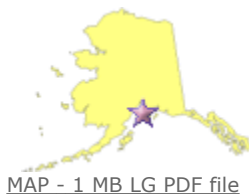


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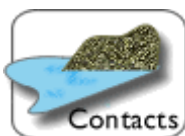
MAP - 1 MB LG PDF file



Project Description



Meetings



Contacts



# STERLING

HIGHWAY MILE POST 45 TO 60  
ALASKA



Welcome

to the home page for the Sterling Highway Mile Post 45 to 60 Supplemental Draft Environmental Impact Statement. The Alaska Department of Transportation and Public Facilities (DOT&PF) has developed alternatives to improve traffic movement through this corridor, and are proceeding with preliminary engineering and evaluation of environmental impacts associated with the alternatives. This website will keep you informed of project activities, upcoming public and agency meetings, points of contact, and project issues identified by you and others who are interested or involved in the project.

- ✓ **NEW** [Read project status update](#)
- ✓ **NEW** [Reasonable Alternatives Map](#) - 1 MB PDF Format

We appreciate you taking the time to browse this site and hope that you will send us your questions, concerns, issues and ideas. We look forward to hearing from you!

## WHAT'S NEW



- [What are your thoughts?](#)
- [What others are saying](#)



Department of Transportation and Public Facilities

This site is best viewed in [Netscape](#) or [Explorer](#) 6.0 or better. Click to upgrade.



Google Search

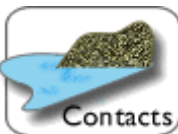
WWW  www.sterlinghighway.net



Welcome



Meetings



Contacts



FAQs

[The Problem](#) | [The Issues](#) | [The Process](#) | [The Alternatives](#) | [The Schedule](#)

The Sterling Highway is the only road that links western Kenai Peninsula communities (Kenai, Soldotna, and Homer) to the rest of the state. Since 1978, the Alaska Department of Transportation and Public Facilities (DOT&PF) has recognized the need for improved safety and traffic flow along this highway to accommodate the increase in traffic generated by community growth and tourism. The DOT&PF has contracted with HDR Alaska Inc. (HDR) to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) that will examine alternatives for improvements to the Sterling Highway between milepost (MP) 45 and MP 60.

✓ **NEW** [Read project status update](#)

## **THE PROBLEM**

The Sterling Highway from MP 45 to MP 60 follows the Kenai River Valley through the Kenai Mountain range and is constricted by the Kenai River, tributary creeks, and steep valley walls. The scenic nature of the area and world-class fishing on the Kenai and Russian Rivers combine to create serious congestion problems for the highway from May through September. This level of congestion has created safety issues for highway travelers, especially in areas where high-speed traffic conflicts with vehicles turning on and off the highway.

## **THE ISSUES**

There are several issues that must be addressed and resolved through the process of developing the SDEIS. Some of the major issues include:

- How to improve traffic flow and safety in areas of high turning movements.
- How to reduce seasonal traffic back ups from parking and camping areas onto the highway.
- How to resolve local desires to keep traffic routed past existing businesses with alternatives that reroute traffic away from existing businesses.
- How to resolve the responsibility of DOT&PF to maintain traffic flow and improve safety with community and environmental concerns.
- How to improve communication and consultation between DOT&PF and stakeholder groups and agencies.

## **THE PROCESS** ▲ up

DOT&PF is in the middle of preparing a Supplemental Draft Environmental Impact Statement (SDEIS). To date, the DOT&PF has conducted an alternative analysis that resulted in the selection of reasonable alternatives for more detailed engineering and environmental analyses. The SDEIS will provide the evaluation of a wide range of factors that influence the selection of a preferred alternative for design and construction. The preferred alternative selection is based upon impacts to local communities, input from local citizens and agencies, environmental impacts, impacts on traffic, and how well each alternative solves the problems associated with congestion and safety, and other criteria developed through the environmental

review process.

## THE ALTERNATIVES up

✓ **NEW** [Reasonable Alternatives Map](#) - PDF Format

### Reasonable Alternatives

Alternatives that will be carried forward for full consideration in the SDEIS.

