA has engaged a CPA firm with expertise in non-profit organizations to prepare its annual form 990 for IRS. In addition this firm will work with the Board Treasurer to provide a disinterested and objective review of accounts and expenditures for each year.
- **Board Development and Engagement.** Building and maintaining a well-informed and cohesive group made up of members who live and work in widely scattered communities requires ongoing attention, especially when members change and new projects and programs are developed. Frequent email communication and meetings located in different parts of the Heritage Area will help accomplish this goal. As a hub community that is frequent destination for other purposes, work sessions in Anchorage are often convenient for board gatherings.

Estimating Expenditures and Funding Sources

The KMTA CCA Board is aware that financial constraints imposed at a national level may reduce the availability of future funding through the National Park Service. Still, until April 2024, the Secretary of Interior is authorized to provide financial assistance to KMTA CCA, and Alaska's National Heritage Area will be eligible for a share of any annual appropriation for the nation's 49 congressionally designated national heritage areas. The board has 5 years from the date of each year's funding availability to match and draw down the funding for that year. The rate at which the federal funding can be put to use depends on the development of heritage area projects with committed partners who are willing to match the available federal funds.



PROJECT COSTS AND SOURCES OF REVENUE - 2012						
			KMTA			Potential
	Project	Sponsor	NHA Amt.*	CCA Amt.**	Match Amt.	Sources of Match
1	Mariners' Memorial, harbor front monument	Seward Mariners' Memorial Committee	\$ 10,000		\$ 55,000	Cash: memorial donations.
						In-kind contributions of services and materials.
2	Historic Archeology, Grounds and Fencing	Hope and Sunrise Historical Society	\$ 7,000		\$ 7,000	In-kind contributions of services and materials.
3	Nordic/multi-use Trail System, Glacier-Winner Creek Valley	Girdwood Nordic Ski Club	\$ 10,000		\$ 11,170	In-kind contributions of services and materials.
4	Highway Sign interpreting natural, historical and cultural resources	Cooper Landing Walkable Communities Steering Committee	\$ 2,500		\$ 2,500	In-kind contributions of services and materials.
5	Darien Lindgren Cabin, interpretive site development	Kenaitze Indian Tribe	\$ 10,000		\$ 14,813	Cash: Kenaitze Indian Tribe, third party funds
6	Management Plan Completion, publication and distribution	KMTA CCA	\$ 10,000	\$ 5,000	\$ 5,000	Board member donated time (240 hours @ \$20.85)
7	Management Plan Implementation, includes sustainable partnerships and projects 8 & 9 below	KMTA CCA	\$ 50,000	\$ 10,000	\$ 40,000	In-kind contribution of services
			\$ 99,500	\$ 15,000	\$ 135,483	
8	Contract for planning highway signage and NHA travelers' interpretive system	Chugach National Forest Dept. of Transportation Alaska Railroad, NPS	\$ 40,000		\$ 20,000	State Dept. of Transportation
					\$ 20,000	National Forest Foundation
9	Curriculum for local schools on KMTA National Heritage Area	KPB School District & Chugach Forest	\$ 30,000		\$ 10,000	In-kind contributions of services
					\$ 20,000	Kenai Peninsula Borough School District
10	Museum Volunteer Support, flexible fund for new projects	Individually sponsored by local museums	\$ 20,000		\$ 20,000	In-kind contributions of services and materials.
11	Other local and trail projects TBD		\$ 19,500		\$ 25,000	In-kind contributions of services and materials
			\$ 204,000	\$ 15,000	\$ 385,966	
*	KMTA NHA AMT: Funds available from NPS if matched.					
**	KMTA CCA AMT: Funds in KMTA CCA account from board member contributions and extra project match.					



PROJECT COSTS AND SOURCES OF REVENUE - 2013						
Project	Sponsor	KMTA NHA Amt.*	KMTA CCA Amt.**	Match Amt.	Sources of Match	
1	Management Plan Implementation including sustainable partnerships and work with partners to manage, complete or further develop the projects initiated in 2012	\$ 50,000	\$ 10,000	\$ 40,000	In-kind contribution of services	
2	Contract for Planning Highway Signage and NHA Travelers' Interpretative System	\$ 20,000	\$ 10,000	\$ 20,000	National Forest Foundation, Kenai Peninsula Visitors Association	
3	Curriculum for local schools on KMTA National Heritage Area, Field trips for children	\$ 30,000		\$ 10,000 \$ 20,000 \$ 15,000	In-kind contributions of services Kenai Peninsula Borough Kenaitze Indian Tribe	
4	Museum Volunteer Support flexible fund for new projects	\$ 20,000		\$ 20,000	In-kind contributions of services and materials.	
5	Contract for concept plan for NHA Bicycle System	\$ 10,000	\$ 10,000	\$ 30,000 \$ 15,000	In-kind contributions of services National Forest Foundation	
6	Other local and trail projects TBD	\$ 19,500		\$ 25,000	In-kind contributions of services and materials	
		\$ 149,500	\$ 30,000	\$ 195,000		
*	KMTA NHA AMT: Funds available from NPS if matched.					
**	KMTA CCA AMT: Funds in KMTA CCA account from board member contributions and extra project match.					



Previous experience indicates that match from in-kind services and cash donations will not be a problem. Good projects generate community enthusiasm. Though communities in the KMTA NHA are small, they are alive with volunteerism. All have active historical organizations. Groups in Seward and Girdwood have organized to rebuild the Iditarod Trail. In Hope, citizens constructed a museum of mining history, building it themselves out of local logs and donated materials.

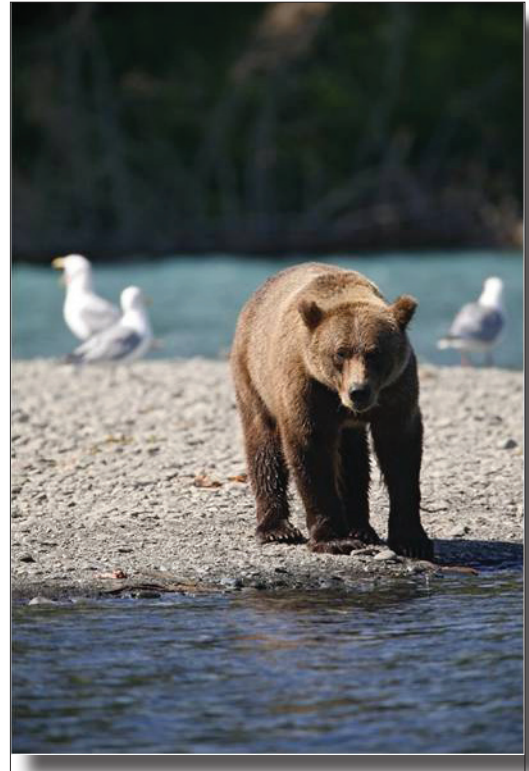
However, to engage essential personnel to manage the program, and to assure that bills can be paid without delay, it is critical to maintain a cash reserve. Over the past year, through board member contributions and in-kind services and extra project match, the board has gained the essential operating reserve necessary to make an incremental increase in project activity starting in 2012.

Achieving Sustainability

Acknowledging that the future of federal funding is unpredictable, KMTA CCA is intent on working towards financial self-sufficiency. Achieving at least a measure of financial independence would help assure the long-term future of the organization, and strengthen KMTA CCA's ability to fund worthy projects that lack the non-federal match needed to draw down NPS funds.

The organization already gains a limited amount of revenue through sales of *Trails Across Time: History of a Mountain Corridor*, the book that was published by KMTA CCA prior to the creation of the National Heritage Area. In addition, donations have been received from local tourism businesses. However, experience has shown that neither sales nor private donations will yield sufficient funding for a sustainable operation.

The most effective way to achieve sustainability could be by providing an ongoing service to an entity such as the Kenai Peninsula School District. All Alaska public schools are required by law to provide education in Alaskan history. The District could fulfill or partially fulfill this requirement through an ongoing agreement with KMTA CCA. KMTA CCA is in the process of developing a curriculum for local schools about the natural and human history of KMTA NHA. If this project



(National Park Service)



is successful, it may be a basis for a more sustainable partnership with the Kenai Peninsula Borough School District or with individual schools within the District.

Along the same vein, KMTA CCA may be able to work with the local tourism industry to promote heritage tourism or to provide summer interpretive services on a reimbursable basis.

