

STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF MINING, LAND AND WATER
SOUTHCENTRAL REGIONAL LAND OFFICE



AMENDED
RENEWAL DECISION

ADL 226281

North Pacific Rim Housing Authority

Tideland Lease

AS 38.05.070(e) and AS 38.05.810(b) – (d)

Proposed Action:

This Amended Renewal Decision complements and updates the Renewal Decision (RD) dated November 13, 2025. The annual lease fee has been changed, and an updated development plan with additional infrastructure has been included. The Department of Natural Resources (DNR), Division of Mining, Land and Water (DMLW), Southcentral Regional Land Office (SCRO) has received a request from North Pacific Rim Housing Authority (NPRHA), to renew a current lease for 9.64 acres of tideland for 55 additional years located in Tatitlek, Alaska. The location of the project area is further described as being within Alaska Tidelands Survey No. 1483, containing 9.64 acres, more or less, according to the survey plat recorded in the Valdez Recording District on September 21, 1994, as plat 94-5. NPRHA uses this site to operate and maintain an oil spill response dock.

Changes to the Decision:

The “Compensation and Appraisal” and “Lease Renewal Discussion” paragraphs and the associated development plan have been revised as follows.

Compensation and Appraisal:

In accordance with AS 38.05.840, state-owned land may only be leased if it has been appraised within two years before lease issuance. SCRO has coordinated with DMLW’s Appraisal Unit, and NPRHA has provided an appraisal of the lease site. The annual lease fee will be set at **\$500.00**, which has been determined to be the fair market value of the proposed lease site. Furthermore, in accordance with AS 38.05.105, the proposed lease will be subject to reappraisal at five-year intervals after the issuance of the proposed authorization.

Lease Renewal Discussion:

NPRHA operates and maintains the oil spill response dock to facilitate effective response to future oil spills. In the case of an oil spill, Ship Escort and Response Vessel Services (SERVS) and the Alyeska Pipeline Service Company (APSC) will be the primary users of the dock to deploy their oil spill response equipment. An existing one-acre staging area, located on private land north of the leasehold, will be used to store oil spill response equipment. Between oil spills, the dock will be available for use by the Alaska Marine Highways System (AMHS) to serve Tatitlek.

The Department of Transportation and Public Facilities (DOT&PF) manages the AMHS, which utilizes this dock. DOT&PF plans to make improvements to the ferry terminal dock facilities that are necessary to maintain critical ferry service to the community as older ferries are removed from service and replaced by new Alaska Class Ferries. These improvements include installing a shoreward vehicle transfer bridge abutment, two lift towers with a mechanical support system, catwalks for each lift tower, fendering system upgrades on the existing dock face, and two mooring dolphins. An onsite generator and generator building will also be installed to power the bridge mechanical lift system, apron hydraulics, and pedestrian/vehicle lighting along the new bridge. DOT&PF will retain ownership of the new infrastructure being installed.

Renewing the lease under AS 38.05.810(b) – (d) will allow the lessee and the lessor to reenter into a lease contract with minimal delays or disruptions. This lease renewal is in the best interest of the State as the tideland under lease will continue to maintain and utilize the oil response dock to readily respond to future oil spills. The renewal is consistent with the State’s Constitution as the lease provides for the utilization, development, and conservation of the natural resources belonging to the State for the maximum benefit of its people.

SCRO recommends the issuance of a 30-year tideland lease renewal to NPRHA for the continued operation and maintenance of NPRHA’s existing oil spill response dock. It is within the State’s best interest to adjudicate the renewal of this lease for an additional 30 years as it provides tideland development, timely oil spill response, and access to Tatitlek through the AMHS.