[No Build Alternative](#) - PDF Format 

[Cooper Creek Alternative](#) - PDF Format 

["G" South Alternative](#) - PDF Format 

[Juneau Creek "F" Wilderness Alternative](#) - PDF Format 

### Alternatives Eliminated from Further Consideration

[Kenai River Alternative Wall Variant](#) - PDF File 

[Kenai River Alternative](#) - PDF File 

[Russian River Alternative](#) - PDF File 

["G" North Alternative](#) - PDF File 

[Juneau Creek "F" Forest Alternative](#) - PDF File 

[Juneau Creek Wilderness Alternative](#) - PDF File 


[Read the Evaluation Criteria and Reasonable Alternatives Analysis](#)


[Go to the on-line survey results.](#)

## THE SCHEDULE up

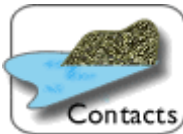
-  March 2001 - September 2001  
**Update environmental baseline information**
-  April 2001 - November 2001  
**Define and refine alternatives**
-  June 2001 - November 2001  
**Conduct technical studies**
-  July 2000 - July 2003  
**Obtain public and agency comment on alternatives**
-  December 2001 - April 2002  
**Develop alternative evaluation criteria**
-  September 2002 - November 2003  
**Evaluate alternatives against evaluation criteria**
-  January 2004 - September 2005  
**Prepare SDEIS**

 September 2005 - December 2005  
**Public comment period on SDEIS**

 December 2005 - June 30, 2006  
**Prepare Final SEIS and Record of Decision**

 June 30, 2006  
**Projected Finish Date**





[Upcoming Meetings](#) | [Past Meetings](#) | [Past Activities](#) | [Committees/Boards](#)

The Alaska Department of Transportation and Public Facilities (DOT&PF) will meet with the public, regulatory agencies, and other interested groups throughout the duration of the project to keep them apprised of project activities and to get their feedback on the environmental, social, and economic issues associated with the project.

Public meetings, or Listening Posts, provide opportunities for the general public to hear about recent findings, ongoing technical studies, and the decision-making process, and to provide comments on the project. As an additional forum for public input, the DOT&PF created an open advisory committee of interested/affected community members and local/regional interest group representatives. This group, the Stakeholder Sounding Board, will meet regularly to discuss project issues and share concerns. The DOT&PF is also meeting on a regular basis with an Agency Consultation Committee, comprised of federal, state, and local regulatory agencies, to get the agencies' input into the development of alternatives, the identification of affected resources, and the evaluation of project impacts.

### UPCOMING MEETINGS

<b>WHEN:</b> TBA	<b>WHERE:</b> TBA	
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### PAST MEETINGS / LISTENING POSTS

NOTE: The underlined dates below link to the meeting notes in PDF format.

<a href="#">May 22, 2003</a>	Open House - Listening Post <a href="#">WHAT IS IT ?</a>	Cooper Landing
<a href="#">May 21, 2003</a>	Open House - Listening Post <a href="#">PDF Mailer</a>	Anchorage
<a href="#">April 17, 2002</a>	Agency Consultation Committee	Cooper Landing
<a href="#">April 16, 2002</a>	Stakeholder Sounding Board <a href="#">WHAT IS IT ?</a>	Cooper Landing
<a href="#">January 16, 2002</a>	Stakeholder Sounding Board <a href="#">Evaluation Criteria</a>	Cooper Landing
<a href="#">October 30, 2001</a>	Stakeholder Sounding Board	Cooper Landing
<a href="#">October 29, 2001</a>	Agency Consultation Committee <a href="#">WHAT IS IT ?</a>	Anchorage
<a href="#">September 13, 2001</a>	Agency Consultation Committee	Cooper Landing
<a href="#">September 11, 2001</a>	Sounding Board	Cooper Landing
<a href="#">August 20-22, 2001</a>	Listening Post <a href="#">WHAT IS IT ?</a>	Soldotna
<a href="#">August 20-22, 2001</a>	Listening Post	Cooper Landing
<a href="#">August 20-22, 2001</a>	Listening Post	Anchorage
<a href="#">May 31, 2001</a>	Agency Consultation Committee	Cooper Landing
<a href="#">May 30, 2001</a>	Sounding Board	Cooper Landing
<a href="#">March 30, 2001</a>	Agency Consultation Committee	Anchorage

<a href="#">March 29, 2001</a>	Listening Post	Anchorage
<a href="#">March 29, 2001</a>	Listening Post	Soldotna
<a href="#">March 29, 2001</a>	Listening Post	Cooper Landing
<a href="#">March 28, 2001</a>	Listening Post	Soldotna
<a href="#">March 28, 2001</a>	Listening Post	Cooper Landing
<a href="#">March 28, 2001</a>	Listening Post	Anchorage

To view the above documents, download a FREE copy of Acrobat Reader.