KMTA CCA also plans to apply for grants from non-federal entities and agencies, some of which may develop into ongoing sustainable partnerships. These include:

- The National Forest Foundation
- The Alaska Humanities Forum
- The Alaska Railroad
- The Rasmuson Foundation
- State Designated Legislative Grants through the Department of Commerce, Community and Economic Development
- Non-profit corporations such as the Kenai Peninsula Tourism Marketing Council, the Alaska Tourism Industry Association and Alaska Geographic
- Travel and tourism entities of the State of Alaska



*K'Beq' Interpretive Site near Cooper Landing.
(National Park Service)*



*Surveyors at Kern Creek pause from their work on the Alaska Northern Railway.
(Anchorage Museum at Rasumson Center)*





(National Park Service)

Chapter 9

Implementation: Partnership Needs and Opportunities

Partnerships are at the heart of the National Heritage Area system. The requirement that federal funds be matched by non-federal sources brings agencies and entities together to accomplish shared purposes in ways that have long-term benefits for the public.

The success of the KMTA NHA depends on the strength of the partnerships and networks that are developed as a result of the National Heritage Area designation. The KMTA Corridor Community Association is committed to fostering relationships that acknowledge and engage the strengths that each partner brings to the table. These partnerships with the private sector, government, and non-profit groups will be instrumental in promoting grassroots efforts that reflect the desires and direction expressed by communities within the corridor, as well as in accomplishing area-wide heritage area projects that benefit a number of the communities.



(National Park Service)

Key Federal Partners

- 1) **National Park Service:** The NPS, as administrator of the Heritage Area designation, plays a critical role in providing financial and technical assistance to the KMTA CCA. The NPS has been generous and effective with its support and assistance in developing the Management Plan. (See Appendix 2 for the Cooperative Agreement between the KMTA CCA and the NPS.)
- 2) **US Forest Service:** More than ninety percent of the KMTA NHA is within the boundaries of the Chugach National Forest. Communities are on islands or thin stretches of private property surrounded by Forest land. Roadsides and connections from one place to another in the Heritage Area generally cross or are located on the Forest land.



The KMTA NHA goals align with many of the plans and projects of the Chugach National Forest, and there is much potential for collaborative partnership projects with the Chugach National Forest. The Forest Supervisor has offered to work with the KMTA CCA to develop a process for communication and coordination when projects are proposed within the boundaries of the Forest, where the Chugach National Forest operates under specific guidance in the form of statute, precedent and consistency with the Chugach Forest Plan. The KMTA CCA Board sees this as a needed and helpful measure and intends to work with the Forest Supervisor to develop an agreement to accomplish this purpose.

The Chugach National Forest has been helpful in the development of this management plan in two other important ways:

- 1) providing an inventory of heritage resources with maps that illustrate those resources (included in this document); and
- 2) providing the following listing of completed, ongoing, planned, and possible Chugach National Forest projects relating to the KMTA NHA:

Chugach National Forest Projects within the KMTA NHA

Completed projects relating to NHA

- Lauritson Cabin Rehabilitation Project (Land and cabin ownership transferred to state of Alaska)
- Moved Historic Fire Guard House to Hope Museum
- Renovation of the Upper Russian Recreation Use Cabin



Travelers in 1910 pause for a break at Bear Creek. (Anchorage Museum at Rasmuson Center)



On-going and Planned Projects and Planning efforts relating to the NHA

- K'Beq Interpretive Site at Kenai River(Operated by the Kenaitze Indian Tribe under special use authorization with the Forest Service)
- Cooper Landing Walkable Community Project
- Iditarod National Historic Trail Interpretive Plan for “Southern trek” – from Seward to Girdwood
- On-going development of Whistle Stop Interpretive Plans
- Seward Highway All American Road Interpretive Plan with AK-DOT & Federal Highways
- Portage Valley Interpretive Plan (including Iditarod elements)
- Russian River Campground Upgrade and proposed interpretive plan
- Historic Structures Management Plan for cabins on the Chugach NF (in development)
- Development of a mining interpretive area in partnership with Hope Mining Company and Hope Historical Society
- Development and installation of two interpretive signs at Daves Creek near Tern Lake in partnership with the Girl Scouts



Harry Staser, his son Bruce, and daughter, Leanne in the 1920s. (UAA Consortium Library Archives)

Interpretive or Recreation:

- Several Iditarod Trail Construction projects with traditional structures (e.g., trail & bridges) along the trail designed in accordance with State Historic Preservation Office (SHPO) agreements
- Whistle Stop Project sites designed in accordance with SHPO agreements (e.g., Spencer and Grandview Whistlestops)
- Historic Recreation Cabin Maintenance (e.g., Swan Lake & Caribou Creek)
- Begich-Boggs Visitor Center Movie development with associated historical vignettes & products targeted to complement the movie and enrich the learning experience

Youth & Stewardship:

- Iditarod Trail to Every Classroom or iTREC! that engages teachers and their classrooms in



service learning project along the historic corridor of the Iditarod Trail

- Archaeology Youth Expedition with the Kenaitze & Alaska Geographic (part of Susten Culture Camp)

Other Future Possibilities for Collaboration in KMTA NHA

- Exit Glacier Trail- Herman Leirer Multimodal Trail Project – multi-agency project to construct a trail from Seward Highway to Exit Glacier visitors center
- Cooper Landing Walkable Community project – connect local pathways, roadways and trails to improve safety and interconnectivity
- Archaeological site monitoring and site steward opportunities
- Kenai Resource Advisory Committee Cabin Restoration for Hubbard & Slate Creek cabins
- Digitize historical vignettes from local story tellers- Billy Miller- Hope, Red Smith- Cooper Landing (and others)



(National Park Service)

The KMTA CCA intends to seek a partnership agreement with the Chugach National Forest as proposed by the Forest Supervisor, and to work with her to select and initiate at least one collaborative partnership project during the coming year.

3) Bureau of Land Management

The federal Bureau of Land Management coordinates cooperative management of the Iditarod National Historic Trail, and will be KMTA CCA's primary point of contact for matters involving the entire trail.

Key Non-federal Entities

During the planning process that established the foundation of information for this Management Plan, KMTA CCA representatives met with representatives of many non-federal entities that share the KMTA NHA goal. These meetings enhanced mutual understanding of shared purposes and respect for each other's cultural, legal and regulatory parameters.

As a near-term priority, the Board will seek Memoranda of Agreement (MOA) with the following non-federal entities:



- Kenaitze Indian Tribe
- Alaska Railroad
- Alaska State Historic Preservation Office
- Chugach State Park
- Alaska Department of Transportation
- Kenai Peninsula Borough School District

The goal of these agreements will be to formalize information about each other's goals and parameters and to state a mutual intent to work cooperatively for collective benefit and public good.

Project-by-Project Partnerships

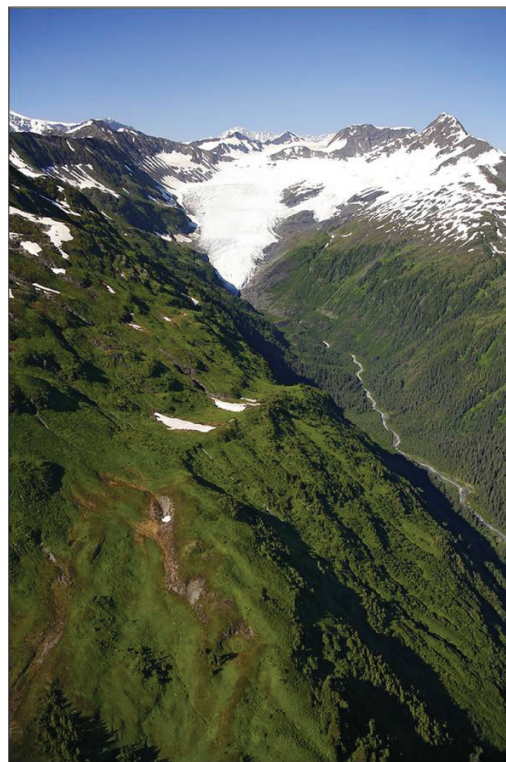
The local communities within the KMTA NHA are the primary source of partnerships for projects and programs. Here partnerships are appropriately less formal, drawing on the wealth of relationships that already exist because of KMTA CCA's well-distributed Board membership.

Before the National Heritage Area was designated and during the more recent management planning process KMTA CCA has actively solicited the input of local planning advisory Boards, non-profit organizations, city councils, chambers of commerce, and other community organizations with goals that dovetail with the themes of the National Heritage Area. The grassroots efforts of local organizations helped create KMTA NHA and will continue to be the initiative behind local community projects.

The KMTA CCA has a well-honed process and format for project contracts that will continue to provide structure for agreements with local organizations.

Partners in Support of National Heritage Area Designation

In discussing partnerships, it is appropriate to conclude with a list organizations that passed resolutions and wrote letters of support asking Congress to designate the Kenai Mountains-Turnagain Arm National Heritage Area.