Signature page follows

Recommendation:

SCRO has completed a review of the information provided by the applicant, examined the relevant land management documents, and has found the proposed lease is consistent with all applicable statutes and regulations. SCRO recommends the issuance of another 30-year lease to support NPRHA’s oil spill response activities as they provide opportunity to facilitate response to future oil spills, and moorage to the AMHS, as described in the following attachment:

Attachment A: Updated Development Plan

Audrey Gilroy

5/11/2026

Audrey Gilroy, Natural Resource Specialist 3
Division of Mining, Land and Water, Southcentral Regional Land Office

Date

Decision:

The findings presented above have been reviewed and considered. The case file has been found to be complete and the requirements of all applicable statutes and regulations have been satisfied. SCRO finds that it is in the best interests of the State to renew this lease as described under the authority of AS 38.05.070(e).

Kate Dufault

5/12/2026

Kate Dufault, Natural Resource Manager 2
Division of Mining, Land and Water, Southcentral Regional Land Office

Date

Appeal:

An eligible person affected by this decision may appeal to the DNR Commissioner per AS 44.37.011 and 11 AAC 02. Any appeal must be received within twenty (20) calendar days after issuance of this decision under 11 AAC 02.040. An eligible person must first appeal a decision to the Commissioner before seeking relief in superior court. The Alaska Court System establishes its own rules for timely appealing final administrative orders and decisions of the department. Appeals may be mailed or hand-delivered to the DNR Commissioner’s Office, 550 W. 7th Avenue, Suite 1400, Anchorage, Alaska, 99501; or faxed to (907)-269-8918; or sent by electronic mail to dnr.appeals@alaska.gov. Appeals must be accompanied by the fee established in 11 AAC 05.160(d)(1)(F), which has been set at \$200 under the provisions of 11 AAC 05.160 (a)-(b). A copy of 11 AAC 02 is available on the department’s website at <https://dnr.alaska.gov/mlw/pdf/DNR-11-AAC-02.pdf>.

Attachment A

Updated Development Plan

Purpose and Need

The Proposed Action includes improvements to the ferry terminal dock facilities in Tatitlek. These improvements are necessary to maintain critical ferry service to these communities as older ferries, the Aurora Class Ferry vessels, are removed from service and are replaced by new Alaska Class Ferries (ACFs).

The Alaska Department of Transportation and Public Facilities (DOT&PF) manages the Alaska Marine Highway System (AMHS), which includes this terminal. Tatitlek lacks road connections to other local communities. The AMHS is the sole highway connection for Tatitlek to the rest of the world, including larger hub communities that provide urban necessities such as medical care and access to international airports. The AMHS in PWS connects with the continental road system at the Whittier and Valdez ports. The Whittier port allows connection to the Whittier access tunnel, providing a route to Anchorage and the Ted Stevens Anchorage International Airport.

Currently, the Tatitlek Ferry Terminal is anticipated to undergo reconstruction in 2026-2027.

Proposed Action Description

The Tatitlek Ferry Terminal is a multipurpose dock structure that was originally constructed in 1995. The marine facilities consist of a staging area, an approach, a dock, and two tidal ramps constructed of welded concrete panels supported by steel beams and piles. The current dock at Tatitlek only supports stern berthing from the currently operating Aurora Class Ferry vessels. The Proposed Action would allow berthing by the new ACFs.

The Proposed Action (see Figure 1) would involve the installation of a shoreward vehicle transfer bridge abutment, two lift towers with a mechanical support system for the seaward end of the bridge, catwalks to each lift tower, fendering system upgrades on the existing dock face, and two mooring dolphins. An onsite generator and generator building would be installed to power the bridge mechanical lift system, apron hydraulics, and pedestrian/vehicle lighting along the new bridge.

Pile Installation

Due to shallow bedrock with minimal overburden, all vertical, permanent piles would require rock sockets, and all permanent piles (vertical and battered) would require tension anchors.

Construction of the marine structures would require up to 20 temporary, 24-in-diameter steel pipe piles to support pile installation, and these would be removed prior to construction completion.

