

Prince William Sound Ferry Terminals Environmental Assessment Public Involvement Plan

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by

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Acronyms

ACF	Alaska Class Ferry
AMHS	Alaska Marine Highway System
CEDS	Comprehensive Economic Development Strategy
CRDG	Chenega Regional Development Group
DOT&PF	Alaska Department of Transportation and Public Facilities
EA	Environmental Assessment
E-newsletter	electronic newsletter
EPA	U.S Environmental Protection Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
MARAD	U.S. Department of Transportation Maritime Administration
M/V	motor vessel
NEPA	National Environmental Policy Act
NGO	Non-governmental organization
PIDP	Port Infrastructure Development Program
PIP	Public Involvement Plan
Project	Prince William Sound AMHS Ferry Terminals Environmental Assessment
PWS	Prince William Sound
PWSEDD	Prince William Sound Economic Development District
STIP	Statewide Transportation Improvement Program

Land Acknowledgement

The improvements proposed in the Prince William Sound Ferry Terminal Environmental Assessment (EA) (the Project) are centered in the unceded territories of the dAXunhyuu (Eyak people), coastal neighbors to the Prince William Sound (PWS) Sugpiaq and the Yaakwdáat Lingit. The Prince William Sound Economic Development District (PWSEDD), the Alaska Department of Transportation and Public Facilities (DOT&PF), and the U.S. Maritime Administration (MARAD) acknowledge the sovereign Indigenous communities that have called these lands home for thousands of years and appreciate their engagement in and support of an essential transportation system that has supported all Alaska peoples across generations.

Introduction

Unlike most other states, Alaska relies on ferry service for transportation of goods and people to small, coastal communities, many of which lack access to the road system. The ferries of the Alaska Marine Highway System (AMHS) cover 3,500 miles of coastline, providing service and connecting more than 35 communities to larger urban areas including Bellingham, Washington. For small, land-locked communities, ferry service is essential to their survival.

In 2014, the state began construction of two new Alaska Class Ferries (ACF): the motor vessel (M/V) *Tazlina* and the M/V *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 These ferries are longer, wider, deeper, and heavier than the state's outdated LeConte class vessels, which are scheduled to be retired from service.¹ The older ferry terminal facilities in Chenega, Tatitlek, and Cordova are unable to accommodate the increased size and configuration of the ACF vessels, jeopardizing the delivery of critical goods, supplies, and passenger transportation into the communities.

In May 2022, PWSEDD submitted a Port Infrastructure Development Program (PIDP) grant application to MARAD for the purpose of ensuring that DOT&PF ferry terminals in Cordova, Tatitlek, and Chenega can accommodate the AMHS ACF vessels (M/V *Tazlina* and M/V *Hubbard*).² DOT&PF began a National Environmental Policy Act (NEPA) environmental review process in 2024 at the direction of MARAD.

The purpose of this Public Involvement Plan (PIP) is to identify Project stakeholders and establish outreach strategies and techniques for engaging and informing stakeholders throughout the environmental review process.

Goal: Improve and Develop Critical Infrastructure

Improve regional connection by enhancing transportation and utilities infrastructure. Enhance infrastructure to build resilience to climate change, increase economic development opportunities, and enrich the way of life in Prince William Sound.

PWSEDD
Comprehensive Economic Development
Strategy (CEDS)
2021-2025

¹ [History - Alaska Marine Highway System](#)

² [FY 2022 Port Infrastructure Development Grant Awards.pdf \(dot.gov\)](#)

The Project

Over the past few years, due to AMHS vessel lay-ups, PWS communities have gone 6 months or more without AMHS ferry service, which affects residents' ability to travel for medical appointments and get supplies. Communities either go without freight and passenger access completely or find space on a private boat that might be going into a hub community on the road system. Airplanes can be weathered out for up to 3 weeks during the winter months because of inclement conditions; in these cases, the AMHS ferry is very much a welcome sight. This Project ensures that PWS has continuous, reliable ferry service for years to come.

DOT&PF seeks to update the design and rebuild its ferry terminal facilities in the Prince William Sound communities of Chenega, Tatitlek, and Cordova to meet the safety, service, and transportation needs of these remote communities. DOT&PF launched the EA process in 2024, and proposed improvements to be considered as part of the EA's development include:

- A new 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;
- 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.

