

**Maritime Administration
Finding of No Significant Impact**

**Prince William Sound Economic Development District
Prince William Sound Ferry Terminals Project
Chenega, Cordova, and Tatitlek, Alaska**

This Finding of No Significant Impact (FONSI) and the accompanying Environmental Assessment (EA) are submitted pursuant to the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 4321, et seq., and are consistent with implementing guidance issued by the Council on Environmental Quality (CEQ), and the U.S. Department of Transportation (DOT) *Procedures for Considering Environmental Impacts*.¹

The Maritime Administration (MARAD) has determined that this Proposed Action will have no significant effect on the human or natural environment, under normal conditions.

Background

The Prince William Sound Economic Development District (PWSRDD) was awarded funding under the FY 2022 Port Infrastructure Development Program (PIDP) for the Prince William Sound Ferry Terminals Project located in Chenega, Cordova, and Tatitlek, Alaska.

The Purpose and Need of the Proposed Action is to improve the Chenega, Cordova, and Tatitlek Ferry Terminals to accommodate the new Alaska Class Ferries (ACFs) berthing and home port needs, so they support continued reliable Alaska Marine Highway System (AMHS) ferry service into the future. The existing Chenega and Tatitlek Ferry Terminal facilities are fixed platform docks that only accommodate vessels with attached vehicle ramps, which are aging out of service. The ACFs need a vehicle transfer system to be installed at these facilities to operate at these terminals. The existing Cordova Ferry Terminal facility has side and stern berths for AMHS ferry vessels. The terminal needs modification of the mooring dolphins to accommodate the newly built ACF vessel's (MV Hubbard) mooring line system.

Proposed Action

The Proposed Action would consist of improvements and modifications to three existing ferry terminals in Prince William Sound (PWS): Chenega Ferry Terminal, Cordova Ferry Terminal,

¹ MARAD is aware of CEQ's rescission of its NEPA-implementing regulations at 40 CFR §§ 1500–1508. This environmental assessment was prepared while those CEQ regulations were still in effect. To efficiently process NEPA documents, this document may still reflect previous CEQ regulatory language. MARAD also utilized the Department of Transportation Order 5610.1C, titled "Procedures for Considering Environmental Impacts," and MARAD's Maritime Administrative Orders (MAO) 600- 1, titled "Procedures for Considering Environmental Impacts," to meet the agency's obligations under NEPA, 42 U.S.C. § 4321, et seq. MARAD notes that new DOT "Procedures for Considering Environmental Impacts" (DOT Order 5610.1D) went into effect July 1, 2025, and will be applied to future environmental reviews.

and Tatitlek Ferry Terminal. The improved terminals would accommodate the larger AMHS ACF vessels, as the current fleet of Aurora Class Ferry vessels are expected to be phased out of service during the next several years.

Improvements to each ferry terminal are summarized as follows:

- Addition of a new side-loading ferry terminal facility in Chenega Bay (Chenega), including a pile-supported approach, vehicle transfer bridge, mechanical support system for the seaward end of the bridge, and three mooring dolphins;
- Modification to the existing stern- and side-berth ferry terminal facility in Cordova; and
- Retrofit to the existing end-loading ferry terminal facility in Tatitlek to replace the existing tidal ramp facility, including a new vehicle transfer bridge, mechanical support system for the seaward end of the bridge, and two dolphins.

The Proposed Action activities at all three locations would include pile installation and removal as well as power and lighting upgrades. Additional activities at the Cordova Ferry Terminal would include upland improvements and dredging.

Alternatives Considered

MARAD considered the Proposed Action Alternative, described above, and the No Action Alternative. The Proposed Action is the Preferred Alternative.

Under the No Action Alternative, existing conditions would remain the same. The ferry terminal improvements and modifications would not be completed, and the PWSEDD would not be able to accommodate the new Alaska Class Ferries (ACFs) berthing and home port needs, so they can support continued reliable Alaska Marine Highway System (AMHS) ferry service into the future. As a result, the project's Purpose and Need would not be met. Therefore, it is not a reasonable alternative, but was analyzed for baseline purposes.