## What are the Listening Posts?



Project "Listening Posts" will be conducted at three key points during the project to provide information directly to the communities that would be affected by the improvements to the Sterling Highway. The Listening Posts are a kind of traveling open house meeting, where displays of information are posted and staff is available to talk with you and answer your questions. The Listening Posts are held in Anchorage, Cooper Landing, and Soldotna over a two to three day period with the same information presented at each location. Listening Posts will be advertised through this website, newspaper display ads, and through project update newsletters.

## What is the Stakeholder Sounding Board?



The Stakeholder Sounding Board (SSB) is an open advisory committee of community members and local/regional interest group representatives. The purpose of the group is to provide a regular forum to discuss the Sterling Highway supplemental environmental impact statement preliminary alternatives with the community and other interested stakeholders. Anyone who is interested can participate. A set of participation rules allow new participants to join anytime yet enables the group to build on work completed at previous meetings. Meetings are facilitated and conducted in a workshop format with presentations from the project team and hands on work with participants.

To encourage participation of all interested parties in the SSB, notices of meetings are sent to all (350+) property owners and residents of Cooper Landing, Cooper Landing business owners, and the more than 2,000 people on our project [mailing list](#). While participation on the SSB is open to anyone who is interested, the Alaska Department of Transportation and Public Facilities (DOT&PF) has identified the following list of organizations, agencies, interest groups, and others who may be impacted by the project to ensure that they are receiving information and encourage them to participate in the process.

- Alaska Bowhunters Association, Inc.
- Alaska Department of Fish and Game, Kachemak Bay National Estuarine Reserve
- Alaska Center for the Environment
- Alaska Commercial Fishermen
- Alaska Conservation Foundation
- Alaska Flyfishers
- Alaska Miners Association, Inc.
- Alaska Truckers Association
- Alaska Waterfowl Association
- Alaska Wildlife Alliance
- Alaska Wildlife Society
- Anchorage Audubon Society

- Anchorage Daily News
- Caribou Hills Snowmachine Club
- Carlisle Trucking
- Chamber of Commerce, Anchor Point
- Chamber of Commerce, Funny River
- Chamber of Commerce, Homer
- Chamber of Commerce, Ninilchik
- Chamber of Commerce, Seldovia
- Chamber of Commerce, Soldotna
- Chase Trucking
- Cheechako Ski Benders
- City of Homer
- City of Soldotna
- Cook Inlet Region, Inc.
- Cooper Landing Community Club
- Cooper Landing Homeowner's Association
- Cooper Landing Parent Advisory Committee
- Cooper Landing property owner, residents, and businesses
- Eastern Kenai Environ Action Association
- Friends of Cooper Landing
- Grouse Creek Village Corp.
- Homer News
- Homer Nordic Ski Club
- Kachemak Nordic Ski Club
- Kenai Peninsula Borough
- Kenai Peninsula Borough Assembly
- Kenai Peninsula Borough Cooper Landing Adv Plan Comm
- Kenai Peninsula Borough Kachemak Bay Adv Plan Comm
- Kenai Peninsula Borough Trails Commission
- Kenai Peninsula Borough SD Trails Commission
- Kenai Peninsula Fishermen's Association
- Kenai Peninsula Tourism Marketing Council
- Kenai River Property Owners Association
- Kenai River Sportfishing Association
- Kenai Watershed Forum
- Knik Canoers and kayakers
- Kenai River Special Management Area Advisory Board
- Lynden Transport
- Mountaineering Club of Alaska
- National Audubon Society
- Natural Resources Conservation Service
- Ninilchik Native Association, Inc.
- Nordic Skiing Association
- National Park Service, Division of Environmental Quality
- Office of Representative Pete Kelly
- Osprey Alaska, Inc.
- Pristine Products
- Quartz Creek Homeowners Association
- Republican Party of Alaska
- Shep Air Services

- Sierra Club Knik Group Chair
- Sierra Club, Alaska Chapter
- Snomads Snowmachine
- South Central Sportsmen Association
- Soil and Water Conservation District, Homer
- Soil and Water Conservation Board
- Sportsman Club
- The Milepost
- The Nature Conservancy
- The Wilderness Society
- Troup Unlimited
- United Fishermen of Alaska
- Volunteer Fire Dept./Ambulance of Cooper Landing
- West Side Development Task Force
- Wildlife Federation of Alaska

If you are interested in participating in the Stakeholder Sounding Board, contact Jamie Damon, at [jdamon@jlainvolve.com](mailto:jdamon@jlainvolve.com) (503) 235-5881.