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

Project Description

DOT&PF is preparing an environmental document for proposed improvements to ferry terminals in three Prince William Sound communities: Tatitlek, Chenega, and Cordova. The EA process informs project development by determining the significance of potential environmental effects of a proposed federal

action,³ resulting in either a determination to prepare an Environmental Impact Statement or a finding of no significant impact (FONSI) (Figure 1: Environmental Assessment Process).

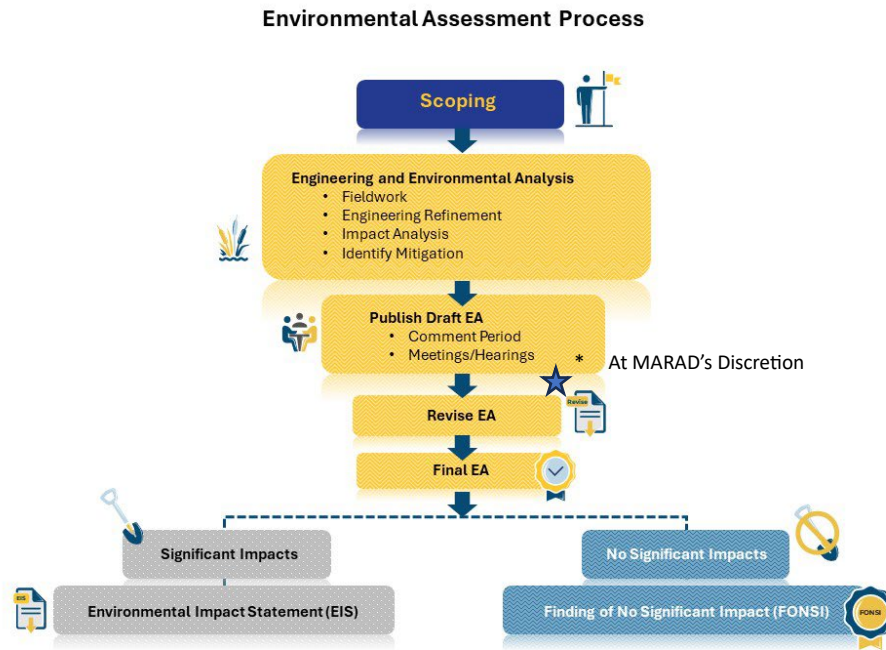


Figure 1: Environmental Assessment Process

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

The existing Chenega and Tatitlek ferry terminal facilities are fixed-platform docks that accommodate only vessels with attached vehicle ramps; the LeConte class ferry vessels (MV Aurora and MV LeConte) are the only vessels currently able to serve these facilities.⁴ The transition to ACFs will require the installation of vehicle transfer systems in order to operate at these ports.

The Tatitlek 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.

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 ferry 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.

³ The PWS Ferry Terminal Improvements are funded in part by a grant from MARAD, a federal action that triggers review under NEPA.

⁴ The M/V *LeConte*, a vessel identical to the M/V *Aurora*, no longer operates in PWS. The M.V. *E.L. Bartlett* was decommissioned and sold in 2003. The Fast Vehicle Ferry *Chenega* was sold in 2021. The M/V *Tustumena* is currently in overhaul. [History - Alaska Marine Highway System](#)

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

Improvements in Cordova would include the removal of two floating fenders and their replacement with fixed-fender dolphins and catwalks for improved mooring and line handling along the face of the dock.

All locations would have lighting and power upgrades.

Construction is anticipated to begin in 2027, which may require temporary schedule changes in AMHS ferry service.

Project Area

Prince William Sound is located at the north end of the Gulf of Alaska, extending over 20,000 square miles and made up of roughly half water and half land. Federally owned lands make up most of the land area, with more than 6 million acres of Chugach National Forest land managed by the U.S. Forest Service. The three communities involved in the Project are remote, and their distance from other communities highlights the need for safe, reliable ferry service:

- Chenega (Caniqaq) is located on Evans Island in western PWS. Situated on Crab Bay, the community is 42 miles southeast of Whittier. It is a primarily Alutiiq community whose residents practice a subsistence lifestyle.⁵
- Tatitlek (Taatiilaq) is located on the northeastern shore of PWS. Situated on the eastern side of the Tatitlek Narrows, the community is 20 miles southeast of Valdez and 40 miles northwest of Cordova. Similar to Chenega, Tatitlek is a primarily Alutiiq community whose residents practice a subsistence lifestyle.⁶
- Cordova is located on the southeastern shore of PWS. Situated on the southeast side of Orca Inlet, Cordova is 52 air miles southeast of Valdez and 150 miles southeast of Anchorage. The area is the traditional home to Alutiiq and Eyak peoples.⁷ Much of Cordova's economy today is based on commercial fishing and processing.