Attachment A

Updated Development Plan

Table 1: Pile Details

Structures	Pile Diameter	Quantity	# Rock Sockets	# Tension Anchors
Transfer bridge abutment	30"	8	8	8
Bridge lift towers	36"	8	8	8
Dolphins	36"	8	8	8
Template piles	24"	20	-	-
Total		44	24	24

The shoreward bridge abutment would be supported on eight, 30-in diameter steel pipe piles with a precast concrete cap. Each seaward lift tower would be supported on four, 36-in diameter steel pipe piles with a precast concrete pile cap, for a total of eight piles. The two fixed-fender dolphins would each have four 36-in diameter steel pipe piles, for a total of eight piles.

Tension anchors would be installed within piles that are drilled into the bedrock below the elevation of the pile tip after the pile has been driven through the sediment layer to refusal. A 6- or 8-in diameter steel pipe casing would be inserted inside the larger diameter production pile and may be seated with a small pneumatic hammer. A rock drill would be inserted into the casing, and a 6- to 8-in diameter hole would be drilled into bedrock with rotary and percussion drilling methods. The drilling work would be contained within the steel pile casing and steel pipe pile. The typical depth of the drilled tension anchor hole varies, but 20 to 30 ft is common. Rock fragments would be removed through the top of the casing with compressed air. A steel rod would then be grouted into the drilled hole and affixed to the top of the pile. The purpose of a tension anchor is to secure the pile to the bedrock to withstand uplift forces. It is estimated that tension anchor installation would take between one to four hours per pile.

Pile installation would be conducted using both a vibratory and impact hammer as well as down-the-hole (DTH) pile installation methods. Piles would be advanced to refusal using a vibratory hammer. After DTH pile installation, the final approximately 10 ft of driving would be conducted using an impact hammer so the structural capacity of the pile embedment can be verified. The exact duration or staging of each pile installation method would depend on sediment depth and conditions at each pile location. Pile removal would be conducted using a vibratory hammer. Pile installation and removal would occur in waters approximately 20 to 30 ft deep.

Electrical and Power Upgrades

The existing Tatitlek Dock has a high-mast light at the top of the fixed tidal ramps. The Proposed Action would provide a new generator housed in a new 10- by 20- ft building that would power the bridge mechanical lift system, apron hydraulics, and pedestrian/vehicle lighting along the length of the new bridge. New solar-powered marker lights would be installed on the new dolphins and existing dock face to aid ferry captains with approach and mooring operations.

