



Don Young Port of Alaska
1871 Anchorage Port Road
Anchorage, AK 99501
(907) 343-6200

Minutes From
Don Young Port of Alaska Modernization Program Advisory Board (PAB)
June 17, 2025
1 pm – 2 pm
Regular Meeting (Hybrid Format)

Present	Board Members:	Vic Angoco (Matson), Art Dahlin (TOTE), Bert Mattingly (Petroleum Rep), Rebecca Windt Pearson (Municipal Manager), Bronson Frye (Builders Rep)
	Staff:	Mr. Steve Ribuffo (Board Secretary); Mr. John Daley (PAMP Engineer Manager); Scott Lust (Michael-Baker International)
	Stakeholders and Tenants:	Lev Yampolsky (Petro Star); Luke Hassenbank, Brittney Kennington (ALMAR); Eric Adams (Jacobs)
	Public:	
Absent	Board Members:	Ryan Zins (Cement Company Rep)

- 1. Call to Order / Roll Call:** Meeting was called to order at 1:10pm. Attendance is shown above. There was a quorum.
- 2. Safety Minute** – Mr. Ribuffo shared a cautionary tale about “pre-flighting visual aids to make sure meetings start on time.
- 3. Board Purpose Announcement:** *The PAMP Advisory Board was created by the Anchorage Assembly for the purpose of reviewing and providing 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.*
- 4. Public Involvement Announcement:** *PAMP Advisory Board meetings are open to the public and the public is 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, the public is invited to formally comment. Public comments are limited to 3 minutes.*
- 5. Approval of Draft Agenda** – Moved by Ms. Windt Pearson, seconded by Mr. Dahlin. Before the approval vote, at the request of Mr. Ribuffo and Mr. Mattingly, three items were added to the Current Project Construction Update agenda item: 1) New Item 7.a. titled POAVY Stripping Line Issues, 2) PCT Crane and Line Flush and Soak update, and 3) A request to add PCT to the overall PAMP critical path. The modified agenda was then approved unanimously without change.
- 6. Approval of the April 14, 2025, Meeting Minutes** – Previous meeting minutes will be submitted for approval at the next scheduled PAB meeting.
- 7. Current Project Construction Update:** Mr. Daley and Mr. Ribuffo covered seven items.
 - a. POAVY Stripping Line Issues** – Mr. Ribuffo introduced Mr. Scott Lust of Michael-Baker International (MBI – the Port’s engineering services contractor) who discussed issues found with PCT berthing lines,

stripping lines and their connections to the wrong berthing pumps. Some Q&A followed. Mr. Ribuffo said he would update all interested parties about repair plans and progress.

- b. **2025 Construction Update** – Mr. Daley walked PAB through all planned 2025 construction activities, including T1 construction contractor—Manson-Michels Joint Venture (MMJV).
- c. **Matson Stevedore Building Siting** – Mr. Daley reported that with Moffatt & Nichol (M&N) from (contractor performing the transit yard optimization study) and after conferring with Matson, a preferred T1 stevedore building site was selected. Mr. Daley said this site would be shared with T1 designer of record (DOR) to avoid interference with T1's south trestle operations or associated T1 utility work.
- d. **Extending the Length of T2 by Approximately 130 Feet** – Mr. Daley introduced, for future PAB consideration, an idea recommended by M&N in their transit yard optimization study, that if the PAB found it worthwhile adding approximately 130 feet to the overall length of the cargo docks would both improve TOTE's traffic flow off their trestles to their transit yards and provide terminal facilities that would be better designed for any future vessel sizes the Port may experience through the Port's new design life. Spirited Q&A followed, during which direction was given to the Port to re-look the traffic flow plan off the T2 trestles to find a solution that would not require 90° turns at the bottoms of the trestles to get through the T2 transit yards and thereby reduce/eliminate the need to extend T2 for this purpose. The discussion will be added to the next PAB agenda for closure.
- e. **Update of the Alternative Fuels Capability Location Analysis** – Deferred for time to the next PAB meeting.
- f. **Status of the PCT Crane and Line Soak & Flush Actions** – Mr. Ribuffo informed the PAB members that both the crane hydraulic and remote-control issues were resolved; the required crane repairs were completed, inspected, documented, and the crane re-certified; and soak and flush activities were successfully completed, the loading arms were successfully hydrostatic tested and re-connected to the associated berthing lines. In the Port's opinion the PCT can be safely put into operation but for the POAVY stripping line situation.
- g. **Adding PCT Status Tracking to the PAMP Critical Path** – Mr. Ribuffo committed to ensuring that he'll work with Jacobs (who manages the master schedule) to ensure this happens.

NOTE: Mr. Daley's presentation slides will be attached to the minutes for the record and shared with the PAB members. Because of time constraints and board member non-availability to continue, at the direction of the Chair agenda items 8 through 11 were not covered. However, with respect to item 8. *Current Project Finance Update*, the information has and will continue to be provided to the PAB members monthly by Mr. Ribuffo by way of the Jacobs Monthly Program Report that Mr. Ribuffo will forward to the members.