(National Park Service)



Some of these organizations are currently working with KMTA CCA. Others may become current partners as they put forth prospective projects and programs meeting KMTA CCA guidelines.

Alaska Association for Historic Preservation
Alaska Division of Parks and Recreation
Alaska Historical Commission
Alaska Visitors Association (currently the Alaska Tourism Industry Association)
Alaska Wilderness Recreation & Tourism Association
Anchorage Convention and Visitors Bureau
Anchorage Historic Properties, Inc.
Anchorage Municipal Assembly
Bird/ Indian Community Council
City of Whittier
City of Seward
Cook Inlet Historical Society
Cooper Landing Community Club
Girdwood Board of Supervisors
Hope and Sunrise Historical Society
Hope Chamber of Commerce
Kenai Peninsula Borough
Kenai Peninsula Borough Trails Commission
Kenai Peninsula Historical Association
Kenai Peninsula Tourism Marketing Council
Kenai River Special Management Area Advisory Board
Moose Pass Sportsman's Club
National Parks Conservation Association
Prince William Sound Economic Development District
Seward City Council
Seward Historic Preservation Commission
Seward Iditarod Trailblazers, Inc.
Turnagain Arm Community Council



(Kaylene Johnson)



(National Park Service)



APPENDIX 1

Legislation designating KMTA Corridor as a National Heritage Area

111TH UNITED STATES CONGRESS

1ST SESSION

An Act

To designate certain land as components of the National Wilderness Preservation System, to authorize certain programs and activities in the Department of the Interior and the Department of Agriculture, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Subtitle A—Designation of National Heritage Areas

SEC. 8010. KENAI MOUNTAINS-TURNAGAIN ARM NATIONAL HERITAGE AREA, ALASKA.

(a) Definitions- In this section:

(1) HERITAGE AREA- The term ‘Heritage Area’ means the Kenai Mountains-Turnagain Arm National Heritage Area established by subsection (b)(1).

(2) LOCAL COORDINATING ENTITY- The term ‘local coordinating entity’ means the Kenai Mountains-Turnagain Arm Corridor Communities Association.

(3) MANAGEMENT PLAN- The term ‘management plan’ means the plan prepared by the local coordinating entity for the Heritage Area that specifies actions, policies, strategies, performance goals, and recommendations to meet the goals of the Heritage Area, in accordance with this section.

(4) MAP- The term ‘map’ means the map entitled ‘Proposed Kenai Mountains-Turnagain Arm NHA’ and dated August 7, 2007.

(5) SECRETARY- The term ‘Secretary’ means the Secretary of the Interior.

(b) Designation of the Kenai Mountains-Turnagain Arm National Heritage Area-

(1) ESTABLISHMENT- There is established the Kenai Mountains-Turnagain Arm National Heritage Area.

(2) BOUNDARIES- The Heritage Area shall be comprised of the land in the Kenai Mountains and upper Turnagain Arm region, as generally depicted on the map.

(3) AVAILABILITY OF MAP- The map shall be on file and available for public inspection in—

(A) the appropriate offices of the Forest Service, Chugach National Forest;

(B) the Alaska Regional Office of the National Park Service; and

(C) the office of the Alaska State Historic Preservation Officer.

(c) Management Plan-

(1) LOCAL COORDINATING ENTITY- The local coordinating entity, in partnership with other interested parties, shall develop a management plan for the Heritage Area in accordance with this section.

(2) REQUIREMENTS- The management plan for the Heritage Area shall—

(A) describe comprehensive policies, goals, strategies, and recommendations for use in—

(i) telling the story of the heritage of the area covered by the Heritage Area; and



- (ii) encouraging long-term resource protection, enhancement, interpretation, funding, management, and development of the Heritage Area;
 - (B) include a description of actions and commitments that the Federal Government, State, tribal, and local governments, private organizations, and citizens will take to protect, enhance, interpret, fund, manage, and develop the natural, historical, cultural, educational, scenic, and recreational resources of the Heritage Area;
 - (C) specify existing and potential sources of funding or economic development strategies to protect, enhance, interpret, fund, manage, and develop the Heritage Area;
 - (D) include an inventory of the natural, historical, cultural, educational, scenic, and recreational resources of the Heritage Area relating to the national importance and themes of the Heritage Area that should be protected, enhanced, interpreted, managed, funded, and developed;
 - (E) recommend policies and strategies for resource management, including the development of inter-governmental and interagency agreements to protect, enhance, interpret, fund, manage, and develop the natural, historical, cultural, educational, scenic, and recreational resources of the Heritage Area;
 - (F) describe a program for implementation for the management plan, including—
 - (i) performance goals;
 - (ii) plans for resource protection, enhancement, interpretation, funding, management, and development; and
 - (iii) specific commitments for implementation that have been made by the local coordinating entity or any Federal, State, tribal, or local government agency, organization, business, or individual;
 - (G) include an analysis of, and recommendations for, means by which Federal, State, tribal, and local programs may best be coordinated (including the role of the National Park Service, the Forest Service, and other Federal agencies associated with the Heritage Area) to further the purposes of this section; and
 - (H) include a business plan that—
 - (i) describes the role, operation, financing, and functions of the local coordinating entity and each of the major activities contained in the management plan; and
 - (ii) provides adequate assurances that the local coordinating entity has the partnerships and financial and other resources necessary to implement the management plan for the Heritage Area.
- (3) DEADLINE-
- (A) IN GENERAL- Not later than 3 years after the date on which funds are first made available to develop the management plan after the date of enactment of this Act, the local coordinating entity shall submit the management plan to the Secretary for approval.
- (B) TERMINATION OF FUNDING- If the management plan is not submitted to the Secretary in accordance with subparagraph (A), the local coordinating entity shall not qualify for any additional financial assistance under this section until such time as the management plan is submitted to and approved by the Secretary.
- (4) APPROVAL OF MANAGEMENT PLAN-
- (A) REVIEW- Not later than 180 days after receiving the management plan under paragraph (3), the Secretary shall review and approve or disapprove the management plan for a Heritage Area on the basis of the criteria established under subparagraph (C).
- (B) CONSULTATION- The Secretary shall consult with the Governor of the State in which the Heritage Area is located before approving a management plan for the Heritage Area.
- (C) CRITERIA FOR APPROVAL- In determining whether to approve a management plan for the



Heritage Area, the Secretary shall consider whether—

- (i) the local coordinating entity represents the diverse interests of the Heritage Area, including the Federal Government, State, tribal, and local governments, natural and historical resource protection organizations, educational institutions, businesses, recreational organizations, community residents, and private property owners;
- (ii) the local coordinating entity—
 - (I) has afforded adequate opportunity for public and Federal, State, tribal, and local governmental involvement (including through workshops and hearings) in the preparation of the management plan; and
 - (II) provides for at least semiannual public meetings to ensure adequate implementation of the management plan;
- (iii) the resource protection, enhancement, interpretation, funding, management, and development strategies described in the management plan, if implemented, would adequately protect, enhance, interpret, fund, manage, and develop the natural, historical, cultural, educational, scenic, and recreational resources of the Heritage Area;
- (iv) the management plan would not adversely affect any activities authorized on Federal land under public land laws or land use plans;
- (v) the local coordinating entity has demonstrated the financial capability, in partnership with other interested parties, to carry out the plan;
- (vi) the Secretary has received adequate assurances from the appropriate State, tribal, and local officials whose support is needed to ensure the effective implementation of the State, tribal, and local elements of the management plan; and
- (vii) the management plan demonstrates partnerships among the local coordinating entity, Federal Government, State, tribal, and local governments, regional planning organizations, nonprofit organizations, or private sector parties for implementation of the management plan.

(D) DISAPPROVAL-

- (i) **IN GENERAL-** If the Secretary disapproves the management plan, the Secretary—
 - (I) shall advise the local coordinating entity in writing of the reasons for the disapproval; and
 - (II) may make recommendations to the local coordinating entity for revisions to the management plan.
- (ii) **DEADLINE-** Not later than 180 days after receiving a revised management plan, the Secretary shall approve or disapprove the revised management plan.

(E) AMENDMENTS-

- (i) **IN GENERAL-** An amendment to the management plan that substantially alters the purposes of the Heritage Area shall be reviewed by the Secretary and approved or disapproved in the same manner as the original management plan.
- (ii) **IMPLEMENTATION-** The local coordinating entity shall not use Federal funds authorized by this section to implement an amendment to the management plan until the Secretary approves the amendment.

