



Port of Alaska Modernization Program Advisory Board (PAB) Meeting Minutes

August 11, 2025

Scheduled Time: 1pm – 2pm

Port admin office, third-floor conference room/virtual via Microsoft Teams

PAMP Advisory Board Purpose: *Anchorage Assembly created the PAMP Advisory Board to review and provide inputs to design concepts for future cargo and fuels infrastructure, to receive construction process plans, construction progress updates, and project financing reports and/or changes to the same; and to provide feedback to the Assembly through the Mayor as the Board deems appropriate.*

Public Involvement: *PAMP Advisory Board meetings are open to the public and individuals are provided with an opportunity to comment at each meeting. Business items will be presented by the Chair or consultant. After the Board discusses the business item, members of the public are invited to formally comment. Public comments are limited to 3 minutes.*

Present	Board members:	Chair Vic Angoco (Matson), Art Dahlin (TOTE), Bert Mattingly (Petroleum Rep) (virtual), Rebecca Windt Pearson (Municipal Manager) (virtual), Bronson Frye (Builders Rep), Kris Shippen (Cement Company Rep)
	Staff:	Jim Jager (Acting PoA Director); John Daley (PAMP Engineer Manager)
	Guests:	Eric Adams (Jacobs), Luke Hasenbank (ALMAR) (virtual), Casey Sullivan (Marathon) (virtual), Bert Mattingly (Menzie's) (virtual)

I. Meeting called to order at 1:02pm – Chair Vic Angoco opened the meeting. Attendance shown above. There was a quorum.

II. Minutes of the April 14, 2025, Meetings – Chair noted that PAB needs to approve April 14, 2025, meeting minutes, but they were sent out too late for most people to review before meeting, so approval of the April 14 minutes should be delay until next meeting.

III. Approval of Agenda – Chair noted that Bert Mattingly requested several PAMP-related project updates (PCT crane and line soak/flush, Moffat & Nichols T2 alignment analysis, Moffat & Nichols alternative fuel facility study, PCT bull rail installation). Kris Shippen moved to approve agenda with additions, Bert Mattingly seconded, agenda was approved with no objections.

IV. Approval of Minutes of the June 17, 2025, meetings – Bert Mattingly moved to approve June 17, 2025, meeting minutes, Kris Shippen seconded, and June 17 meeting minutes were approved with no objections.

V. Old Business – John Daley presentation addressing original agenda items:



- **Matson STS cranes** – Vic Ango reported that Matson is in process of selecting cranes, it has identified potential used cranes but is keeping options open. Matson is working with PAMP officials to confirm that identified cranes comply with T1 structural and electrical design requirements. John noted that initial analysis shows that identified cranes comply with T1 load limitations.
 - **Stevedore building** – Deep soil mixing along shoreline would cost \$10M-to-\$15M and require an additional season of ground improvement work for contractor. Buildings are estimated to cost about \$5M each without ground improvement. Ground improvement costs make initially favored locations too expensive. Planners are reviewing other options for building locations. Related issues include parking and pedestrian access to new terminals.
 - **Upland planning and optimization** – This item addresses Bert Mattingly agenda addition about T2 alignment study. Moffat & Nichol change order to perform additional upland study and planning is up for Assembly approval at Aug. 26 meeting. Change order asks for T2 options with no dock extension. Additional planning should improve clarity on lease lot lines between T1 and T2 uplands. It will also provide additional meetings and presentations.
 - **Substation alternative site** – Initially planned substation location near PoA admin office takes up high-value real estate. Initial review shows better site may be in north backlands near base of JBER access road. This move would increase construction costs due to longer underground lines. Cost impacts may be known in September.
 - **POL 2 condition** – POL2 has multiple challenges. The hydraulic crane on hose tower needs to be replaced. Many rubber fender elements need replacement/repair. Several fender pin piles have buckled. Many main dock piles have severe corrosion. CP system is inadequate and needs two new anode sleds. And Bent Row H approach trestle pile cap has spalling and exposed steel reinforcing. Consequently, it could cost >\$5M to refurbish POL2. PoA is starting project to evaluate POL2's condition to determine options and best way to proceed with POL2. Also requesting PIDP grant funds to plan new petroleum terminal to replace POL2.
- Group discussed POL2 condition and potential options, depending upon results of POL2 assessment.
- **T1 status and temp facilities** – Project is underway. Significant steel plates and piling have been procured and are being fabricated. A QA site visit is planned for Aug 19. Discussed construction user outreach meeting, anticipated construction-related operational disruptions (especially for Matson and DoD), worker access issues, and possible paving of helicopter landing zone and road on north extension. More meetings and planning to come.
 - **POAVY stripping line and crane issue** – Contract to repair stripping lines is on August 12 Assembly meeting agenda. Crane control issues are resolved.



- **Berth occupancy study** – Moffat & Nichol study is complete and will be distributed to group by Wednesday.

VI. New Business – None scheduled for action

VII. Correspondence Received by PAB – None received

VIII. Public Comments: None made

IX. Next Meeting Date: Scheduled for 1pm on Monday, October 13 in third-floor conference room.

X. Meeting Adjourned at 1:52pm