Attachment A

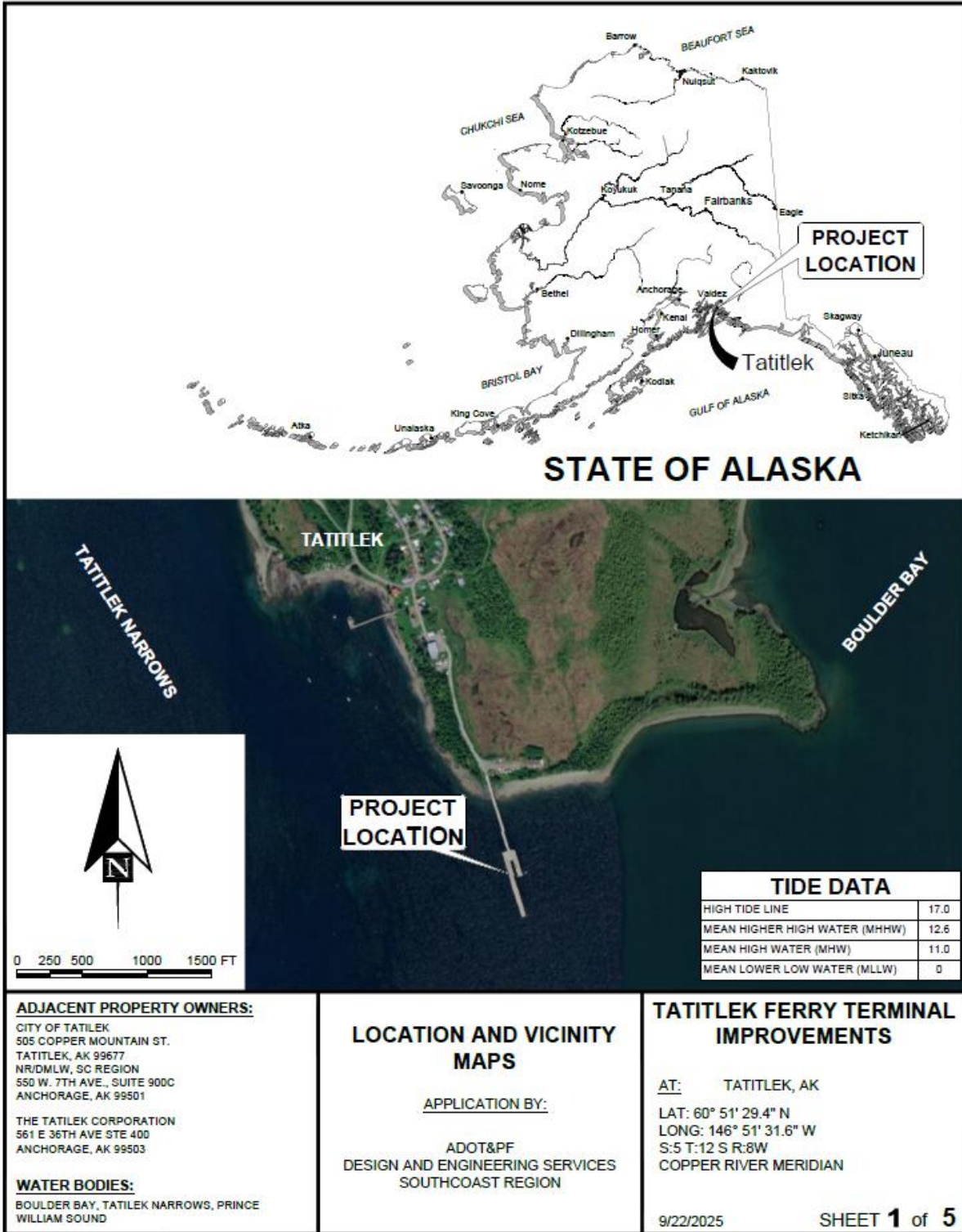
Updated Development Plan

Mitigation Measures

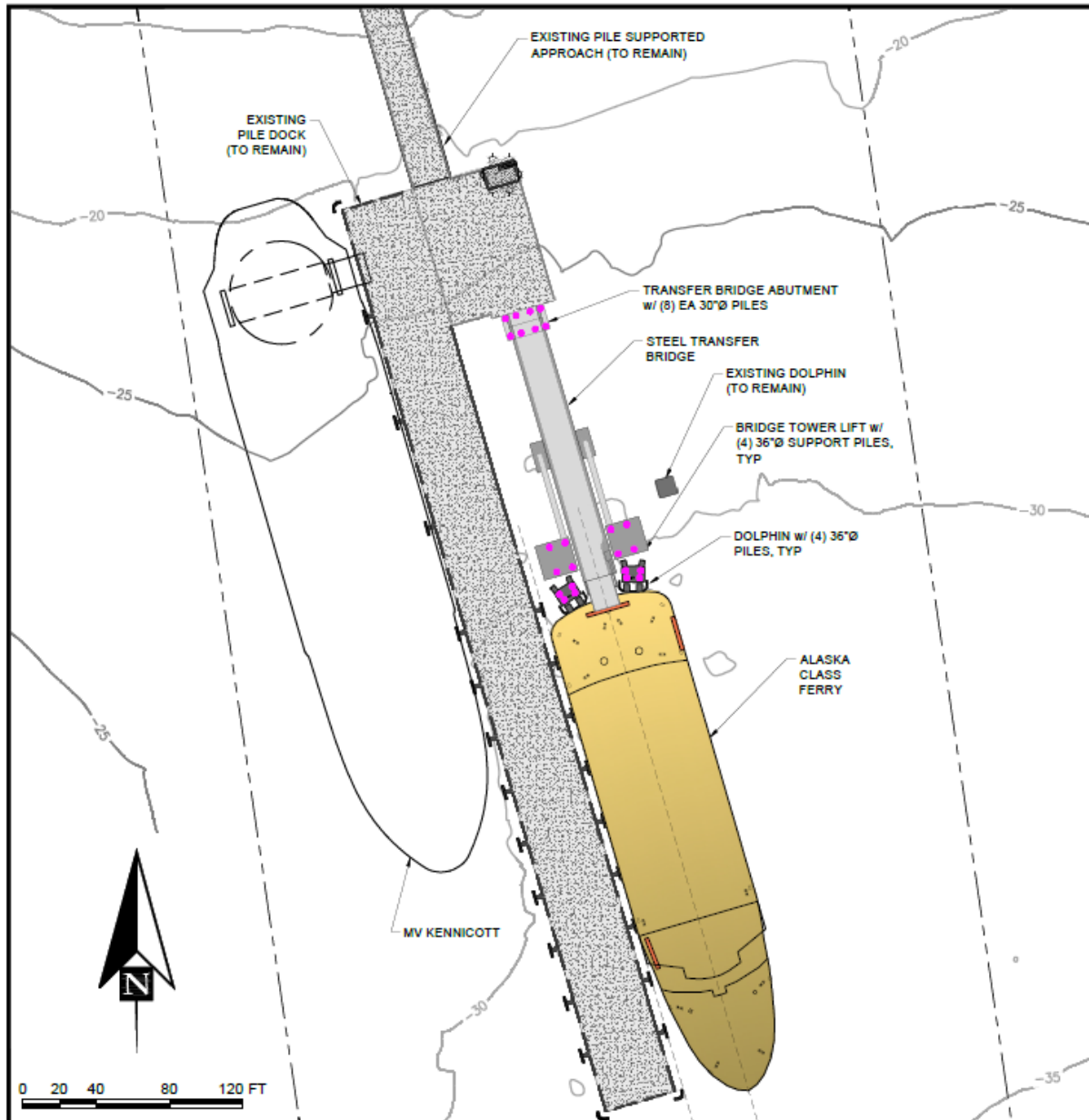
During the design of the Proposed Action at the Tatitlek Ferry Terminal, the following changes were made to reduce the Proposed Action footprints and environmental effects to WOTUS.

- The use of a vibratory hammer will be prioritized to reduce the level of underwater noise.
- PSOs will be employed in accordance with the Protected Species Monitoring and Mitigation Plan.
- Prior to the beginning of pile installation/removal, PSOs will visually inspect the Proposed Action areas from strategic locations for the presence of marine mammals.
- Light transmitting decking will be used to prevent submerged aquatic vegetation loss and bed fragmentation due to lighting.
- 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.
- 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.
- 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.
- Reflective materials will be used instead of materials that absorb light on the underside of the dock to reflect ambient light in Tatitlek.