(F) AUTHORITIES- The Secretary may—

- (i) provide technical assistance under the authority of this section for the development and implementation of the management plan; and
- (ii) enter into cooperative agreements with interested parties to carry out this section.

(d) Evaluation; Report-

- (1) **IN GENERAL-** Not later than 3 years before the date on which authority for Federal funding terminates for the Heritage Area under this section, the Secretary shall—



- (A) conduct an evaluation of the accomplishments of the Heritage Area; and
- (B) prepare a report in accordance with paragraph (3).
- (2) EVALUATION- An evaluation conducted under paragraph (1)(A) shall—
 - (A) assess the progress of the local coordinating entity with respect to—
 - (i) accomplishing the purposes of the authorizing legislation for the Heritage Area; and
 - (ii) achieving the goals and objectives of the approved management plan for the Heritage Area;
 - (B) analyze the Federal, State, tribal, local, and private investments in the Heritage Area to determine the impact of the investments; and
 - (C) review the management structure, partnership relationships, and funding of the Heritage Area for purposes of identifying the critical components for sustainability of the Heritage Area.
- (3) REPORT- Based on the evaluation conducted under paragraph (1)(A), the Secretary shall submit to the Committee on Energy and Natural Resources of the Senate and the Committee on Natural Resources of the House of Representatives a report that includes recommendations for the future role of the National Park Service, if any, with respect to the Heritage Area.
- (e) Local Coordinating Entity-
 - (1) DUTIES- To further the purposes of the Heritage Area, in addition to developing the management plan for the Heritage Area under subsection (c), the local coordinating entity shall—
 - (A) serve to facilitate and expedite the implementation of projects and programs among diverse partners in the Heritage Area;
 - (B) submit an annual report to the Secretary for each fiscal year for which the local coordinating entity receives Federal funds under this section, specifying—
 - (i) the specific performance goals and accomplishments of the local coordinating entity;
 - (ii) the expenses and income of the local coordinating entity;
 - (iii) the amounts and sources of matching funds;
 - (iv) the amounts leveraged with Federal funds and sources of the leveraging; and
 - (v) grants made to any other entities during the fiscal year;
 - (C) make available for audit for each fiscal year for which the local coordinating entity receives Federal funds under this section, all information pertaining to the expenditure of the funds and any matching funds; and
 - (D) encourage economic viability and sustainability that is consistent with the purposes of the Heritage Area.
 - (2) AUTHORITIES- For the purpose of preparing and implementing the approved management plan for the Heritage Area under subsection (c), the local coordinating entity may use Federal funds made available under this section—
 - (A) to make grants to political jurisdictions, nonprofit organizations, and other parties within the Heritage Area;
 - (B) to enter into cooperative agreements with or provide technical assistance to political jurisdictions, nonprofit organizations, Federal agencies, and other interested parties;
 - (C) to hire and compensate staff, including individuals with expertise in—
 - (i) natural, historical, cultural, educational, scenic, and recreational resource conservation;
 - (ii) economic and community development; and
 - (iii) heritage planning;
 - (D) to obtain funds or services from any source, including other Federal programs;
 - (E) to enter into contracts for goods or services; and
 - (F) to support activities of partners and any other activities that further the purposes of the Heritage



Area and are consistent with the approved management plan.

(3) **PROHIBITION ON ACQUISITION OF REAL PROPERTY-** The local coordinating entity may not use Federal funds authorized under this section to acquire any interest in real property.

(f) **Relationship to Other Federal Agencies-**

(1) **IN GENERAL-** Nothing in this section affects the authority of a Federal agency to provide technical or financial assistance under any other provision of law.

(2) **CONSULTATION AND COORDINATION-** The head of any Federal agency planning to conduct activities that may have an impact on a Heritage Area is encouraged to consult and coordinate the activities with the Secretary and the local coordinating entity, to the maximum extent practicable.

(3) **OTHER FEDERAL AGENCIES-** Nothing in this section—

(A) modifies, alters, or amends any law (including a regulation) authorizing a Federal agency to manage Federal land under the jurisdiction of the Federal agency;

(B) limits the discretion of a Federal land manager to implement an approved land use plan within the boundaries of a Heritage Area; or

(C) modifies, alters, or amends any authorized use of Federal land under the jurisdiction of a Federal agency.

(g) **Private Property and Regulatory Protections-** Nothing in this section—

(1) abridges the rights of any property owner (whether public or private), including the right to refrain from participating in any plan, project, program, or activity conducted within the Heritage Area;

(2) requires any property owner to permit public access (including access by Federal, State, tribal, or local agencies) to the property of the property owner, or to modify public access or use of property of the property owner under any other Federal, State, tribal, or local law;

(3) alters any duly adopted land use regulation, approved land use plan, or other regulatory authority (such as the authority to make safety improvements or increase the capacity of existing roads or to construct new roads) of any Federal, State, tribal, or local agency, or conveys any land use or other regulatory authority to any local coordinating entity, including development and management of energy or water or water-related infrastructure;

(4) authorizes or implies the reservation or appropriation of water or water rights;

(5) diminishes the authority of any State to manage fish and wildlife, including the regulation of fishing and hunting within the Heritage Area; or

(6) creates any liability, or affects any liability under any other law, of any private property owner with respect to any person injured on the private property.

(h) **Funding-**

(1) **AUTHORIZATION OF APPROPRIATIONS-** Subject to paragraph (2), there is authorized to be appropriated to carry out this section \$1,000,000 for each fiscal year, to remain available until expended.

(2) **LIMITATION ON TOTAL AMOUNTS APPROPRIATED-** Not more than a total of \$10,000,000 may be made available to carry out this section.

(3) **COST-SHARING-**

(A) **IN GENERAL-** The Federal share of the total cost of any activity carried out under this section shall not exceed 50 percent.

(B) **FORM OF NON-FEDERAL SHARE-** The non-Federal share of the cost of any activity carried out under this section may be provided in the form of in-kind contributions of goods or services fairly valued.

(i) **Termination of Authority-** The authority of the Secretary to provide financial assistance under this



APPENDIX 2

Cooperative Agreement between National Park Service and KMTA CCA

Cooperative Agreement
between
The United States Department of the Interior
National Park Service
And the
Kenai Mountains-Turnagain Arm Corridor Communities Association
For the
Kenai Mountains-Turnagain Arm National Heritage Area
Facilitation and Management

This Agreement is entered into by and between the Kenai Mountains-Turnagain Arm Communities Association (KMTACCA) and the United States of America, U.S. Department of the Interior, National Park Service (NPS).

ARTICLE I – BACKGROUND AND OBJECTIVES

The United States Congress, through P.L. 111-11, Section 8010, established the Kenai Mountains-Turnagain Arm Corridor Communities Association KMTACCA as the local coordinating entity for the Kenai Mountains-Turnagain Arm National Heritage Area and the Secretary of the Interior is designated the Federal Management Officer. P.L. 111-11 the last section which states: “The authority of the Secretary to provide financial assistance under this section terminates on the date that is 15 years after the date of enactment of this act. (March 30, 2009)”

KMTACCA is responsible for the legal documentation and disbursement of federal funds and their match. They are also charged with developing and implementing a National Heritage Area management plan that achieves the purpose defined in the above legislation for the Kenai Mountains-Turnagain Arm National Heritage Area.

The National Park Service, acting for the Secretary of Interior, is charged with oversight responsibilities, assuring that the federal accountability and transparency requirements are fulfilled. The agency is also charged with providing technical assistance as appropriate and available. The Secretary of the Interior is required to approve the plan, assuring it meets the legislative mandate of the enabling legislation.

KMTACCA and NPS work together to assure that public monies are properly expended. They also work together to assure that the requirements within the public law are met.



ARTICLE II - AUTHORITY

16 U.S.C. §1g provides that the NPS may enter cooperative agreements that involve the transfer of NPS-appropriated funds to non-profit organizations for the public purpose of carrying out NPS programs pursuant to 31 U.S.C. 6305;

P.L. 111-11, March 30, 2009, establishes Kenai Mountains-Turnagain Arm Communities Association as the coordinating entity for the Kenai Mountains-Turnagain Arm National Heritage Area with authority to manage the federal funds allotted to the National Heritage Area. It is authorized to make grants and to enter into contracts for goods and services that achieve the legislated purpose of the National Heritage Area. The heritage area is authorized to receive up to \$10,000,000 through the Department of the Interior, with no more than \$1,000,000 appropriated in any one fiscal year. The Federal share of the total cost of any activity carried out to achieve the legislative mandate shall not exceed 50 percent.

The KMTACCA has the authority pursuant to Public Law 111-11 to enter into agreements providing for it to perform projects with federal agencies that are concerned with the objectives of the Association as defined in its management plan and follow the requirements found in the enabling legislation.