Public Involvement

MARAD encourages public participation in the NEPA process. During the scoping process, MARAD provided an opportunity for state, local, and federal agencies to comment on the proposed project. Scoping letters were sent to agencies on September 24, 2024, and an agency scoping meeting was held on October 10, 2024, to introduce and seek agency comments on the Proposed Action. Responses were received from the United States Environmental Protection Agency (USEPA), Alaska Department of Natural Resources (ADNR), United States Fish and Wildlife Service (USFWS), Alaska Department of Environmental Conservation (ADEC), Chenega Regional Development Group, and United States Army Corps of Engineers (USACE).

Outreach activities included a Public Involvement Plan and various materials and methods, including two in-person comment sessions on the EA held in Cordova in November 2025.

A public comment period for the EA was conducted from October 27, 2025, to November 11, 2025. An Agency and Interested Party meeting to review the EA was held on October 28, 2025.

This FONSI and the associated Final EA are available at <https://pwsferryterminals.com/> and the Online Notice System <https://aws.state.ak.us/OnlinePublicNotices/>. Availability of the FONSI and the associated Final EA are being announced to agencies in agency letters, and the general public through newsletters, hard copy materials, paid media (*Cordova Times* and *Anchorage Daily News*), and social media.

Determination and Findings Under NEPA

Below is a summary of the potential environmental impacts as detailed in the Environmental Assessment.

Environmental Resource	No Action Alternative	Proposed Action Alternative	
		Construction	Operation
Soil, Geology, and Seismicity	No impact	Minor impact	No impact
Coastal Zone	N/A	N/A	N/A
Air Quality	No impact	Minor impact	Minor impact
Hazardous Materials	No impact	Minor to moderate impact	Minor to moderate impact
Noise and Vibration	No impact	Minor to moderate impact	No impact
Water Quality	No impact	Minor impact	No impact
Surface Water and Groundwater	No impact	No impact	No impact
Wetlands, Waters of the US, and Vegetation	No impact	Minor impact	No impact
Floodplains	No impact	Negligible impact	No impact
Marine Waters	No impact	Minor impact	No impact
Wildlife	No impact	Minor impact	No impact
Marine Mammals	No impact	Minor impact	No impact
Threatened and Endangered Species, and Critical Habitat	No impact	Minor impact	No impact
Fish and Essential Fish Habitat	No impact	Minor adverse impact	Negligible impact

Historic Preservation and Tribal Resources	No impact	No impact	No impact
Subsistence	No impact	Negligible impact	No impact
Socioeconomics	Moderate impact	Minor impact	Moderate beneficial impact
Marine Traffic and Navigation	Moderate impact	Minor impact	Moderate beneficial impact
Public Health and Safety	Moderate impact	Minor impact	Moderate beneficial impact
Public Services and Utilities	Moderate impact	Minor impact	No impact
Visual Impact, and Light and Glare	No impact	Minor impact	Negligible impact
Prime Farmland	N/A	N/A	N/A
Parks and Recreation Resources, including 4(f)	Moderate impact	Minor impact	No impact
Land Ownership, Management, and Use	Minor impact	No impact	Minor beneficial impact

Mitigation Measures and Best Management Practices

No potential adverse impacts will be significant and, as discussed further below, the Proposed Action will incorporate mitigation measures or Best Management Practices (BMPs) to avoid or minimize potential impacts. These will be in addition to any mitigation measures or BMPs imposed by required permits and other authorizations.

Environmental Resource	Mitigation Measures and BMPs
Soil, Geology, Seismicity	none
Coastal Zone	N/A
Air Quality	N/A
Hazardous Materials	The contractor will develop site-specific measures such as a Hazardous Material Control Plan (HMCP), Spill Prevention, Control, and Countermeasure (SPCC) Plan, and Water Quality Control Plan (WQCP) to mitigate impacts from the Proposed Action. If contaminated or hazardous materials are encountered, the contractor will suspend work within that area, notify ADEC, and develop an ADEC-approved Corrective Action Plan for an appropriate response. In addition, if hazardous materials