Attachment A Updated Development Plan



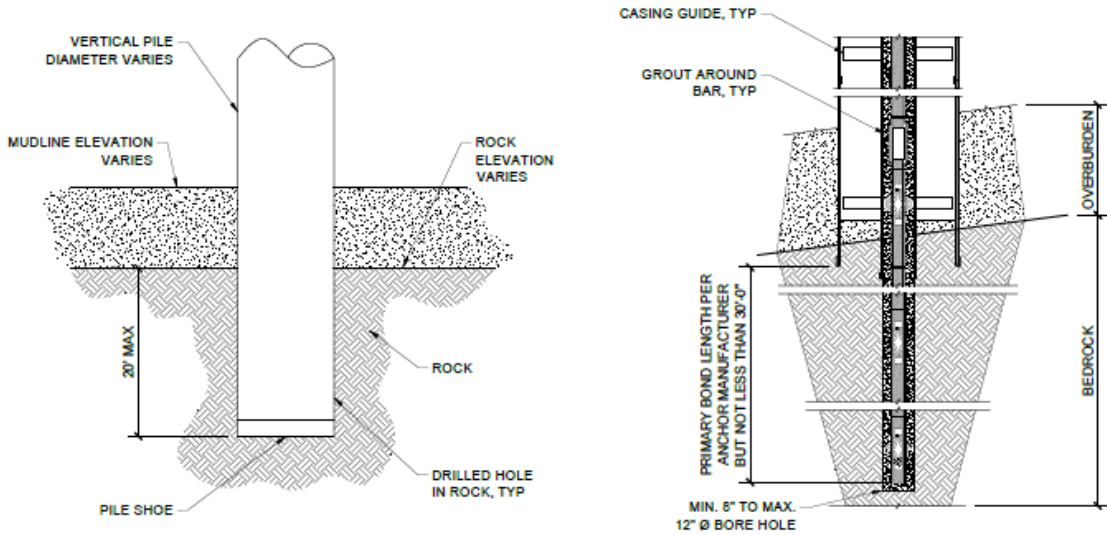
Attachment A Updated Development Plan



<p>ADJACENT PROPERTY OWNERS: CITY OF TATILEK 505 COPPER MOUNTAIN ST. TATILEK, AK 99677 NR/DMLW, SC REGION 550 W. 7TH AVE., SUITE 900C ANCHORAGE, AK 99501</p> <p>THE TATILEK CORPORATION 561 E 36TH AVE STE 400 ANCHORAGE, AK 99503</p> <p>WATER BODIES: BOULDER BAY, TATILEK NARROWS, PRINCE WILLIAM SOUND</p>	<p>SITE PLAN</p> <p>APPLICATION BY:</p> <p>ADOT&PF DESIGN AND ENGINEERING SERVICES SOUTHCOAST REGION</p>	<p>TATILEK FERRY TERMINAL IMPROVEMENTS</p> <p>AT: TATILEK, AK</p> <p>LAT: 60° 51' 29.4" N LONG: 146° 51' 31.6" W S:5 T:12 S R:8W COPPER RIVER MERIDIAN</p> <p>9/22/2025 SHEET 2 of 5</p>
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Attachment A Updated Development Plan

PILE DATA TABLE				
STRUCTURES	PILE DIAMETER	QTY	# ROCK SOCKETS	# TENSION ANCHORS
TRANSFER BRIDGE ABUTMENT	30"	8	8	8
BRIDGE LIFT TOWERS	36"	8	8	8
DOLPHINS	36"	8	8	8
TEMPLATE PILES	24"	20	-	-
TOTAL		44	24	24



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 550 W. 7TH AVE., SUITE 900C
 ANCHORAGE, AK 99501