Funding for FY-2010 (Funding Advice 10 AKR 1480 001) is \$150,000 and the cost account is 9911-685.

ARTICLE III – STATEMENT OF WORK

A. NPS agrees to:

1. Provide financial and technical assistance as provided for in Article VI of this agreement. Funding for FY-2010 (Funding Advice 10 AKR 1480 001) is \$150,000 and the cost account is 9911-685.
2. Work with KMTACCA in developing and implementing a management plan involving local residents, boroughs and municipalities, educational institutions, non-governmental organizations, Alaska Native entities and government agencies in cooperative efforts in heritage development. Projects will include cultural and recreational resource conservation, interpretation, education, economic development, and promotions. Outcomes will include a variety of both tangible and intangible products. Projects that will be built around local and regional interests may include, but not be limited to, trail and wayside development and maintenance; historic, cultural, and archeological conservation and/or interpretation of sites, neighborhoods, and landscapes; and visitor and resident information about the heritage area resources as well as the recreational and educational opportunities.
3. Assist KMTACCA in the legal use of federal funds, acceptable matches, proper record keeping and required compliance requirements.



4. Assist KMTACCA in locating and developing resources, tools and sharing examples of successful heritage development with the residents.
5. Assist KMTACCA with technical assistance to supplement and strengthen grassroots efforts to preserve, conserve, educate, interpret and promote their story.
6. Acquire specific approval for use of the National Park Service name and Arrowhead logo for heritage area publications and other media as appropriate.

B. KMTACCA agrees to:

1. Work directly with the National Park Service to legally address fiscal requirements. Also, maintain records that meet requirements identified in Office of Management and Budget circulars A-133, A-122, and A-110 as well as any other guidelines and requirements that may be addressed throughout the life of this cooperative agreement.
2. Develop, coordinate, facilitate and implement a management plan together with local residents. Assure that all federal funds and their match are expended toward National Heritage Area initiatives throughout development and implementation of the Management Plan.
3. Encourage preservation and conservation of the region's nationally important story of Native Alaskans, Russians, miners and other settlers who traveled, settled and developed the rugged mountain valleys, and the places, routes, and means of transportation that they used that contribute to this story as defined through development and implementation of the management plan.
4. Provide the National Park Service with an annual report that demonstrates how federal funds were spent and matched as well as how effective they may have been for moving toward.
5. Provide information as needed so residents understand the authorizing legislation's provisions providing for the right to refrain from participating in any plan, project, program or activity within the Heritage Area.

C. NPS and KMTACCA agree to:

1. Cooperate in proper and effective use and management of any federal funds.
2. Cooperate to assure federal laws pertaining to preservation and conservation are properly applied, such as the National Environmental Protection Act, and the National Historic Preservation Act.
3. Collaborate and coordinate with the Forest Supervisor of the Chugach National Forest in the development and implementation of the management plan for this National Heritage Area.



4. Cooperate in linking the nationally important story of the region to the National Park Service for the education, enjoyment and recreational opportunities that the general public expects from their national landscapes.
5. Work together to position the region to conserve, preserve and tell a nationally important story in perpetuity.
6. As necessary, acquire approval for use of the National Park Service arrowhead and US Forest Service logo.

ARTICLE IV – TERM OF AGREEMENT

This Agreement will become effective upon signature of both parties and extend through 2024 on the same date as this document is signed, unless terminated earlier in accordance with Article XI.

ARTICLE V – KEY OFFICIALS

A. Key officials are essential to ensure maximum coordination and communications between the parties and the work being performed. They are:

1. For the NPS:

(a) Local/Coordinating/Agreements Technical Representative (ATR)

John Quinley, Heritage Area Partnership Coordinator
Alaska Region of the National Park Service
240 West 5th Avenue
Anchorage, Alaska 99501
E-mail: john_quinley@nps.gov
Telephone: (907) 644-3512
Facsimile: (907) 644-3

(b) Signatory/Administrative/Contracting Officer

xxx, Contract Specialist
Alaska Region of the National Park Service
240 W. 5th Avenue
Anchorage, Alaska 99501
E-mail: xx@nps.gov
Telephone: (907) 644-xxxx
Facsimile: (907) 644-xxxx



2. For the KMTACCA:

(a) Presiding Officer

Janet McCabe
President, KMTACCA Board of Directors
1326 K Street
Anchorage, AK 99501
Ph: 907-272-2119
fillymcc@aol.com

(Former presiding officer and President Emeritus: Jim Richardson)

B. Communications - The KMTACCA will address any communication regarding this Agreement to the Agreements Technical Representative (ATR) with a copy to the Contracting Officer. Communications that relate solely to routine operational matters described in the current work plan or other annual reporting instrument are to be sent only to the Regional ATR, the Heritage Partnership Coordinator.

C. Changes in Key Officials - Neither the NPS nor the KMTACCA may make any permanent change in a key official without written notice to the other party reasonably in advance of the proposed change. The notice will include a justification with sufficient detail to permit evaluation of the impact of such a change on the scope of work specified within this Agreement. Any permanent change in key officials will be made only by modification of this Agreement.

ARTICLE VI – AWARD AND PAYMENT

A. The commitment of funds in furtherance of this Agreement will be authorized by acceptance of the annual work plan, task agreement or other approved process issued against this Cooperative Agreement identifying each project or group of projects, how each one addresses the purpose of the enabling legislation and management plan requirements, the amount of financial assistance, the financial and in-kind match, and any other special terms or conditions applicable to that project. Modifications to the Cooperative Agreement will specify required changes to the annual reporting requirements.

B. Requests for Reimbursement and Advance of Funds (SF-270) will be submitted to the NPS Contracting Officer. Payment will be made no more frequently than quarterly and will be paid by Electronic Funds Transfer directly into KMTACCA's account.

C. In order to ensure proper payment, KMTACCA will register annually with the Central Contractor Registration (CCR), accessed at <http://www.ccr.gov>. Failure to register can impact payments under this Agreement and/or any other financial assistance or procurements documents KMTACCA may have with the federal government.

D. Annual awards are subject to availability of appropriated funds and will require a modifica-



tion to this cooperative agreement.

ARTICLE VII – PRIOR APPROVAL

The KMTACCA shall obtain prior approval for budget and program revisions that could be interpreted to be outside the development and implementation of the management plan in accordance with OMB circular A-110 as codified by 43 CFR §12.925.

ARTICLE VIII - LIABILITY

KMTACCA agrees:

- A. To indemnify, save and hold harmless, and defend the United States against all fines, claims, damages, losses, judgments, and expenses arising out of, or from, any act or omission of the National Heritage Area, its officers, employees, or (members, participants, agents, representatives, agents as appropriate) arising out of or in any way connected to activities authorized pursuant to this Agreement. This obligation shall survive the termination of this Agreement.
- B. To purchase public and employee's liability insurance at its own expense from a responsible company or companies with a minimum limitation of One Million Dollars (\$1,000,000) per person for any one claim, and an aggregate limitation of Three Million Dollars (\$3,000,000) for any number of claims arising from any one incident. The policies shall name the United States as an additional insured, shall specify that the insured shall have no right of subrogation against the United States for payments of any premiums or deductibles due there-under, and shall specify that the insurance shall be assumed by, be for the account of, and be at the insured's sole risk. Prior to beginning the work authorized herein, KMTACCA shall provide the NPS with confirmation of such insurance coverage.
- C. To pay the United States the full value for all damage to the lands or other property of the United States caused by KMTACCA, its officers, employees, or representatives [as in Paragraph 1].
- D. To provide workers' compensation protection to KMTACCA employees.
- E. To cooperate with the NPS in the investigation and defense of any claims that may be filed with the NPS arising out of the activities of the KMTACCA, its agents, and employees.

ARTICLE IX – REPORTS AND/OR DELIVERABLES

Specific projects or activities for which funds are advanced will be tracked and reported by submittal of SF-272, Federal Transaction Report and quarterly submittal of SF-269, Financial Status Report, as outlined in 43 CFR §12.952.

- B. KMTACCA will provide an annual written evaluation of the program activity prior to Octo-



ber 15 of the following year, to the key officials identified in Article V above. The evaluation will include descriptive information of program activity, a summary of park and forest unit participation, and recommendations for future program activity.

C. The Secretary of the Interior and the Comptroller General of the United States, or their duly authorized representatives, will have access for the purpose of financial or programmatic review and examination to any books, documents, papers, and records that are pertinent to the Agreement at all reasonable times during the period of retention in accordance with 43 CFR §12.953.