## What is the Agency Consultation Committee (ACC)?



The purpose of the ACC is to foster communication and coordination between and among the agencies, Native groups and the Alaska Department of Transportation & Public Facilities. The ACC is made up of local, state, and federal agencies and Native groups including:

- Alaska Department of Environmental Conservation
- State Historic Preservation Office
- Office of History and Archaeology
- Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation
- Kenai Peninsula Borough
- Cook Inlet Region, Inc.
- Kenaitze Tribal Council
- U.S. Army Corps of Engineers
- U.S Environmental Protection Agency
- U.S. Fish and Wildlife Services
- U.S Forest Service
- National Marine Fisheries Service
- Federal Highway Administration
- Alaska Department of Transportation and Public Facilities
- Alaska Department of Fish and Game
- Alaska Division of Governmental Coordination
- HDR Alaska project team

The ACC will meet approximately six times during the project.

## Past Activities





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The Stakeholder Sounding Board met for the second time on September 11 at the Kenai Princess Lodge in Cooper Landing. Despite the tragic events of that day, nearly 50 people turned out. Several folks who wanted to participate were unable to so the agenda was modified somewhat to defer discussion of alternatives evaluation criteria until the next meeting, currently scheduled for October 30, 2001.

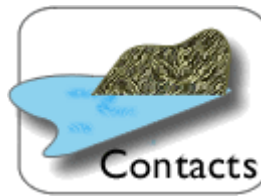
The Agency Consultation Committee also met that week on September 13 at the Kenai River Center in Soldotna. Several agency representatives were unable to attend due to the shutdown in air travel and other constraints, so the agenda was similarly reduced in scope. The meeting focused on the work conducted this summer in the corridor and the range of alternatives under consideration for inclusion in the supplemental environmental impact statement. The next ACC meeting is scheduled for September 29 in Anchorage.

The project team conducted another round of Listening Posts in Anchorage, Soldotna, and Cooper Landing on August 20, 21, and 22, 2001. These meetings were scheduled to allow recreationists and summer visitors to the Kenai Peninsula to learn more about the project and the alternatives under consideration. About 65 people participated. A project brochure was also distributed to the mailing list.

- Additional meetings were held in Cooper Landing at the end of May:
- The Stakeholder Sounding Board met for the first time on May 30, 2001 from 6:30 pm to 9:30 pm in Cooper Landing at the Kenai Princess Lodge. Contact Jamie Damon [jdamon@jlainvolve.com](mailto:jdamon@jlainvolve.com) for more information.
- The second meeting of the ACC was held on May 31, 2001 from 2:00 pm to 4:30 pm in Cooper Landing at the Kenai Princess Lodge. Prior to the meeting, agency representatives toured different portions of the project corridor.
- Another round of Public Listening Posts are anticipated in late August in Soldotna, Cooper Landing, and Anchorage.
- Community members, regional stakeholders, Native organizations, and local, state, and federal agencies came together in several different forums at the end of March 2001 to begin discussing the preliminary alternatives and the environmental, economic, and social issues associated with them:
- 165 people participated in one of three Listening Posts held between March 26, 2001 and March 30, 2001 in Soldotna, Cooper Landing, and Anchorage.



😊 You us. Plea concern



## How can I be involved?

By attending a public meeting for the project and signing the guest register, or by requesting the informal brochure, or filling out the [Feedback Form](#), We will add you to our mailing list and send you information about upcoming events as we develop the SEIS. This is an 18-month project, and will include numerous opportunities for you to give input prior to the final determination of the preferred alternative.