	are encountered, the construction contractor will practice proper hazardous material storage and handling, and follow Alaska Department of Transportation and Public Facilities (DOT&PF) emergency response procedures. Construction contractors will be required to meet all local, state, and federal regulatory requirements regarding the discovery and use of hazardous materials, as well as the storage and handling of construction materials and equipment, to avoid impacts on the surrounding area. Permits and authorizations will be required for activities within the Proposed Action areas that involve the storage, handling, and transport of hazardous materials or that would require potential emergency response procedures. As such, these activities will be subject to local, state, and federal regulations and best practices specifically meant to mitigate adverse environmental impacts from accidental release. DOT&PF BMPs specific to reducing risks of hazardous material release will be incorporated throughout and after construction. During design of the Proposed Action at the Chenega, Cordova, and Tatitlek Ferry Terminals, the following changes were made to reduce the Proposed Action footprints and environmental effects on marine mammals, fish and essential fish habitat (EFH), and wetlands and other Waters of the US (WOTUS): • If contaminated or hazardous materials are spilled or released during construction, all work in the vicinity of the contaminated site will be stopped until ADEC is contacted, and a corrective action plan is approved by ADEC and implemented. • Fuel hoses, oil drums, oil or fuel transfer valves and fittings, and similar equipment will be checked regularly for drips or leaks and will be maintained and stored properly to prevent spills. • The contractor will provide and maintain a spill cleanup kit onsite at all times to be implemented as part of the SPCC Plan, as well as the HMCP and WQCP, in the event of a spill or if any oil products are observed in the water.
Noise and Vibration	none
Water Quality	none
Surface Water and	none

Groundwater	
Wetlands, Waters of the US, and Vegetation	• Placing fill material into wetlands will be avoided. • Vegetation will be removed only within areas where vegetation has been previously removed or disturbed. • The Proposed Action will be designed to reduce the number of piles that would be placed within WOTUS to the greatest extent practicable.
Floodplains	none
Marine Waters	none
Marine Mammals	Marine mammal monitoring and mitigation methods are described in more detail in the issued National Marine Fisheries Service (NMFS) Biological Opinion (BiOp) and Incidental Harassment Authorization (IHA) (Appendices G and H). DOT&PF would provide final monitoring reports to the Chugach Regional Resources Commission to inform its marine mammal management plan. DOT&PF has included the following mitigation measures for pile installation and removal to reduce impacts on marine mammals: • DOT&PF will inform NMFS of impending in-water activities a minimum of 1 week prior to the onset of those activities (email information to akr.prd.records@noaa.gov). • If construction activities will occur outside of the time window specified in the BiOp (Appendix G), the applicant will notify NMFS of the situation at least 60 days prior to the end of the specified time window to allow for reinitiation of consultation. • In-water work will be conducted at the lowest points of the tidal cycle when feasible. • Consistent with Alaska Statute § 46.06.080, trash will be disposed in accordance with state law. DOT&PF will ensure that all closed loops (e.g., packing straps, rings, bands) will be cut prior to disposal. In addition, DOT&PF will secure all ropes, nets, and other marine mammal entanglement hazards so they cannot enter marine waters. • Pile installation/removal will occur only during daylight hours, when visual monitoring of humpback whales and Steller sea lions can be conducted. PSO Requirements • At least one PSO will have either prior experience