ARTICLE X – PROPERTY UTILIZATION

Any tools, equipment, and facilities furnished by an agency of the federal government for any National Heritage Area sanctioned action will be on a loan basis. Tools, equipment, and facilities will be returned in the same condition received except for normal wear and tear in project use. Property management standards set forth in 43 CFR §12.933 through 12.935 apply to this Agreement.

ARTICLE XI – MODIFICATION AND TERMINATION

This Agreement may be modified only by a written instrument executed by the parties.

B. Either party may terminate this Agreement by providing the other party with thirty (30) days advance written notice. In the event that one party provides the other party with notice of its intention to terminate, the parties will meet promptly to discuss the reasons for the notice and to try to resolve their differences.

ARTICLE XII – GENERAL AND SPECIAL PROVISIONS

A. General Provisions

1. OMB Circulars and Other Regulations – The following OMB Circulars and other regulations are incorporated by reference into this Agreement:

(a) OMB Circular A-110, as codified by 43 CFR Part 12, Subpart F, “Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and other Non-Profit Organizations.”

(b) OMB Circular A-122, “Cost Principles for Non-Profit Organizations.”

(c) OMB Circular A-133, “Audits of States, Local Governments, and Non-Profit Organizations.”

(d) 43 CFR Part 12, Subpart D, (Reserved).

(e) 43 CFR Part 12, Subpart E, “Buy American Requirements for Assistance Programs.” FAR Clause 52.203-12, Paragraphs (a) and (b), “Limitation on Payments to Influence Certain Federal



Transactions.”

2. Non-Discrimination - All activities pursuant to this Agreement shall be in compliance with the requirements of Executive Order 11246, as amended; Title VI of the Civil Rights Act of 1964, as amended, (78 Stat. 252; 42 U.S.C. §§2000d et seq.); Title V, Section 504 of the Rehabilitation Act of 1973, as amended, (87 Stat. 394; 29 U.S.C. §794); the Age Discrimination Act of 1975 (89 Stat. 728; 42 U.S.C. §§6101 et seq.); and with all other federal laws and regulations prohibiting discrimination on grounds of race, color, sexual orientation, national origin, disabilities, religion, age, or sex.

3. Lobbying Prohibition - 18 U.S.C. §1913, Lobbying with Appropriated Moneys, as amended by Public Law 107-273, Nov. 2, 2002 - No part of the money appropriated by any enactment of Congress shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, a jurisdiction, or an official of any government, to favor, adopt, or oppose, by vote or otherwise, any legislation, law, ratification, policy, or appropriation, whether before or after the introduction of any bill, measure, or resolution proposing such legislation, law, ratification, policy, or appropriation; but this shall not prevent officers or employees of the United States or of its departments or agencies from communicating to any such Members or official, at his request, or to Congress or such official, through the proper official channels, requests for legislation, law, ratification, policy, or appropriations which they deem necessary for the efficient conduct of the public business, or from making any communication whose prohibition by this section might, in the opinion of the Attorney General, violate the Constitution or interfere with the conduct of foreign policy, counter-intelligence, intelligence, or national security activities. Violations of this section shall constitute violations of section 1352(a) of title 31.

4. Anti-Deficiency Act - 31 U.S.C. §1341 - Nothing contained in this Agreement shall be construed as binding the NPS to expend in any one fiscal year any sum in excess of appropriations made by Congress for the purposes of this Agreement for that fiscal year, or other obligation for the further expenditure of money in excess of such appropriations.

5. Minority Business Enterprise Development - Executive Order 12432 - It is national policy to award a fair share of contracts to small and minority firms. The NPS is strongly committed to the objectives of this policy and encourages all recipients of its Cooperative Agreements to take affirmative steps to ensure such fairness by ensuring procurement procedures are carried out in accordance with 43 CFR §12.944 for Institutions of Higher Education; Hospitals and other Non-Profit Organizations, and 43 CFR §12.76 for State and Local Governments.

B. Special Provisions

1. Public Information

(a) The KMTACCA will not publicize or otherwise circulate promotional material (such as advertisements, sales brochures, press releases, speeches, pictures, still and motion pictures, articles, manuscripts or other publications) which states or implies Governmental, Departmental, bu-



reau, or Government employee endorsement of a product, service, or position which the KMTACCA represents.

(b) The KMTACCA will ensure that all information submitted for publication or other public releases of information regarding its projects will carry the following disclaimer:

“The views and conclusions contained in this document are those of the authors and should not be interpreted as representing the opinions or policies of the U.S. Government. Mention of trade names or commercial products does not constitute their endorsement by the U.S. Government.”

(c) The KMTACCA will obtain prior NPS approval from the regional public affairs office for any public information release which refers to the Department of the Interior, any bureau or employee (by name or title), or to this Agreement. The specific text, layout, photographs, etc., of the proposed release must be submitted to the agreements technical representative who will forward such materials to the public affairs office, along with the request for approval.

(d) The KMTACCA agrees to include the above provisions of this Article in any sub-award to any sub-recipient, except for a sub-award to a state government, a local government, or to a federally recognized Indian tribal government.

2. Publications of Results of Studies

No party will unilaterally publish a joint publication without consulting the other party. This restriction does not apply to popular publication of previously published technical matter. Publications pursuant to this Agreement may be produced independently or in collaboration with others; however, in all cases proper credit will be given to the efforts of those parties contribution to the publication. In the event no agreement is reached concerning the manner of publication or interpretation of results, either party may publish data after due notice and submission of the proposed manuscripts to the other. In such instances, the party publishing the data will give due credit to the cooperation but assume full responsibility for any statements on which there is a difference of opinion.

C. Certifications – The following certification is required in accordance with the above provisions and made a part of this Agreement:

DI-2010, U.S. Department of the Interior Certification Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirement and Lobbying.

ARTICLE XIII – ATTACHMENTS

The following documents are attached to and made a part of this Agreement:

A. KMTACCA’s Work Plan and Budget.

B. Form SF-424, “Application for Federal Assistance” (incorporated by reference).



- D. DI-2010

ARTICLE XIV - SIGNATURES

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date(s) set forth below.

KENAI MOUNTAINS-TURNAGAIN ARM CORRIDOR
COMMUNITIES ASSOCIATION

James H. Richardson Date
Chair of the Board, Kenai Mountains-Turnagain Arm Corridor Communities Association

FOR THE NATIONAL PARK SERVICE

Contracting Officer
Alaska Region, National Park Service

Date



Appendix 3

BYLAWS of Kenai Mountains-Turnagain Arm Corridor Community Association

BYLAWS

As Amended at Board of Directors Meeting on May 15, 2010
And Ratified October 9, 2010

KENAI MOUNTAINS-TURNAGAIN ARM NATIONAL HERITAGE

CORRIDOR COMMUNITIES ASSOCIATION (Corridor Communities Association or CCA)

ARTICLE I -- NAME AND PERIOD OF EXISTENCE

Section 1. The name of the Corporation is the Kenai Mountains-Turnagain Arm National Heritage Corridor Communities Association (CCA).

Section 2. The CCA will exist perpetually or until dissolved by the Board of Directors.

Section 3. The CCA was incorporated under the laws of the State of Alaska as a domestic nonprofit corporation. The date of incorporation: the 24th day of May, 2000.

Section 4. The CCA was established as an organization, prior to incorporation, on February 10, 2000 by action of its founding Steering Committee.

ARTICLE II -- PURPOSES

The CCA is a charitable and educational nonprofit citizens' organization committed to the following purposes:

Section 1. To recognize, preserve, and interpret the historic and modern resource development and cultural landscapes of the Kenai Mountains-Turnagain Arm historic transportation corridor, and to promote and facilitate the public enjoyment of these resources.

Section 2. To receive and administer funds appropriated by Congress for purposes of the Kenai Mountains-Turnagain Arm National Heritage Area (Heritage Area) and from other sources; to encourage and assist Heritage Area communities in nominating projects that are in accordance with Heritage Area purposes for financial assistance; and to make decisions regarding projects to be financially assisted from appropriations for Heritage Area purposes.

Section 3. To foster, through financial and technical assistance, the development of cooperative



planning and partnerships among the communities within the Heritage Area, as well as among individuals, businesses, the Heritage Area communities and borough, state, and federal governmental entities.

ARTICLE III -- BOUNDARIES

The Kenai Mountains-Turnagain Arm National Heritage Area consists of the lands in the Kenai Mountains and upper Turnagain Arm region generally depicted on the map dated August 7, 2007 referred to in Public Law 111-11, Section 8010, Kenai Mountains-Turnagain Arm National Heritage Area, Alaska. This map shall be on file and available for public inspection in the appropriate offices of the Forest Service, Chugach National Forest; the Alaska Regional Office of the National Park Service; and the office of the Alaska State Historic Preservation Officer.