## We want to hear from you!

A successful SEIS depends upon open communications with project stakeholders, agencies, and area residents. We need your input to ensure that the planning and development of improvements for MP 45 to 60 of Sterling Highway are a success. We hope you will share your concerns and ideas with us for consideration in the development of the Sterling Highway SEIS.

## Contact Information



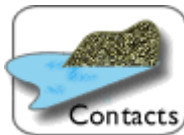
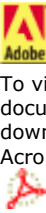
Miriam Tanaka  
 DOT&PF Project Manager  
 (907) 269-0546  
 Email: [sterling\\_highway@dot.state.ak.us](mailto:sterling_highway@dot.state.ak.us)  
 DOT&PF  
 4111 Aviation Drive  
 Anchorage, AK 99502

Mark Dalton  
 HDR Project Manager  
 (907) 274-2000  
 Email: [mdalton@hdrinc.com](mailto:mdalton@hdrinc.com)  
 HDR Alaska, Inc.  
 2525 C Street, Suite 305  
 Anchorage, Alaska 99503-2639

Jamie Damon  
 Public Involvement Coordinator  
 (503) 235-5881  
 Email: [jdamon@jlainvolve.com](mailto:jdamon@jlainvolve.com)  
 1110 SE Alder, Suite 301  
 Portland, Oregon 97214

[Web Design by Homestead Graphics](#)





## DOCUMENT CENTER

<< [MEETING SUMMARIES](#)

### Supplemental Draft Environmental Impact Statement (EIS) - May 2003

[Evaluation Criteria and Reasonable Alternatives Analysis 5/30/04](#) - 2.2 MB

Below are the Appendix for the above document.

Appendix A: Historical/Archaeological Properties - 82 KB

**NEW** [Memo on Identification of Reasonable Alternatives 9/30/03](#) - 117 KB



**NEW** [Scoping Summary Report 9/04](#) - 60 KB

### OTHER DOCUMENTS:

- [Project Update Newsletter Fall 2003](#) - 355 KB October 2003
- [Sterling Highway Comments Overview](#) - 4 MB August 2003
- [Sterling Emergency Response Assessment and Hazardous Materials Spill Control](#) - 2.7 MB July 2003
- [Kenai River Walls Feasibility Memorandum](#) - 190 KB June 2003
- [Listening Post Postcard Mailer](#) - 115 KB May 2003
- [Preliminary Identification of Section 4\(f\) Properties](#) - 1.7 MB June 2002
- [Draft Wetlands Evaluation Technical Memorandum](#) - 3.9 MB May 2002
- [Evaluation Criteria](#) March 2002
- [Project Purpose and Need Statement](#) March 2002
- [Technical Design Memorandum](#) - 210 KB October 2001
- [Affected Environment Technical Memorandum](#) - 5 MB September 2001
- [Sterling Highway Brochure](#) - 900 KB August 2001
- [Avalanche Hazard Evaluation](#) - 4.2 MB April 2001
- Information Supporting the Kenai River Walls feasibility Memorandum:
  - [Saving the Bluffs: Engineering on the Edge](#) - 5 MB
  - [Memorandum](#) - 24 KB

## NEWSPAPER ARTICLES

### Peninsula Clarion Articles

Nov. 2, 2003	<a href="#">Not doing anything not an option for highway project</a>
June 9, 2002	<a href="#">Cooper Landing Highway Options Still Under Review</a>
March 30, 2001	<a href="#">Public Weighs in on Alternatives...</a>
March 29, 2001	<a href="#">State Moves Toward upgrade...</a>
March 27, 2001	<a href="#">Planners Explore Highway Option</a>

**Anchorage Daily News Articles**

- October 21, 2003 [Cooper Landing Bypass Options Named](#)
- June 7, 2003 [Planners wrestle with Cooper Landing bypass](#)
- Nov. 19, 2001 [Cooper Landing Divided Over Highway Plans](#)
- June 11, 2001 [Plan for Highway Stirs Emotions](#)
- March 28, 2001 [Highway Fixes Imminent](#)

✓ [Please send us your comments about the alternatives.](#)





## Frequently Asked Questions

### 1. Process & Issues

#### [PROCESS](#)



#### **What is the purpose of this project?**

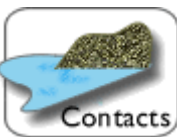
The purpose is to update and revise the 1994 Draft EIS prepared for the Sterling Highway Milepost 37 to Milepost 60 project. Using the 1994 document as the base, the SDEIS will analyze and evaluate a range of alternatives to address traffic flow, seasonal congestion, local access issues, and roadway deficiencies.