The three communities are not accessible by road and rely on air or ferry service for transportation and freight services, and ferry service is essential to the communities' survival (Figure 2: Prince William Sound, Alaska). AMHS provides links to the rest of Alaska's road system through Whittier and Valdez, including access to larger hub communities that provide urban necessities such as medical care and access to international airports.

⁵ [Chenega \(Unincorporated CDP\)](#)

⁶ [Tatitlek \(Unincorporated CDP\)](#)

⁷ [Cordova \(Home Rule City\)](#)



Figure 2: Prince William Sound, Alaska

Purpose and Need

The purpose for this Project is to make improvements to the ferry terminals in Chenega, Tatitlek, and Cordova to accommodate ACF berthing and home port needs. These updates, which vary by location, are necessary to maintain critical ferry service to the communities as older ferries are removed from service and replaced by ACF ferries.

Roles and Responsibilities

DOT&PF

DOT&PF operates and maintains the ferry terminals in Chenega, Tatitlek, and Cordova and is executing the PIDP grant on behalf of PWSEDD.

DOT&PF's mission is to *Keep Alaska Moving*, and its purpose is to provide safe and efficient transportation infrastructure to move people and goods. DOT&PF Southcoast Region is the Project's champion and is responsible for the Project's direction, decision-making, and oversight. MARAD has delegated authority to DOT&PF for tribal coordination and responding to media inquiries related to the Project.

The Cordova, Tatitlek, and Chenega Ferry Terminal projects modify the existing ferry terminals to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

**State of Alaska Statewide
Transportation Improvement
Program 2024-2027**

MARAD

MARAD⁸ is an agency of the U.S. Department of Transportation and is responsible for America's waterborne transportation system. Among other programs, MARAD oversees the PIDP discretionary competitive grant program that supports projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. MARAD is the Project's lead federal agency, responsible for approval of Section 106 consultations, including Tribal coordination, and the NEPA environmental assessment which analyzes actions related to the award of the PIDP grant funds.

PWSEDD

PWSEDD is a non-governmental organization (NGO) whose mission is to foster economic growth and responsible development in the PWS region. The organization supports regional planning, economic development projects, and initiatives supporting the future of the PWS region, including the implementation of the region's Comprehensive Economic Development Strategy (CEDS).⁹ PWSEDD is the recipient of the PIDP grant from MARAD.

HDR

HDR is the Project consultant hired by DOT&PF to support the NEPA process and permitting, including writing the EA document. HDR is also responsible for working in collaboration with DOT&PF to develop and deliver meaningful public involvement activities to engage community members, agencies, and others in the decision-making process.

Public Involvement Goals

DOT&PF recognizes that public and Project stakeholders want to be involved in the decisions that affect them. The goal of the Project's public involvement effort is to keep people informed about the Project and provide opportunities for stakeholders to share ideas, concerns, and opportunities related to the Project's development.

The goals of this effort are to:

1. Inform the public about the Project and its purpose.
2. Provide opportunities for meaningful public input on the problems to be solved, needs, opportunities, and issues.
3. Share how public input was/is reflected in the environmental document.
4. Provide information on Project progress and schedules.

⁸ www.maritime.dot.gov

⁹ [20210927-PWS-CEDS-Final.pdf](#)

Our Stakeholders

Project stakeholders have a vested interest in the development of alternatives and solutions. Project stakeholders include, but are not limited to, the following groups:

- Community members
- Tribal governments and Alaska Native Corporations
- Elected and appointed officials and government bodies
- NGOs
- State and federal agencies
- AMHS passengers/traveling public
- Media

The purpose of this PIP is to outline strategies and activities to encourage active and meaningful engagement by these diverse stakeholder groups.

Civil Rights Documentation and Reporting

DOT&PF's project communications are designed to meet the requirements of Title VI of the Civil Rights Act of 1964 (Title VI), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Federal Highway Administration (FHWA) Order 6640.23A FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Using U.S. Census data¹⁰ and the U.S. Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool,¹¹ the Project Team evaluated demographic information within the Project area. According to the EPA screening tool, the Chugach Census Area is 33 percent low income, 67 percent people of color, and 1 percent Limited English Proficiency households.