	as a PSO in Alaska or will have taken a NMFS-approved PSO or marine mammal observer training course. • PSO training will include: - o Field identification of marine mammals and marine mammal behavior; - o Ecological information on marine mammals, and specifics on the ecology and management concerns of those marine mammals; - o Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA) regulations; - o Proper equipment use; - o Methodologies in marine mammal observation as well as data recording and property reporting protocols; and - o An overview of Protected Species Observer (PSO) roles and responsibilities. • PSOs will be individuals independent from DOT&PF and must have no other assigned tasks during monitoring periods. • The action agency or its designated non-federal representative will provide resumes or qualifications of PSO candidates to consultation biologist and akr.prd.records@noaa.gov approval at least 1 week prior to in-water work. NMFS will provide a brief explanation of lack of approval in instances where an individual is not approved. • PSOs will: - o Collectively be able to effectively observe the entirety of the shutdown zone; - o Be able to identify marine mammals and accurately record the date, time, and species of all observed marine mammals in accordance with Project protocols; - o Be able to identify listed marine mammals that may occur within the Proposed Action areas, at a distance equal to the outer edge of the applicable shutdown zone and determine the marine mammal's location and distance from the sound source; - o Have the ability to effectively communicate orally, by radio, or in person with Project personnel to provide real-time information on listed marine mammals; - o Possess a copy of mitigation measures; and - o Possess data forms.
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	• PSOs will not scan for marine mammals for more than 4 hours without at least a 1-hour break from monitoring duties between shifts. PSOs will not perform PSO duties for more than 12 hours in a 24-hour period. PSO Procedures • PSOs will have the ability, authority, and obligation to order appropriate mitigation response, including shutdown, to avoid takes of listed marine mammals. • One or more PSOs will perform PSO duties onsite throughout the authorized activity. • Where a team of three or more PSOs are required, a lead observer or monitoring coordinator will be designated. • For each in-water activity, PSOs will monitor all marine waters within the indicated shutdown zone radius for that activity (see Appendix G Section 6.2.2). • PSOs will be positioned such that they will collectively be able to monitor the entirety of each activity's shutdown zone. • Prior to commencing any activity listed in Appendix G Section 6.2.2, PSOs will scan waters within the appropriate shutdown zone and confirm no listed marine mammals are within the shutdown zone for at least 30 minutes immediately prior to initiation of the in-water activity. If one or more listed marine mammals are observed within the shutdown zone, the in-water activity will not begin until the listed marine mammals exit the shutdown zone of their own accord, or the shutdown zone has remained clear of listed marine mammals for 30 minutes immediately prior to the commencement of the activities listed in Appendix G Section 6.2.2. • The on-duty PSOs will continuously monitor the shutdown zone and adjacent waters during any of the activities listed in Appendix G Section 6.2.2 for the presence of listed marine mammals. • Activities listed in Appendix G Section 6.2.2 will only take place: - o Between sunrise and sunset; - o During conditions with a Beaufort Sea State of 4 or less; and - o When the entire shutdown zone and adjacent
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	waters are visible (e.g., monitoring effectiveness is not reduced due to rain, fog, snow, haze, or other environmental/atmospheric conditions). • If visibility degrades such that PSOs can no longer ensure that the shutdown zone remains devoid of listed marine mammals during any of the activities listed in Appendix G Section 6.2.2, the crew will stop activities until the entire shutdown zone is visible and the PSOs has indicated that the zone remained devoid of listed marine mammals for 30 minutes. • The PSOs will order ongoing activities listed in Appendix G Section 6.2.2 to immediately cease if one or more listed marine mammal(s) has entered, or appears likely to enter, the shutdown zone. • If any of the activities listed in Appendix G Section 6.2.2 are shut down for less than 30 minutes due to the presence of listed marine mammals within the shutdown zone, the activities may commence when the PSOs provide assurance that listed marine mammals were observed exiting the shutdown zone. Otherwise, the activities may only commence after the PSO provides assurance that listed marine mammals have not been seen within the shutdown zone for 30 minutes (for cetaceans) or 15 minutes (for pinnipeds). • If a listed marine mammal is observed within a shutdown zone, or is otherwise harassed, harmed, injured, or disturbed, the PSO will immediately report that occurrence to NMFS using the contact information specified in Appendix G Table 4. • Prior to commencing any activity listed in Appendix G Section 6.2.2, or at changes in watch, PSOs will establish a point of contact with the construction crew. The PSO will brief the point of contact as to the shutdown procedures if the PSO observes that listed marine mammals are likely to enter the shutdown zone. If the point of contact goes “off shift” and delegates their duties, the point of contact must inform the PSO and brief the new point of contact. Impact Pile Installation • If no listed marine mammals are observed within the applicable shutdown zone (see Appendix G Section 6.2.2) for 30 minutes immediately prior to pile installation,