THE TATILEK CORPORATION
 561 E 36TH AVE STE 400
 ANCHORAGE, AK 99503

WATER BODIES:
 BOULDER BAY, TATILEK NARROWS, PRINCE
 WILLIAM SOUND

PILE DETAILS

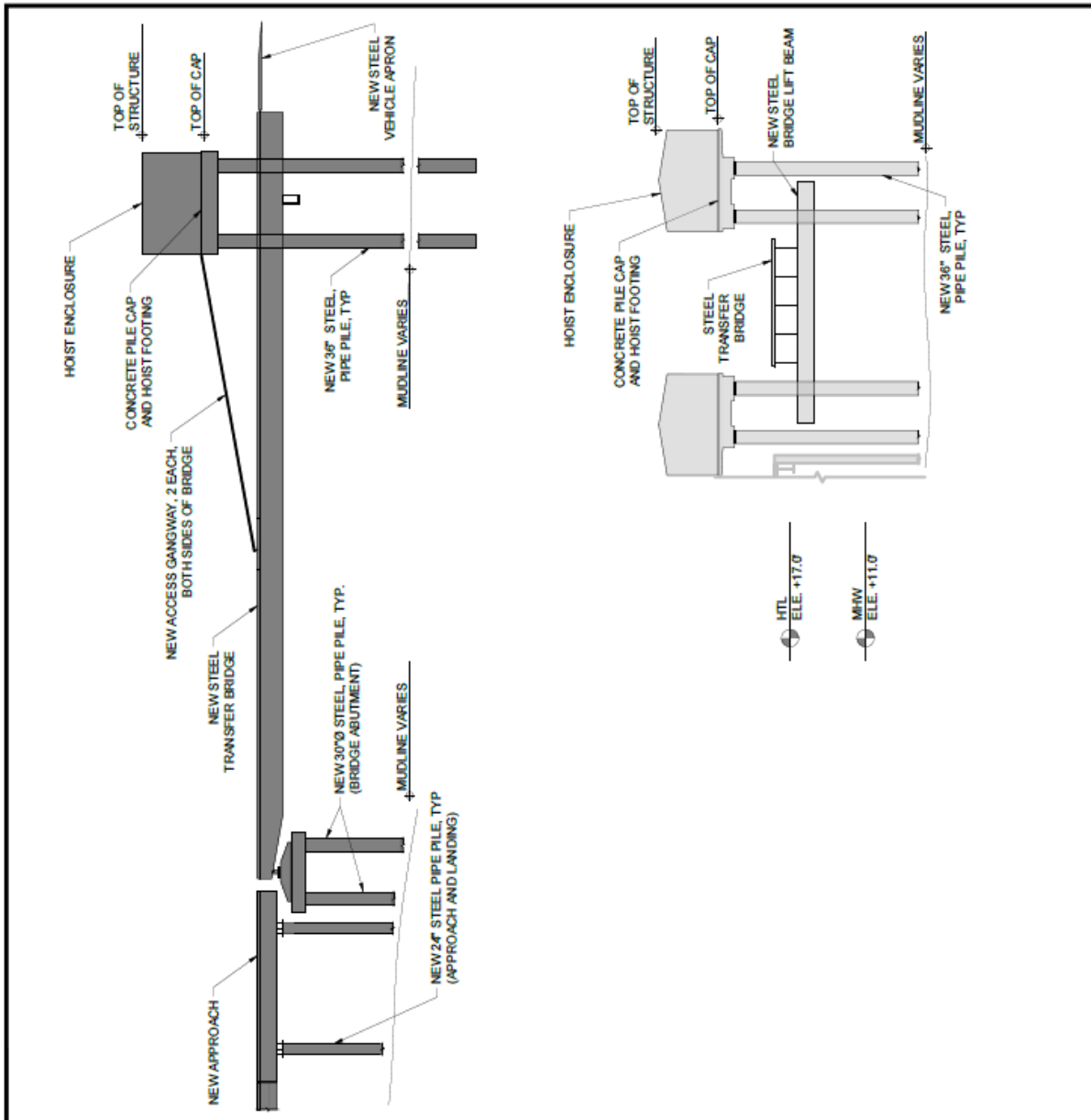
APPLICATION BY:
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**TATILEK FERRY TERMINAL
IMPROVEMENTS**

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9/22/2025 SHEET **3** of **5**