HDR maintains files documenting Title VI compliance and submits the following information to the DOT&PF Office of Civil Rights following public meetings:

- Copy of the flyer of event and/or program
- Sign-in sheet
- Translation services provided (language)
- Name of entity who provided the language translation(s)
- Name of individual who provided translation(s), and their email and phone number

These materials are available upon request and will be included in the final communication summary report.

Accessibility

All Project public events will be compliant with Americans with Disabilities Act (ADA) requirements and will include reasonable accommodation and provide for full participation by people with disabilities.

¹⁰ [Data \(census.gov\)](https://data.census.gov)

¹¹ [EJScreen: Environmental Justice Screening and Mapping Tool | US EPA](#) (Note: Page no longer available as of May 2026.)

Individuals requiring auxiliary aids, services, and/or other special modifications to participate are asked to notify the Project Team by phone or TDD at least 5 days prior to when the accommodation is needed.

Public Involvement – Implementation

Public involvement is most effective early in the Project development process when stakeholders have the opportunity to shape the problems to be solved and identify potential solutions. Initial outreach activities focus on building general awareness, as well as working with stakeholders to understand ideas, needs, and concerns and showing how their input influences decisions.

While comments are welcome at any time during the EA's development, the environmental review process includes three main opportunities for public involvement: scoping, review of the draft document, and response to final document.

Informational materials, including a Project website (www.pwsferryterminals.com), will provide up-to-date information throughout the course of the Project, and comments will be collected and entered into a comment/response spreadsheet. All comments submitted will become part of the Project's administrative record.

Scoping (Fall 2024)

Scoping is the process of identifying possible impacts from the Project alternatives in order to identify issues and opportunities to be assessed in more detail. The scoping process confirms the Project's purpose and need and helps identify data gaps from a local perspective.

What our stakeholders want from us

Stakeholders require information about the Project. Have reasonable alternatives been identified? What studies are needed? What is DOT&PF's proposed schedule? Stakeholders want an opportunity to weigh in on the purpose and need of the Project and to voice support for or concerns about the Project.

What we need from our stakeholders

While Project stakeholders want information about the Project, DOT&PF benefits from information from stakeholders as well. Have the needs for the Project been identified? Are there specific studies or issues that should be researched more fully? Is there information known only to people in the area that could affect the proposed alternatives? Have all the direct or indirect impacts been identified? Stakeholder input at this stage can help identify public needs and desires that could be addressed by the Project, provide information on areas that should be avoided or accessed, and learn what resources or seasonal uses are most important to people living in the Project area.

How this input shapes the EA

Comments during the scoping period help refine the Project's purpose and need statement, identify potential alternatives that had not been previously considered, and identify critical issues or opportunities that should be researched in more detail. HDR will maintain a comment/response database to document all comments received during the course of the Project and will prepare a report on comments received during the scoping period.

Tools

DOT&PF will use the following tools to announce the EA process and solicit stakeholder input on the Project’s purpose and need and issues to be addressed.

Tool	Purpose	Audience(s)	Timeframe	Lead
Agency and Stakeholder Scoping Meeting	Introduce Project; seek Project area input, data needs, and permitting needs prior to EA development.	Agencies, stakeholders	One week into agency and public scoping period(s), September 2024	HDR
Flyers/QR Code	Place flyers at key community locations; direct people to Project website and sign-up for Project emails.	General public	September 2024	HDR, supported by PWSEDD, Chenega Regional Development Group (CRDG), and Tatitlek Corporation (distribution)
Informational Materials (Fact Sheets, FAQs)	Provide high-level Project information distributed at public meetings or other events.	General public	September 2024; update as needed	HDR
Newsletters/E-newsletters	Introduce Project; provide updates on progress and opportunities for public comment.	General public	September 2024	HDR
OPN/Delivery.gov	Announce Project and scoping public comment period.	General public	September 2024	DOT&PF
Paid Advertising	Place legal ad to announce public open house and scoping period (<i>Cordova Times</i> and <i>Anchorage Daily News</i>).	General public	September 2024	HDR
Presentations	Introduce Project; direct people to website for up-to-date Project information.	NGOs, others	Ongoing, upon request	HDR (content) DOT&PF (delivery)