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	soft-start procedures will be implemented immediately prior to activities. Soft-start procedures require contractors to provide an initial set of strikes at no more than half the operational power, followed by a 30-second waiting period, then two subsequent reduced-power-strike sets. A soft-start must be implemented: - o At the start of each day's impact pile installation; - o Any time pile installation has been shut down or delayed due to the presence of a listed marine mammal; - o Whenever pile installation has temporarily stopped (less than or equal to 30 minutes) and PSO observation has also stopped; or - o Whenever pile installation has temporarily stopped for more than 30 minutes and PSO observation has also stopped. • Following the soft-start procedure, operational impact pile installation may commence and continue provided listed marine mammals remain absent from the shutdown zone. • Following a lapse of impact pile installation activities of more than 30 minutes, the PSO will authorize resumption of impact pile installation only after the PSO provides assurance that listed species have not been present within the shutdown zone for at least 30 minutes immediately prior to resumption of operations. Vibratory Pipe and Sheet Pile Removal and Installation • If no listed marine mammals are observed within the applicable shutdown zone (see Appendix G Section 6.2.2) for 30 minutes immediately prior to pile removal or installation, vibratory pile removal or installation may commence. This pre-pile removal or installation observation period will take place at the start of each day's vibratory pile removal or installation, each time pile removal or installation has been shut down or delayed due to the presence of a listed species, and following a cessation of pile driving for a period of 30 minutes or longer. • Following a lapse of vibratory pile removal or installation activities of more than 30 minutes, the PSO will authorize resumption of vibratory pile removal or installation only after the PSO provides assurance that listed marine mammals have not been present within the
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	shutdown zone for at least 30 minutes immediately prior to resumption of operations. Down the Hole (DTH) Drilling • If no listed marine mammals are observed within the DTH pile driving shutdown zone immediately prior to pile driving or following a lapse of DTH activities of more than 30 minutes, the PSO will authorize the start or resumption of pile driving only after the PSO provides assurance that listed marine mammals have not been present within the shutdown zone for at least 30 minutes immediately prior to operations. No soft-start will be required for DTH pile driving. Dredging/Screeding/Underwater Excavating Activities • All vessels involved in dredging, screeding, and underwater excavating operations, including survey vessels, will transit at velocities less than or equal to 10 knots. • Dredging, screeding, and underwater excavating activities will shut down whenever a listed marine mammal enters or appears likely to enter the applicable shutdown zone (see Appendix G Section 6.2.2). • Following a lapse of dredging, screeding, and underwater excavating activities of more than 30 minutes, the PSO will authorize resumption of the activity only after the PSO provides assurance that listed marine mammals have not been present within the shutdown zone for at least 30 minutes immediately prior to resumption of operations. • If dredged spoils are deposited at an in-water site, the site must have a current of greater than 3 knots, and the vessel making the deposit must keep moving at 3 knots or more throughout disposal. Project-Dedicated Vessels • Vessel operators will: - o Maintain a watch for marine mammals at all times while underway; - o Stay at least 91 m (100 yards) from listed marine mammals, except that they will remain at least 460 m (500 yards) from endangered North Pacific right whales; - o Travel at less than 5 knots when within 274 m (300 yards) of a whale; - o Avoid changes in direction and speed within 274 m
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	(300 yards) of a whale, unless doing so is necessary for maritime safety; - o Not position vessel(s) in the path of a whale, and not cut in front of a whale in a way or at a distance that causes the whale to change direction of travel or behavior (including breathing/surfacing pattern); - o Reduce vessel speed to 10 knots or less when weather conditions reduce visibility to 1.6 km (1 mi) or less; and - o Adhere to the Alaska Humpback Whale Approach Regulations when vessels are transiting to and from the Project site (see 50 CFR 216.18, 223.214, and 224.103(b); these regulations apply to all humpback whales). Specifically, pilot and crew will not: ▪ Approach, by any means, including by interception (i.e., placing a vessel in the path of an oncoming humpback whale), within 91 m (100 yards) of any humpback whale; ▪ Cause a vessel or other object to approach within 91 m (100 yards) of any humpback whale; or ▪ Disrupt the normal behavior or prior activity of a humpback whale by any other act or omission. • If a whale's course and speed are such that it will likely cross in front of a vessel that is underway, or approach within 91 m (100 yards) of the vessel, and if maritime conditions safely allow, the engine will be put in neutral and the whale will be allowed to pass beyond the vessel, except that vessels will remain 460 m (500 yards) from North Pacific right whales. • Vessels will not allow lines to remain in the water unless both ends are under tension and affixed to vessels or gear. • Project-specific barges will travel at 10 knots or less. Vessel Transit, Western Distinct Population Segment (DPS) Steller Sea Lions, and their Designated Critical Habitat • Vessels will not approach within 5.5 km (3 nautical mi) of rookery sites listed in 50 CFR 224.103(d); and • Vessels will not approach within 914 m (3,000 ft) of any Steller sea lion haulout or rookery. Data Collection
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	• PSOs will record observations on data forms or into electronic data sheets. • DOT&PF will ensure that PSO data will be submitted electronically in a format that can be queried, such as a spreadsheet or database (i.e., digital images of data sheets are not sufficient). • PSOs will record the following: - o Project name, date, shift start time, shift stop time, and PSO identifier; - o Date and time of each reportable event (e.g., a listed marine mammal observation, operation shutdown, reason for operation shutdown, change in weather conditions); - o Weather parameters (e.g., percent cloud cover, percent glare, visibility) and sea state where the Beaufort Wind Force Scale will be used to determine sea state (https://www.weather.gov/mfl/beaufort); - o Species; numbers; and, if possible, sex and age class of observed listed marine mammal; - o Predominant anthropogenic, sound-producing activities occurring during each listed marine mammal observation; - o Observations of listed marine mammal behaviors, and reactions to anthropogenic sounds and presence; - o Geographic coordinates of initial, closest, and last location of listed species, including distance from observer to the listed species, and minimum distance from the predominant sound-producing activity to listed species; and - o Whether the presence of a listed species necessitated the implementation of mitigation measures to avoid acoustic impact (i.e., shutdown), and the duration of time that normal operations were affected by the presence of listed species. Reporting • Unauthorized take: - o If a listed marine mammal is determined by the PSO to have been disturbed, harassed, harmed, injured, or killed (e.g., a listed marine mammal is observed in a harassment zone, entering a shutdown zone before operations can be shut down, or is injured or killed as a direct or indirect result of the action) without