#### **How does the project affect Kenai Peninsula Borough Land Sales?**

Multiple alternatives are being analyzed in an EIS that has additional steps to be taken before a decision is made on which alternative to select. Once the EIS is complete, a design process of 18 months to 2 years will likely follow, provided the design phase of the project is funded. Decisions have not been made about additional action beyond the EIS, nor has funding been provided for design and actual construction if a build alternative is selected. Decisions regarding property purchases in the area based on the fact that an EIS is underway should keep these points in mind.

See [Kenai Borough Land Management web site](#).



#### **What is an "SDEIS?" How does it differ from an EIS?**

In 1994, the Alaska Department of Transportation and Public Facilities (DOT&PF) developed a "Draft Environmental Impact Statement for the Sterling Highway" which did not advance beyond the "draft" stage\*. The "Supplemental Draft Environmental Impact Statement" will update the data that was used to develop the 1994 DEIS, provide additional analysis where needed, and review new alternatives. A Final EIS with a preferred alternative will be the result of this process.

\*A draft EIS is required by the National Environmental Policy Act (NEPA) when it is determined that actions could cause significant impact on the environment.

#### **When did this process start? How long will it take?**

This SDEIS process began in the Summer of 2000 - although the DOT&PF has been working to resolve the transportation issues in the corridor on and off since the early 1980s. We expect a Record of Decision (ROD) in 2002/2003.

#### **Who is in charge? Who makes the final decision about what will be built?**

Miriam Tanaka is the Project Manager from the DOT&PF; her role is to manage the process, staff and consultants. The ROD on the preferred alternative will be the outcome of the SDEIS, and be based on work of the Agency Consultation Committee (ACC), the Stakeholders Sounding Board (SSB), DOT&PF, consultants, and the Federal Highway Administration (FHWA). The FHWA has the final authority to make the ROD on the preferred alternative.

### **How is the project funded?**

The project is funded by the Federal Highway Trust Fund. The federal government pays 93.4% of project costs with the State paying for the remaining 6.6%.

### **When will something be built?**

As currently scheduled, the EIS will be finalized in 2002. Final design work is funded in the Statewide Transportation Improvement Program (STIP) in 2003. Construction is funded for 2006. [See Schedule.](#)

### **I have heard that the Department of Transportation and Public Facilities prefers the Juneau Creek Alternative. If so, then why are we doing this process?**

The DOT&PF does not have a preferred alternative at this time and is committed to working through the SDEIS process with local/regional stakeholders and resource agencies to reach a preferred alternative that best resolves the transportation problems in the corridor. In 1995, following the Draft EIS public review, the Commissioner of DOT&PF indicated an engineering preference for the Juneau Creek Alternative. Many things have changed since then. The current SDEIS process uses the previous range of alternatives as a starting point, but is analyzing a wider range of alternatives.

[See the alternatives.](#)

## **ISSUES**

### **Is this project the same as the bypass of Cooper Landing that has been talked about for a long time?**

The short, but incomplete answer is "Yes." A bypass of Cooper Landing either to the north or to the south are but two of several alternatives being considered as a part of this process. The "bypass" alternatives range from a full bypass to a partial bypass.

[See the alternatives.](#)

### **Will this project include a pedestrian and bicycle path in Cooper Landing?**

Bicycles and pedestrians are provided for in all of the alternatives. Whether a path will be built in Cooper Landing as a part of this project depends on the selected alternative. Some of the alternatives are not along the existing highway, and one alternative is a "No Build" as required by NEPA. However, a bicycle/pedestrian path could still be constructed in Cooper Landing as a separate project if it was identified and prioritized under the State Transportation Improvement Program.

### **There are a lot of driveways and private properties along the existing highway, how will those accesses be affected by this**

## project?

This also depends on which alternative is selected. If an alternative is selected along the existing highway there could be substantial impacts, depending on which one is chosen. If a new highway alignment is selected or if the “No Build” is selected there will be no impacts as part of this project. [See the alternatives.](#)

## Traffic moves too fast through Cooper Landing – will this project increase the speed through town? How will speed be handled?