Tool	Purpose	Audience(s)	Timeframe	Lead
Project Website	Provide information about Project, opportunities for public comment, and Project contact information.	General public	September 2024, ongoing	HDR (content) DOT&PF (management)
Small Group Meetings	Introduce Project and scoping public comment period.	NGOs, elected officials, others	September 2024, ongoing	HDR (content) DOT&PF (delivery)
Social Media Channels	Provide Project updates, and notice of public meeting and public comment period.	General public	September 2024, ongoing	HDR (content) DOT&PF (distribution)

[Draft EA \(Summer 2025\)](#)

The draft EA provides detailed research on potential impacts for each potential alternative, as well as information on how each alternative best meets the Project’s purpose and need. It identifies the potential for significant environmental impacts as well as opportunities to avoid, reduce, or mitigate impacts.

Once approved by MARAD and at MARAD’s discretion, the draft EA will be available at least 15 days prior to the public comment period.

[What our stakeholders want from us](#)

The draft EA includes detailed information about key environmental, social, and economic impacts. Stakeholders need access to the document as well as clear communication about study findings and potential impacts from the alternatives. Stakeholders also need information on the draft EA in a variety of formats, including written documents and summaries, verbal presentations with opportunities to ask questions, and multiple ways to submit comments.

[What we need from our stakeholders](#)

As the environmental review process progresses, comments should become more focused. Were any critical issues or fatal flaws not addressed? Are the alternatives reasonable or are changes necessary based on new information? While HDR will document comments in support of or against the Project, comments should ideally focus on substantive issues that could impact Project decisions.

[How this input shapes the EA](#)

Input at this stage helps identify fatal flaws and opportunities to refine alignments to reduce or mitigate potential impacts.

Tools

DOT&PF will use the following tools to share information on the availability of the draft EA and solicit comments during a 14-day public comment period.

Tool	Purpose	Audience(s)	Timeframe	Lead
Agency Meeting	Receive input on draft EA.	Agencies		HDR
Newsletters/E-newsletters	Announce availability of draft EA; provide updates on progress and opportunities for public comment.	General public	Summer 2025	HDR
Flyers/QR code	Place flyers at key community locations; direct people to Project website and announce EA open houses.	General public	Summer 2025	HDR, supported by PWSEDD and CRDG (distribution)
OPN/Delivery.gov	Announce draft EA public open house and comment period	General public	Summer 2025	DOT&PF
Paid Advertising	Announce draft EA public open house and comment period.	General public	April 2025	HDR
Presentations	Provide Project update and information on draft EA.	NGOs	Ongoing, upon request	HDR (content) DOT&PF (delivery)
Press Release	Inform media of Project, draft EA availability, and public involvement opportunities.	Media	Summer 2025	HDR (content), DOT&PF (distribution)
Public Service Announcements	Announce draft EA and public meeting availability	General public	Summer 2025	HDR
Online Open House	Announce draft EA; seek comments on alternatives.	General public	Summer 2025	HDR

Tool	Purpose	Audience(s)	Timeframe	Lead
Social Media Channels	Provide Project updates and notice of public meeting and public comment period.	General public	Ongoing	HDR (content), DOT&PF (distribution)

Final EA (Fall 2025)

If no significant environmental impacts are identified during the document’s development, MARAD will issue a final EA and request a FONSI.

At MARAD’s discretion and pending the level of public interest, the Final EA will be made available for review for 14 days before a FONSI is issued, and a notice of availability of the FONSI will be published and agencies notified.

Public outreach efforts supporting the final EA will focus on information and awareness building. Communications will include information on where to access the final document and its recommendations.

What our stakeholders want from us

Stakeholders want to know if MARAD considers environmental impacts to be significant and what the Project’s next steps will be. If a FONSI is issued, stakeholders need information about the permitting processes and associated public comment periods that might be required from other agencies prior to design and construction.

Tools

DOT&PF will use the following tools to assist MARAD (as it deems warranted) to announce the availability of the final environmental document, notice of the FONSI, and next steps for the Project.