ARTICLE IV -- MANAGEMENT

The CCA will be the management entity established to accomplish purposes set forth by Congress for the Kenai Peninsula-Turnagain Arm National Heritage Area. The CCA will be administered in accordance with these Bylaws and with the cooperative agreement between the CCA and the U.S. Department of Interior, National Park Service.

CCA will serve only as a management entity and will not have membership other than the Board of Directors.

The CCA will accomplish the following management functions:

Section 1. Financial Management. To receive and administer funds made available by Congress and other entities for purposes of the Heritage Area.

Section 2. Project Identification. To encourage and assist communities within the Heritage Area in nominating projects for financial assistance; and to make decisions regarding projects to be financially assisted from appropriations for Heritage Area purposes. Project identification and financial assistance is not contingent upon completion of the heritage management plan. It is anticipated that the heritage management planning process will identify new projects in addition to those that have been previously identified by communities.

Section 3. Heritage Management Plan. Not later than three years after the date on which funds are first made available to develop the management plan, CCA shall submit a management plan to the Secretary of Interior for approval describing the history and heritage resources, as well as modern resource development of the Heritage Area, setting forth recommendations to accomplish the purposes of the Heritage Area, and otherwise complying with management plan requirements in the Act establishing the National Heritage Area. Said recommendations shall include actions to be carried out by government and private organizations.

Section 4. Priorities. The CCA will give priority to the implementation of actions, goals and policies set forth in the cooperative agreement and the heritage management plan including assisting



communities in:

- Securing funding to accomplish Heritage Area purposes;
- Understanding the role and participation of agencies that have jurisdiction within the Heritage Area;
- Carrying out programs that recognize important resource values in the Heritage Area;
- Encouraging economic viability in the affected communities;
- Establishing and maintaining interpretive exhibits in the Heritage Area;
- Improving and interpreting historic trails;
- Increasing public awareness and appreciation for the natural, historical and cultural resources, and modern resource development of the Heritage Area;
- Restoring historic buildings and structures that are located within the boundaries of the Heritage Area;
- Ensuring that clear, consistent and appropriate signs identifying public access points, trails and sites of interest are put in place throughout the Heritage Area.

ARTICLE V – EXECUTIVE DIRECTOR

Section 1. The Board of Directors may appoint an Executive Director to administer the affairs of the organization. The responsibilities, compensation, and detailed job description will be established by the Board of Directors.

Section 2. The Executive Director with the President shall prepare the agenda for the regular and annual Board of Directors meetings and give proper and adequate notice of these meetings. The Executive Director shall be responsible directly to the Board and be subject to their authority.

ARTICLE V -- OFFICES

The Board of Directors will determine the principal place of business of CCA. The permanent mailing address shall be the principal residence of the President of CCA unless otherwise designated by the President.

ARTICLE VI -- FISCAL YEAR

The fiscal year of CCA shall be January 1 to December 31.

ARTICLE VII -- BOARD OF DIRECTORS

Section 1. The business and property of CCA will be vested and managed by a Board of Directors of five to eleven members. Membership shall include a majority of representatives from communities in the Heritage Area. Other representatives shall be at large from interested organizations including Native, trail, visitor and business entities.

Section 2. Non-voting ex-officio members will include representatives from federal, state and borough governments, including the Chugach State Park, the Alaska Division of Mining, Land and Water, the U.S. Forest Service, the National Park Service, the Alaska State Historic Preservation Office, the Alaska Railroad, the Alaska Department of Transportation and Public Facilities, the Kenai



Peninsula Borough and the Municipality of Anchorage.

Section 3. The founding Steering Committee will appoint the first Board of Directors and disband. Subsequent membership on the Board will be decided by vote of the existing Board.

Section 4. The directors will be elected at the annual meeting.

Section 5. Upon the death, resignation or removal of a director, a successor will be appointed by the President within 60 days of the occurrence, and will serve until the next Board meeting. At such time a director will be elected for the remainder of the term.

Section 6. Directors are expected to attend regular Board meetings. Absences from three or more consecutive regular Board meetings, not excused by the President, shall be sufficient cause for termination of the director's term.

Section 7. Any director may be removed for cause from office at any time by a 2/3 vote of those members of the Board present, provided that notice of such proposed action shall be mailed to all Board members at least 14 days prior to the meeting at which the action will be considered.

Section 8. Directors will receive no compensation for attendance at meetings of the Board, but may be reimbursed for expenses incurred while on approved business of CCA.

ARTICLE VIII -- OFFICERS

Section 1. Following their election at the annual meeting, the Board of Directors will choose by majority vote of those present, a President, Vice-President, Secretary, and Treasurer, each of whom shall serve one year, or until a successor is elected. One individual may serve both in the capacity of Secretary and Treasurer.

Section 2. The Board of Directors may appoint other officers and agents of CCA as it deems necessary for the best interests of CCA, who will hold offices for such terms, and exercise powers and perform duties as determined by the Board of Directors.

Section 3. Any Board member is eligible to hold office.

Section 4. Incoming officers will assume office when voting occurs, prior to adjournment of the meeting.

Section 5. Upon the death, resignation or removal of an officer, a successor will be appointed by the President within 60 days of the occurrence, and will serve until the next Board meeting. At such time the officer will be elected for the remainder of the term.

Section 6. The President will preside at all meetings of the Board and the Executive Committee, will set the time and place for meetings of the Board and the Executive Committee, will appoint committees as may be appropriate, and will serve as an ex-officio member of all committees. The President will have such other powers and duties as may be prescribed by the Board of Directors and the By-



laws. The President will supervise all employees of CCA, or delegate supervision as appropriate.

Section 7. The principal duties of the Vice-President will be to discharge the duties of the President in the event of absence or disability and will perform other duties as may be assigned by the Board of Directors.

Section 8. The principal duties of the Secretary will be to counter sign all legal documents executed by the CCA, and to record proceedings of meetings of the Board of Directors and the Executive Committee.

Section 9. The principal duties of the Treasurer will be to chair the Finance Committee; to review and report to the Board of Directors all funds dispersed; and to maintain appropriate financial accounts and property inventories; and generally to perform all matters pertaining to the office, as required by the Board of Directors.

Section 10. The Board of Directors may authorize the employment of one or more employees, who will serve at the pleasure of the Board. The Board of Directors may delegate powers and authority as they deem necessary to facilitate the management of CCA interests, programs and property.

ARTICLE IX -- COMMITTEES

Section 1. The Executive Committee of CCA will be comprised of the officers. The Executive Committee shall act on behalf of the Board of Directors between meetings of the full Board, except as prohibited or limited by the Bylaws and by the Board of Director's policy.

Section 2. A Finance Committee may be appointed by the President to review and report to the Board of Directors about all funds, credits and property received or retained by CCA.

Section 3. A Nominating Committee will be appointed by the President to furnish an annual slate of new Board members and officers.

Section 4. Other Committees with appropriate members may be established or deleted by the Board of Directors, as necessary to accomplish the goals of CCA.

Section 5. The term of office for committee members will be one year.

ARTICLE X -- FUNDS

Section 1. All funds of CCA, other than a petty cash fund, will be held in a savings or checking account, or accounts, at a financial institution. The funds are subject to withdrawal by signature of one officer of CCA for amounts of \$1,000.00 or less. Larger amounts shall have the signature of any two officers of CCA, or one officer and an employee delegated to signing authority by the Board of Directors.

Section 2. A petty cash fund may be maintained by an authorized employee, in an amount au-



thorized by the Executive Committee.

Section 3. The Board of Directors may establish a separate fund or funds as necessary to achieve the goals of CCA, and will establish rules and procedures for: a) the receipt of gifts, grants, devises, legacies and bequests; b) holding, investing and reinvesting funds in securities or other property.

Section 4. Members of the Board of Directors will not pay dues.

ARTICLE XI -- MEETINGS

Section 1. Annual Meetings. Annually during the first five months of each fiscal year CCA will hold a public meeting to review its program and activities. A notice of the annual meeting will be placed in a newspaper of general circulation within the Heritage Area. Minutes of the meeting will be made available to the public.

Section 2. Regular meetings of the Board of Directors will be held at least twice per year. One of these regular meetings may also be the annual meeting.

Section 3. Board members will be notified of regular and annual meetings at least 14 days in advance of the meeting date.

Section 4. Special meetings of the Board of Directors may be called by the President, or at the request of five members. Notice of special Board meetings will be provided as far in advance of the meeting date as is possible due to circumstances occasioning the meeting.