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	authorization, the PSO will report the incident to NMFS within 1 business day, with information submitted to akr.prd.records@noaa.gov. These PSO records will include: ☐ Digital, query-able documents containing PSO observations and records, and digital, query-able reports; ☐ Date, time, and location of each event (provide geographic coordinates); ☐ Description of the event; ☐ Number of individuals of each listed marine mammal species affected; ☐ Time the animal(s) was first observed or entered the shutdown zone, and, if known, the time the animal was last seen or exited the zone, and the fate of the animal; ☐ Mitigation measures implemented prior to and after the animal was taken; ☐ Contact information for the PSO on duty on the vessel or the contact information for the individual piloting the vessel if a vessel struck a listed marine mammal; and ☐ Photographs or video footage of the animal(s), if available. • Stranded, injured, sick, or dead listed species (not associated with the Project): - o If the PSO observes an injured, sick, or dead marine mammals (i.e., stranded), they will notify the Alaska Marine Mammal Stranding Hotline at 877-925-7773. The PSOs will submit photographs and available data to aid NMFS in determining how to respond to the stranded animal. If possible, data submitted to NMFS in response to stranded marine mammals will include date/time, location of stranded marine mammal, species and number of stranded individuals, description of the stranded marine mammal's condition, event type (e.g., entanglement, dead, floating), and behavior of live-stranded marine mammals. • Illegal Activities: - o If the PSO observes listed marine mammals or other marine mammals being disturbed, harassed, harmed, injured, or killed (e.g., feeding or unauthorized harassment), these activities will be reported to the NMFS Alaska Region Office of Law Enforcement (Appendix G Table 4; 800-853-1964).
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	- o Data submitted to NMFS will include date/time, location, description of the event, and any photographs or videos taken. • North Pacific right whales: - o All observations of North Pacific right whales will be reported to NMFS within 24 hours. Photographs and/or video should be taken, if possible, to aid in photo identification of individual animals. Reports will include all applicable information that will be included in a final report. • Extralimital sightings: - o All observations of ESA-listed marine mammal species not considered in this consultation will be reported to NMFS within 72 hours. Photographs and/or video should be taken, if possible, to aid in photo identification of individual animals. Reports will include all applicable information that would be included in a final report. • Final report: - o A final report will be submitted to NMFS within 90 calendar days of the completion of the Project summarizing the data recorded by emailing it to akr.prd.records@noaa.gov. The report will summarize all in-water activities associated with the Proposed Action, and results of PSO monitoring conducted during in-water activities. - o The final report will include: ☐ Summaries of monitoring efforts, including dates and times of construction; dates and times of monitoring; and dates, times, and duration of shutdowns due to listed marine mammal presence; ☐ Dates and times of listed marine mammal observations, geographic coordinates of listed marine mammals at their closest approach to the Project site, including date, water depth, species, age/size/gender (if determinable), and group sizes; ☐ Number of listed marine mammals observed (by species) during periods with and without Project activities (and other variables that could affect detectability); ☐ Observed listed marine mammal behaviors and movement types, and Project activity at the time of observation; ☐ Numbers of marine mammal
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	observations/individuals seen, and Project activity at the time of observation; ☐ Any photographs or videos taken of marine mammals; and ☐ Digital, query-able documents containing PSO observations and records, and digital, query-able reports. In addition, as part of the NMFS BiOp (Appendix G), NMFS recommended the following conservation measures, which DOT&PF has incorporated: • Project vessel crews (construction and materials barges and tugs) should participate in the Whale Alert program to report real-time sightings of whales while transiting the waters of Southeast Alaska and to minimize the risk of vessel strikes. More information is available at https://www.fisheries.noaa.gov/resource/tool-app/whale-alert • Without approaching whales, Project vessel crews should attempt to photograph humpback whale flukes and record Global Positioning System (GPS) coordinates of the sightings during transit. These data should be included in the final report submitted to the NMFS Alaska Region Office. • Without approaching whales, Project vessel crews should attempt to photograph and/or video North Pacific right whales and record GPS coordinates of the sightings during transit. These data should be submitted to the NMFS Alaska Region Office as soon as possible. • Without approaching sea lions, Project vessel crews should attempt to photograph Steller sea lions when brand numbers are visible and record GPS coordinates of the sightings during transit. These data should be included in the final report submitted to NMFS Alaska Region Office.
Threatened & Endangered Species and Critical Habitat	DOT&PF will require and provide the following to all construction crew members if sunflower sea stars are listed under the ESA at the time of construction. • Sunflower sea star and sea star wasting syndrome identification training for construction crew members • Voluntary sunflower sea star observation forms for crew members • Visual inspections without needing the use of additional equipment