Tool	Purpose	Audience(s)	Timeframe	Lead
Agency Letters	Announce availability of final EA (at MARAD discretion)	Agencies	Fall 2025	DOT&PF
Newsletters/E-newsletters	Inform stakeholders of the availability of the final EA; issue notice of FONSI and share next steps.	General public	Fall 2025	HDR
Hard copy Materials	Provide materials for people who may not be able to see materials online, available at	General public	Fall 2025	HDR (at MARAD/DOT&PF direction)

Tool	Purpose	Audience(s)	Timeframe	Lead
	local libraries or other public locations.			
Paid Media	Place advertisements to announce final EA and availability of documents (<i>Cordova Times, Anchorage Daily News</i>).	General public	Fall 2025	HDR
Social Media	Provide information on the availability of the final EA.	General public	Ongoing	HDR (content), DOT&PF (distribution)

Documentation and Reporting

Comments received on the Project will be collected, saved to the Project files, and collated in a summarized narrative format. Comments will be inserted verbatim into a tracking spreadsheet, which will include summarized responses. HDR will use an Excel spreadsheet to streamline the tracking of public, agency, and stakeholder coordination, comments, and responses. All comments received will be included in the Correspondence Log and Public Involvement Report, along with responses to substantive comments.

Summary reports will be developed following each public meeting and will be included as an appendix to the final Public Involvement Report.

Evaluation

Evaluation is critical to ensure that public participation goals are met. Throughout the process, the Project Team will track participation efforts and results both qualitatively and quantitatively. If measures of success are not being met, the team will revise the Communications Plan and craft new strategies and tools to reach groups and individuals.

Comment Content: The Project Team will assess the level and quality of participation through the volume of comments and feedback while at the same time evaluating the input. For example, if the team is receiving a significant number of opinion comments saying, “I like/dislike this Project,” the team

Evaluation

Evaluation measures may include, but are not limited to:

- Feedback from the public on Project communications
- Quality of comments
- Number of comments
- Number of people signing up for e-newsletters or to be added to the physical mailing list
- How many people show up to (or request) meetings
- Impressions and likes via DOT&PF social media
- Number of links from electronic display ads to the Project website
- Website traffic

may need to discuss additional communications on what type of feedback is most useful to the Project Team.

Demographics Data Gathering: Mailing list sign-ups, meeting sign-in sheets, comment forms (electronic and hardcopy), and listening posts will request (but not require) the following data:

- Name
- Address
- Community Council
- Ethnicity
- Age
- Gender

The team will use the data to determine where Project participants live geographically, as well as their ethnicity, gender, and age. This will allow the Project Team to compare the data with general area demographics to identify who we may be missing and where outreach efforts may require evaluation and modification.

Chronology: A detailed table of public participation activities will be kept. This log will chronicle outreach efforts and track meetings, identify team members who were involved, and demonstrate the consistency of public involvement.

Monitor the Media: The Project Team may monitor news articles, letters to the editor, and other published sources to keep a finger on the pulse of public perception of the Project, concerns, and issues. News articles may be copied to the Project files and distributed to team members. Portable document format (.pdf) files of published articles may be posted on the website.

Future Updates

This PIP may be amended or updated throughout the course of the Project.

List of Concurrences

Ben Storey, Regional Environmental Manager (PD&E)

Nate Geary, P.E., Design Project Manager

Hrant Harutyunyan, P.E., Construction Project Manager

Appendix A: Project Stakeholders

Project stakeholders include, but are not limited to, the following agencies, groups, organizations, and individuals:

- Internal DOT&PF:
 - AMHS staff
 - Maintenance
 - Right-of-Way
 - Planning
- State Agencies:
 - Alaska Department of Natural Resources:
 - State Parks
 - Division of Mining, Land and Water
 - State Historic Preservation Office
 - Alaska Department of Environmental Conservation:
 - Air Quality
 - Water
 - Alaska Department of Fish & Game Habitat Section
 - Alaska Division of Homeland Security and Emergency Management
- Federal Agencies:
 - National Marine Fisheries Service
 - U.S. Forest Service
 - U.S. Environmental Protection Agency
 - U.S. Coast Guard
 - U.S. Geological Service
 - U.S. Army Corps of Engineers
 - U.S. Fish and Wildlife Service
- Communities/Tribes/Tribal Corporations/Residents:
 - Chugach Alaska Corporation (Anchorage office)
 - Cordova (pop. 2540):
 - City of Cordova/City Council
 - The Eyak Corporation
 - Native Village of Eyak Tribal Council
 - Cordova School District
 - Cordova Historic Preservation Commission
 - Tatitlek (pop. 68):
 - The Tatitlek Corporation
 - Native Village of Tatitlek
 - Tatitlek Indian Reorganization Act of 1934 (IRA) Council
 - Chenega (pop. 58):
 - Chenega IRA Council
 - The Chenega Corporation
 - Native Village of Chenega
 - Chenega Regional Development Group