All of the alternatives under consideration are being analyzed at a 60 mph “design speed” – which is not the same as the “posted speed” limit. If an alternative that uses the existing highway is selected, the DOT&PF will work with the local community to establish the posted speed limit through town.

## Over the years I’ve only ever heard of two or three alternatives – Juneau Creek (the bypass), Kenai River (adding more bridges), and widening the existing road, are these the only options?

These three alternatives were discussed in the 1982 and 1994 Draft EISs and are included in the current discussion in one form or another. However, as a result of discussions with local and regional stakeholders, agencies, FHWA, DOT&PF and consultants, a much wider range of alternatives is being considered. See the [Range of Alternatives Map](#) (NOTE: LG PDF File; 1 MB). | [See the alternatives](#)

## [AGENCY AND COMMUNITY INVOLVEMENT](#)

### What is the Agency Consultation Committee (ACC) and what does it do?

This group includes area Native Corporations and local, State and federal government agencies that have policy making authority, permitting responsibility, land holdings, and are critical agencies for the DOT&PF to coordinate with. The ACC meets on a similar timetable as the SSB. The meetings are considered “staff meetings” not public meetings, however, the summaries from the ACC meetings are posted on the website.

<ul style="list-style-type: none"> <li>● Alaska Department of Environmental Conservation</li> <li>● Alaska Department of Fish and Game</li> <li>● Alaska Department of Governmental Coordination</li> <li>● Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation</li> <li>● Alaska Department of Transportation and Public Facilities</li> <li>● Alaska Office of History and Archaeology, State Historic Preservation Office</li> </ul>	<ul style="list-style-type: none"> <li>● Cook Inlet Region, Inc.</li> <li>● Federal Highway Administration</li> <li>● Kenai Native Association</li> <li>● Kenai Peninsula Borough</li> <li>● Kenaitze Tribal Council</li> <li>● National Marine Fisheries Service</li> <li>● Salamatof Native Association</li> <li>● U.S. Army Corps of Engineers</li> <li>● U.S. Environmental Protection Agency</li> <li>● U.S. Fish and Wildlife Service</li> <li>● U.S. Forest Service</li> </ul>
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## **What is the Stakeholder Sounding Board (SSB) and what does it do?**

The SSB is an “open membership” advisory committee. The role of the SSB is to ensure that issues that are important to area property owners, local communities, and regional and national interest groups are a part of the process. The SSB will meet 6 to 7 times throughout the process, in the evenings – with the majority of the meetings in Cooper Landing.

## **How are the SSB participants chosen? Can I become a member of the SSB?**

The SSB is open to anyone who is interested in participating. The DOT&PF developed an initial list of over 60 local, regional and national stakeholders – including everyone who made public comment in the 1994 draft EIS process. Over 100 people have participated in SSB meetings. If you are on the [project mailing list](#), you will receive postcard notifications of the SSB meetings approximately two weeks in advance of a meeting. If you have attended an SSB meeting or indicated an interest in attending, you will be notified by email or phone approximately one month before a SSB meeting and you may receive additional project correspondence. SSB meetings always include a display period at the beginning of the meeting, and a mix of presentations, facilitated discussions, and small group work.

## **When do state and federal agencies provide their input on the project?**

The DOT&PF encourages State and federal agencies to provide their input as early as possible, preferably through participation on the Agency Consultation Committee. The SDEIS process is designed to work with agencies up front and identify issues to address early so that the range of alternatives reflects their input.

## **[CONTACT INFORMATION](#)**

### **Whom do I contact for more information?**

- HDR, Alaska Inc. Project Manager, Mark Dalton (907) 274-2000  
[mdalton@hdrinc.com](mailto:mdalton@hdrinc.com)
- Public Involvement Manager, Jamie Damon (503) 235-5881  
[jdamon@jlainvolve.com](mailto:jdamon@jlainvolve.com)
- DOT&PF Project Manager, Miriam Tanaka (907) 269-0546  
[miriam\\_tanaka@dot.state.ak.us](mailto:miriam_tanaka@dot.state.ak.us)

### **How do I get on your mailing list?**

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### **When will we have an opportunity to review and comment on the alternatives and the environmental analysis?**

Right now! You will find updated information on the web site, send us an email and tell us your thoughts, ideas, concerns. [Go to online form.](#)





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