	• Relocation of sunflower sea stars from piles that have been removed to an area outside the construction footprint: - o Due to safety concerns, completed once a pile is removed and set down on accessible uplands/a barge deck, when feasible • A single, pre-construction survey at the start of the Project to document presence or absence of sunflower sea stars in the immediate construction area: - o Survey will note if sea star wasting syndrome is observed on any sighted individuals
Fish and Essential Fish Habitat	• Light transmitting decking will be used to prevent submerged aquatic vegetation loss and bed fragmentation due to lighting. • Creosote-treated timber piles will be disposed in an upland location to prevent reuse in the marine environment. All debris, including attached contaminated sediments, will be disposed in an approved upland facility. • A vibratory hammer will be used when driving hollow steel piles. Where impact hammers are required, piles will be driven as deep as possible with a vibratory hammer first, then be driven into their final position with an impact hammer. • Piles will be driven when the current is reduced within areas of strong current to minimize the number of fish exposed to adverse levels of underwater sound. • Piles will be removed completely instead of cutting them off at the mudline. • Reflective materials will be used instead of materials that absorb light on the underside of the dock to reflect ambient light in Tatitlek. • Impact hammering will not be used in Sawmill Bay between March and June. • The total number of piles driven will be reduced as much as practicable. • The contractor will be encouraged to limit in-water pile driving of temporary piles as much as possible. • Piles will be removed using a vibratory hammer to reduce noise impacts on fish and hatchery operations. • A vibratory hammer will be used to break the bond between the sediment and the pile to reduce the amount of sediment sloughing off the pile in the water column.