- Maritime Industry:
 - Barge operators:
 - Bulk fuel suppliers:
 - Cook Inlet Tug and Barge
 - Samson Tug and Barge
 - Kimberlin's Water Taxi & Freight Inc.
 - Alaska Marine Lines/Lynden
 - Dojer Services
 - Private vessel owners
 - Commercial fishers/processors:
 - Cordova District Fishermen United
 - Copper River Seafoods
 - OBI, Inc.
 - Trident Seafoods
 - Cam Tu's Alaska Wild Seafoods
 - Alaska Association of Harbormasters and Port Administrators
 - Cordova Harbormaster
 - Maritime pilots
 - PWS Aquaculture Corporation
- Non-Governmental Organizations:
 - PWSEDD
 - PWS Regional Citizens' Advisory Council
 - Cordova Chamber of Commerce
 - PWS Aquaculture Corporate
 - North Pacific Rim Housing Authority
 - Chugach Regional Resources Commission
 - PWS Science Center
- Elected Officials

Appendix B: Outreach Tools

The purpose of this PIP is to define outreach strategies and techniques for engaging and informing stakeholders from the Project's environmental phase through construction. The Project Team anticipates using the tools described below to inform, engage, and educate stakeholders on the Project's status.

Administrative Record: The Administrative Record contains the documents that form the basis for selection of a response action as well as the judicial review of any issue regarding the adequacy of a response action. The Administrative Record includes information such as relevant work plans, reports, decision documents, copies of regulations, and copies of press releases and fact sheets.

Comment Tracking: Part of the Administrative Record, a comment-response database tracks comments received, by whom, when, using what medium (e.g., e-mail, letter, phone call), and the team's response. In addition to documenting team response, the database supports strategic messaging, consistency across communication, and preparation of a Responsiveness Summary.

Contact List: The mailing list, which includes both physical and e-mail addresses, expands and changes over time. Individuals, organizations, businesses, and others can be added upon request. Specific uses include open house invitations, newsletters, and e-mail alerts. At minimum, the contact list should include key contacts (e.g., community representatives, local officials, etc.). Mailing lists must be updated regularly.

Government Coordination: Coordination includes periodic updates to elected and appointed officials to provide them with information to share with their constituents, including the City of Palmer City Council, Planning & Zoning Commission, and area Metropolitan Planning Organization.

Informational Materials: Informational materials will be issued at key decision points and when new Project information is available. These materials, such as Fact Sheets or Frequently Asked Questions, provide an overview of the Project and planned next steps.

Newsletters and Other Project Mailings: Electronic newsletters (E-newsletters), sent via email, offer a regular correspondence opportunity on the Project's progress. Hardcopy versions of E-newsletters can also be mailed upon request to individuals who do not have e-mail access. E-newsletters can summarize recent outreach results, provide updates, announce upcoming outreach opportunities, and share information.

Open Houses: Open houses will be held at key stages in the Project's development, including during the 30-day public comment period for the draft environmental document. The intent of an in-person open house is to inform the public of the proposed alternatives, current design plans, and construction timetable and to receive substantive public input. The goal of a meeting/open house is to facilitate communication between DOT&PF and stakeholders.

Paid Advertisements: Advertisements may include print, radio, or online announcements designed to provide information about the Project's status and direct people to additional sources of information such as upcoming public meetings or the Information Repository.

Small Group Meetings: Representatives will make presentations to individual groups upon request. This allows the Project Team to have a focused exchange of information. In addition, the team can actively

seek out opportunities to make presentations to established groups that represent related public interests.

Social Media: These include social platforms in which Project information is shared, managed by DOT&PF.

Tribal Coordination: The purpose for tribal coordination meetings is to introduce the Project Team members to key leaders and/or representatives and discuss how we might engage throughout the process of further defining and designing the Project.

Website: The Project website is a dedicated online site hosted on the general DOT&PF website that shares Project updates, Project contact information, Project documents, and past meeting records.