Section 5. A majority of members of the Board of Directors or of Committees constitutes a quorum for the transaction of business. Except as otherwise provided in these Bylaws, a majority vote of the members present and voting is necessary and sufficient to carry a motion.

Section 6. Telephone conferencing may be used for special meetings of the Board of Directors and for Committee meetings.

Section 7. The rules contained in the current edition of Robert's Rules of Order will govern meetings of CCA in all cases to which they are applicable, and in which they are not inconsistent with these Bylaws.

Section 8. Members must declare conflicts of interest prior to voting. Other members will decide if the member declaring will be allowed to abstain from voting.

Section 9. Meetings of the Board of Directors and Committees will normally be open to all interested parties. Closed meetings and executive sessions will be utilized only as necessary to protect financial information, or the privacy and reputation of individuals. Voting should not take place during executive sessions.



ARTICLE XII -- AMENDMENTS

Section 1. The Board of Directors may amend these Bylaws by a majority vote of the members. Any proposed amendment shall be distributed to members at least 14 days prior to the meeting at which the amendment is to be considered.

Section 2. The Executive Committee will periodically review these Bylaws to determine that they fulfill needs of CCA.

ARTICLE XIII -- INDEMNIFICATION

Section 1. Any person who was or is a party, or is threatened to be made a party to any threatened, pending or completed action, suit or proceeding, either civil, criminal, administrative or investigative by reason of the fact that he/she is or was a director, officer, employee or agent of CCA or is or was serving at the request of CCA as a director, officer or agent of another corporation, partnership, joint venture, trust or other enterprise, shall be indemnified by this Corporation to the full extent permitted under the Alaska Nonprofit Corporation Act, except for intentional torts or other willful acts.

Section 2. Any determination required by the Alaska Nonprofit Corporation Act to be made as to the propriety of any indemnification shall, whenever appropriate and permitted by the Act, be made by a vote of a quorum consisting of disinterested directors or by a disinterested party which such directors may by law appoint.

Section 3. Any indemnification under this Article shall not be deemed exclusive of any other rights to which those indemnified may be entitled under any Bylaw, agreement, vote or as to a person who has ceased to be a director, office employee or agent and shall inure to the benefit of the heirs, executors and administrators of such person.

ARTICLE XIV -- DISSOLUTION

Upon dissolution of CCA, the Board of Directors, after providing for the outstanding obligations, will distribute any remaining assets to one or more of those nonprofit organizations it deems proper to further the objectives of CCA.

ADOPTION

These Bylaws were adopted on the 11th day of November 2000, amended on the 12th day of May 2007, and further amended on May 15, 2010.

By _____
Name: _____
Its President

(continued next page)



ATTEST:

By _____

Name: _____

Its Secretary



Appendix 4

The following are included as Appendix 4:

- 1) Project Request Form
- 2) Guidelines for Project Selection
- 3) Guidelines for Payment Requests

Project Request Form

to Kenai Mountains-Turnagain Arm Corridor Communities Association (KMTACCA)

A. Name of Project (Short title referring to what project will do or accomplish)

B. Requestor

1. Name of requestor
2. Community non-profit or governmental organization requesting or endorsing this project
Include organizational status - municipality, 501(c)(3) non-profit, other.
3. Address, telephone and email of requesting entity.
4. Name of person responsible for accomplishing this project (KMTACCA's contact).
5. Qualifications of this person related to the requested project.
6. Address, telephone and email of this person.

C. Project Description

1. In what area or community is the project located?
2. What will be accomplished with project funds? Provide a brief but specific list.
3. How will the public be benefited?
4. How will the project be accomplished? By whom and when will the work be done?
5. When will the project be completed?
6. What is the plan for maintaining the project accomplishments or improvements?
7. Will the project fulfill the purposes and criteria listed in KMTACCA guidelines?
(see attached Guidelines for Project Selection)

D. Project Budget (Note the Total Project Amount must be at least twice the KMTA Request.)

Total Project Amount (KMTA REQUEST plus TOTAL MATCH) \$_____.

KMTA REQUEST \$_____.

Sources of Match:

- a. Cash contribution: \$_____ from _____.
- b. In-kind services: number of hours _____ @ \$_____ per hour = \$_____.
- c. Other contributions, for example, contributed materials valued @ \$_____.

TOTAL MATCH \$_____

Signature and title of requestor

Date

Use separate sheet to answer all questions and provide all requested information. Refer to numbers

(Continued next page)



(Continued from previous page)

and items on the form, for example, “C. 3”.

Mail to: KMTACCA, PO Box 771054, Eagle River, AK 99577
or Email to: KMTANHA@gmail.com

Guidelines for Project Selection

The following guidelines have been established for project selection. These guidelines are also available online at KMTA NHA’s website at kmtacorridor.org

Heritage Area Purposes:

To recognize, preserve, and interpret the historic, cultural, scenic, and natural recreational resources and cultural landscapes of the Kenai Mountains-Turnagain Arm historic transportation corridor, and to promote and facilitate the public enjoyment of these resources.

Essential Criteria:

1. Project must be consistent with Heritage Area purposes, and increase public awareness and appreciation for the natural, historical and cultural resources of the Heritage Area.
2. Project must be within the Heritage Area. (Possible exceptions could be made for support of exhibits about the National Heritage Area. For example, a forthcoming exhibit about the Dena’ina people which will be housed in the Anchorage Museum.
3. A community, non-profit or governmental organization active within the Heritage Area, must sponsor the project. This includes organizations with an interest in the Heritage Area as part of a larger sphere of activity. Involvement, collaboration, and communication with stakeholders will be part of the development of project proposals.
4. If public lands are involved, project must have the approval of the governmental agency.
5. Matching funding of 50 % or more of the cost must be committed to the project.



6. Project proposal must include a reasonable and feasible budget and schedule for accomplishing the project.
7. Project proposal must include a plan for maintaining the improvements for the benefit of the public.
8. Heritage Area funding for privately owned historic structures will be limited to preservation of aspects of the structure that are visible and accessible to the public. To receive Heritage Area funding, private owners must commit to maintain the historic appearance of the structure for a reasonable length of time.
9. Project proposal must designate an individual who will serve as liaison with CCA and will be responsible for accomplishing the project. The liaison may be the individual proposing the project.
10. Project location and proposed Heritage Area share must be consistent with CCA's goal of achieving an equitable and reasonable geographic distribution of assistance among the communities and traveled ways of the Heritage Area.
11. Projects that are part of a system of traveler information in the Heritage Area must be easily identified as components of the system, and must be located to be safely accessed by the public and to minimize impact on scenic resources.

Additional Considerations – Desirable, but not required:

1. Project will encourage the economic viability of the community and the region.
2. Project will employ local people.
3. Project will create a new partnership benefiting the purposes of the Heritage Area.
4. Project will be over-matched by partnership funding that also helps accomplish the Heritage Area purposes of the project.
5. Project will involve young people and help them learn about the Heritage Area.



6. Project will build on a proven success by expanding and enhancing a successful project meeting Heritage Area criteria.

Guidelines for Payment Requests

Three things must be received from the contractor to pay the KMTA share of the project:

1. An invoice, signed and dated, for the KMTA CCA share of the completed project.
2. A one to three paragraph description of the completed project and the public benefits of the project. Include photographs if appropriate. Unless specifically prohibited by the contractor, KMTA CCA may include this information and photos in press releases.
3. A brief summary table listing sources and amounts of non-federal match directly related to the project. The total value of the match must equal or exceed the amount on the invoice to KMTA CCA.

Attach back-up information to the summary table as follows:

- a. If the match includes volunteer time, state
 - 1) the number of hours donated by each individual and
 - 2) the date,
 - 3) purpose and
 - 4) rate per hour
- b. If the match is in the form of donated cash or a service, structure or material with a cash value, provide signed and dated receipts for these donations stating the cash or cash-equivalent amount.

Submit your three-part payment request to the board member whom KMTA CCA has designated as your primary contact for the project. He or she will review the documentation; work with you to identify and obtain any missing information; and forward the documentation to the KMTA CCA Treasurer with a recommended action.

Assuming the project and documentation are complete and meet the terms of the contract, the KMTA CCA Treasurer submits a reimbursement request to the NPS Alaska Regional Office. The NPS regional and Washington offices must approve the request before funds are transferred to the KMTA CCA bank account. As soon as project funds are received, the KMTA CCA Treasurer will pay your invoice.

For further information contact KMTA CCA President, Janet McCabe, fillymcc@aol.com.
or KMTA Program Manager, Kaylene Johnson, kaylene.johnson@gmail.com



For more information about the
Kenai Mountains - Turnagain Arm
National Heritage Area

check our website:

KMTACorridor.org