	• The contractor will be encouraged to limit in-water pile driving of temporary piles as much as possible. • The dredged area at the Cordova Ferry Terminal will be the smallest practicable to achieve the Proposed Action purpose. • Sediments dredged from the Cordova Ferry Terminal will be tested prior to placing the dredged material in the disposal site. • Existing structures will be replaced in largely the same location in Cordova. • The Chenega Proposed Action will be designed to use a steel ramp rather than a marine fill-supported causeway and ramp.
Historic Preservation and Tribal Resources	none
Historic Preservation and Tribal Resources	none
Subsistence	none
Socioeconomics	none
Marine Traffic and Navigation	none
Public Health and Safety	none
Public Services and Utilities	none
Visual Impact, and Light and Glare	none
Prime Farmland	N/A
Parks and Recreation Resources, including 4(f)	none
Land Ownership, Management, and Use	none

Permits and Authorizations

PWSEDD must obtain all applicable federal, state, and local permits and approvals prior to commencing the Proposed Action. The following permits and authorizations will be required for the Proposed Action.

Agency Name and Type of Permit or Authorization	Permit Number or Tracking Number	Current Status	Issuance Date	Expiration Date
USACE CWA	POA-2025-	Issued	September 25,	September 24,

Section 404/10 Nationwide Permit Authorization (Cordova Geotechnical Investigations)	00545		2025	2026
USACE Section 10 Rivers and Harbors Act Authorization	TBD	TBD; must be secured prior to in-water construction.	TBD	TBD
USFWS Bald and Golden Eagle Protection Act Permit	TBD	TBD until pre-construction survey determines if nearby active nest may be disturbed	TBD	TBD
USFWS MMPA Letter of Authorization	—	TBD; consultation ongoing for northern sea otters	—	—
ESA, Section 7 Consultation (Biological and Conference Opinion)	AKRO-2024-02972	Biological and Conference Opinion and Incidental Take Statement issued	July 24, 2025	N/A
ESA, Section 7, Letter of Concurrence	AKRO-2025-01564	Letter of Concurrence issued	June 24, 2025	N/A
MMPA, IHAs	90 <i>Federal Register</i> 35845	IHAs received for Chenega, Cordova, and Tatitlek	July 25, 2025	July 25, 2027
Magnuson-Stevens Act (MSA), EFH Consultation	AKRO-2025-00686	Adverse impacts on EFH; conservation recommendations adopted	April 9, 2025	N/A
ADEC Section 401 Certificate of Reasonable Assurance	TBD	TBD; ADEC 401 approval required for issuance of a 404 permit	TBD	TBD
ADEC Clean Water Act (CWA) Section	TBD	TBD	TBD	TBD

402				
Alaska Department of Natural Resources (ADNR)- State Historic Preservation Office (SHPO) National Historic Preservation Act (NHPA), Section 106	3130-1R MARAD/ 2025-00604	SHPO concurrence received June 13, 2025: <i>No Historic Properties Affected</i> for Chenega and Tatitlek; SHPO concurrence received July 23, 2025: <i>No Adverse Effect</i> for Cordova	June 13 and July 23, 2025	N/A
City of Cordova Floodplain Development Permit	TBD	TBD	TBD	TBD

Conclusion

The Maritime Administration has determined that the EA adequately and accurately discusses the environmental issues and effects of the Proposed Action and specifies appropriate mitigation measures and standard conditions of approval in order to minimize environmental effects. Therefore, a FONSI is warranted, and preparation of an Environmental Impact Statement, pursuant to the National Environmental Policy Act of 1969 (Public Law 91-190), is not required.



12/16/25

Office of Environmental Compliance Reviewer

Date

Associate Administrator for Environment and Compliance

Date