Attachment A Updated Development Plan



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 WILLIAM SOUND

TRANSFER BRIDGE AND LIFT TOWERS

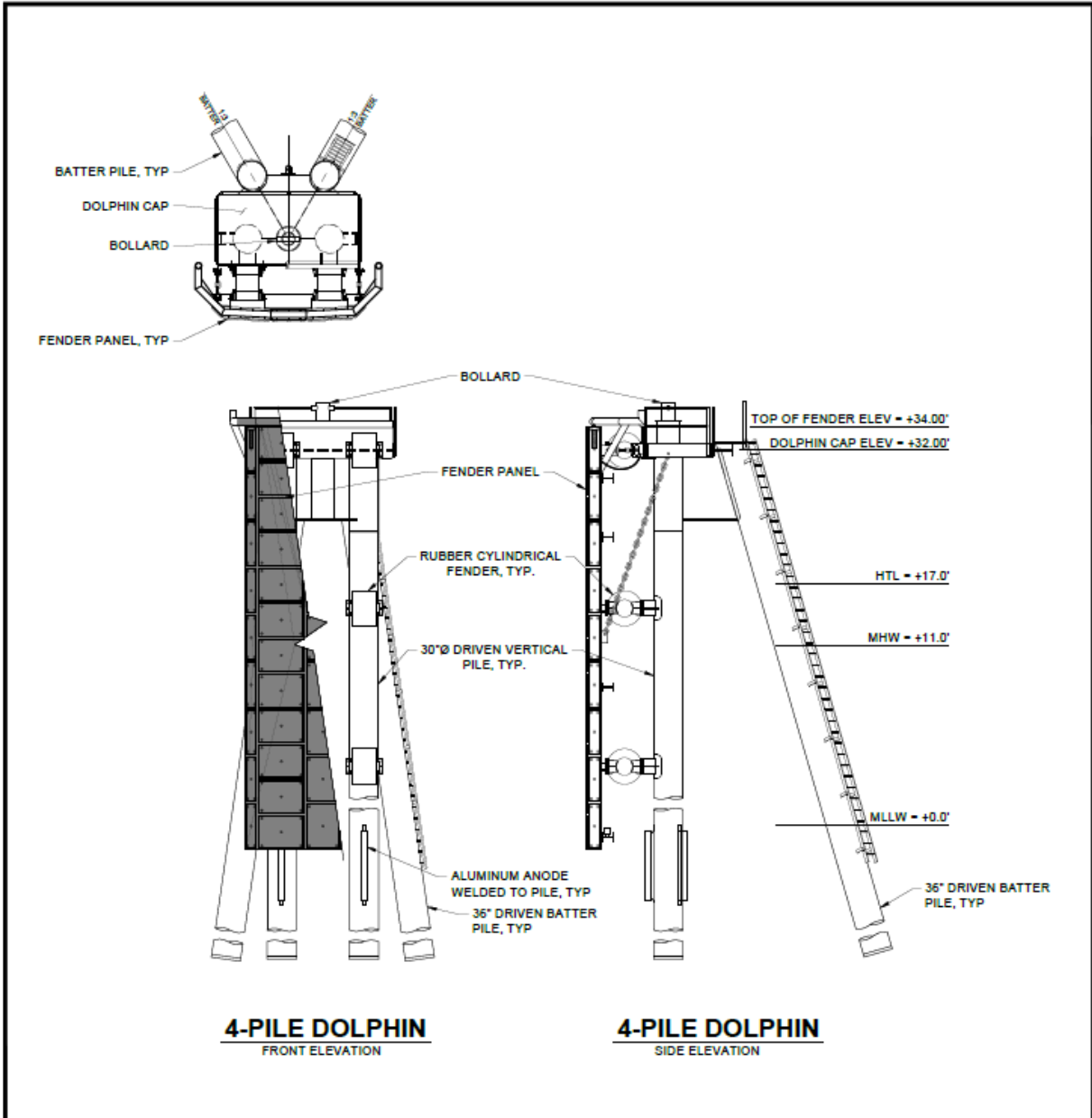
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TATILEK FERRY TERMINAL IMPROVEMENTS

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9/22/2025 SHEET 4 of 5

Attachment A Updated Development Plan



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