

Prince William Sound Ferry Terminals Environmental Assessment



Project Fact Sheet

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Federal Project #003290, 0851073, and 003289 | **State Project #**SFHWHY00461, SFHWHY00465, and SFHWHY00460
STIP ID 33886, 33887, and 33888

Overview

The Alaska Department of Transportation and Public Facilities (DOT&PF) seeks to update the design and rebuild its ferry terminal facilities in the Prince William Sound communities of Chenega, Cordova, and Tatitlek to meet the safety, service, and transportation needs of these remote communities. DOT&PF launched a National Environmental Policy Act (NEPA) environmental assessment (EA) process in 2024. Proposed improvements to be considered as part of the EA's development include:

- A new side-loading ferry terminal facility in Chenega, including pile-supported approach dock structure, vehicle transfer bridge, bridge support float, and two mooring dolphins; and
- A new side-loading ferry terminal berth in Cordova; and
- A retrofitted end-loading ferry terminal facility in Tatitlek, including vehicle transfer bridge and bridge support float (or lift bridge support) to replace the existing tidal ramp facility.

This project would improve the safety, efficiency, and reliability of the movement of goods and passengers through Chenega, Cordova, and Tatitlek as well as enable the communities to continue to rely on the ferry system for the bulk of their freight and passenger needs.



Cordova



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023 and executed by FHWA and DOT&PF.

Background

In 2014, the state began construction of two new Alaska Class Ferries (ACF): the motor vessels (M/Vs) Tazlina and Hubbard. These ferries are longer, wider, deeper, and heavier than the state's outdated LeConte class vessels, which are scheduled to be retired from service. The older ferry terminal facilities in Chenega, Cordova, and Tatitlek are unable to accommodate the increased size and configuration of the new ACF vessels, jeopardizing the delivery of critical goods and supplies, and passenger transportation into the communities.

In 2022, the Prince William Sound Economic Development District was awarded a Port Infrastructure Development Program grant to the U.S. Department of Transportation Maritime Administration (MARAD) for the purpose of ensuring that DOT&PF ferry terminals in Chenega, Cordova, and Tatitlek can accommodate the new Alaska Marine Highway System (AMHS) ACF vessels.

DOT&PF is preparing an environmental document for proposed improvements to ferry terminals in the three communities. The EA process informs project development by determining the significance of potential environmental effects of a proposed federal action, resulting in either a determination to prepare an environmental impact statement or a finding of no significant impact.

The Projects

The ferry infrastructure in each community varies, as do the proposed improvements.

Chenega: The Chenega dock and tidal ramps were originally constructed in 1995. Improvements in Chenega would include a new side-berth ferry terminal facility at the Chenega dock to accommodate the ACF and LeConte class vessels. Improvements would also include a new side-loading ferry terminal structure, including a pile-supported approach dock structure, vehicle transfer bridge, bridge support float, and two mooring dolphins.

Cordova: Cordova's original ferry terminal facility was constructed in 1964 and reconstructed in 2006. The existing Cordova ferry terminal facility includes both side and stern berths for AMHS ferry vessels. The terminal requires mooring dolphin modifications to better accommodate the newly built ACF vessel's (M/V Hubbard) mooring line system.

Improvements at the Cordova facility would include removing two floating fenders and replacing them with fixed-fender dolphins and catwalks for improved mooring and line handling along the dock face. Work would also include modifications to the stern berth required to accommodate the ACF vessel. This work would consist of installing a new fixed-fender dolphin farther out and removing submerged debris.

Tatitlek: The Tatitlek ferry terminal facility is a multipurpose dock structure originally constructed in 1995. Improvements in Tatitlek would include the provision of new end-loading ferry terminal structures, including a vehicle transfer bridge and lift towers to support the float, at the location of the existing tidal ramp ferry facility.

All locations would have lighting and power upgrades.

Questions or Comments



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NEPA References

Learn more about the NEPA process!

A citizens guide to NEPA: [https:// ceq.doe.gov](https://ceq.doe.gov)