8. Current Project Finance Update: See note above.

9. Old Business: There was no old business scheduled for action.

10. New Business: There was no new business scheduled for this meeting.

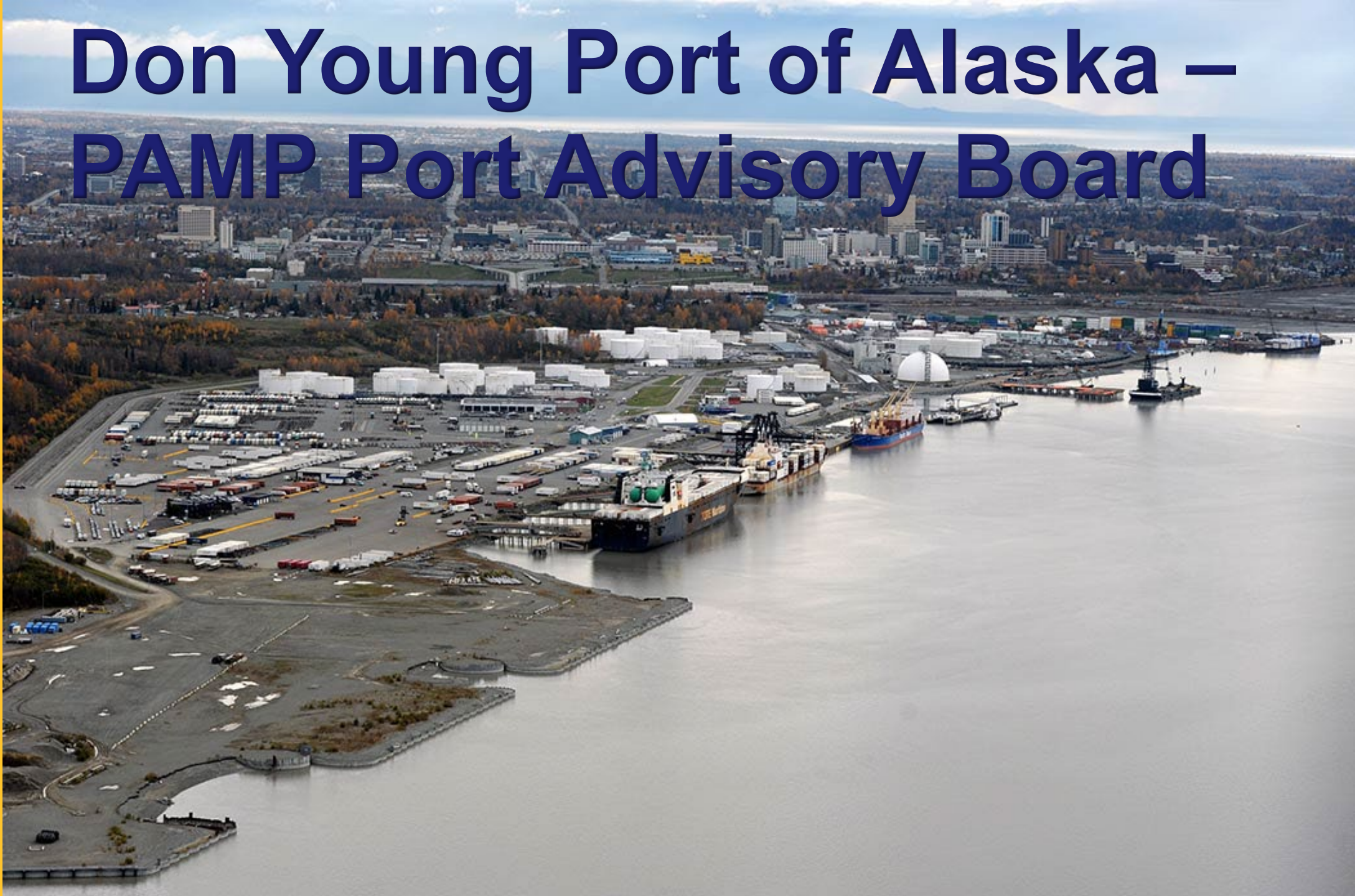
11. Closing Board Member Comments: None were made in the interest of time. Mr. Ribuffo took time to go through the directed action items:

- a. Add a POAVY stripping line update to this agenda until the matter is resolved
- b. Direct M&N, with the assistance of TOTE, to re-look at the driving lanes coming off the TOTE trestles to find a solution that will not require the cost of a dock extension to resolve the issue
- c. Send to the PAB members a copy of the M&N berth occupancy study used in the analysis of whether there is a need for an alternate fuel offload capability on the cargo docks.

12. Next Meeting Date: Set for August 19, 2025, at 1pm.

13. Adjourn: Meeting was adjourned at 2:10pm.

Don Young Port of Alaska – PAMP Port Advisory Board



PAB Agenda

- a. Status of all 2025 construction year activities**
- b. Matson stevedore building location**
- c. Extending the length of T2 by about 130 feet**
- d. Update on the alternative fuel capability location analysis**



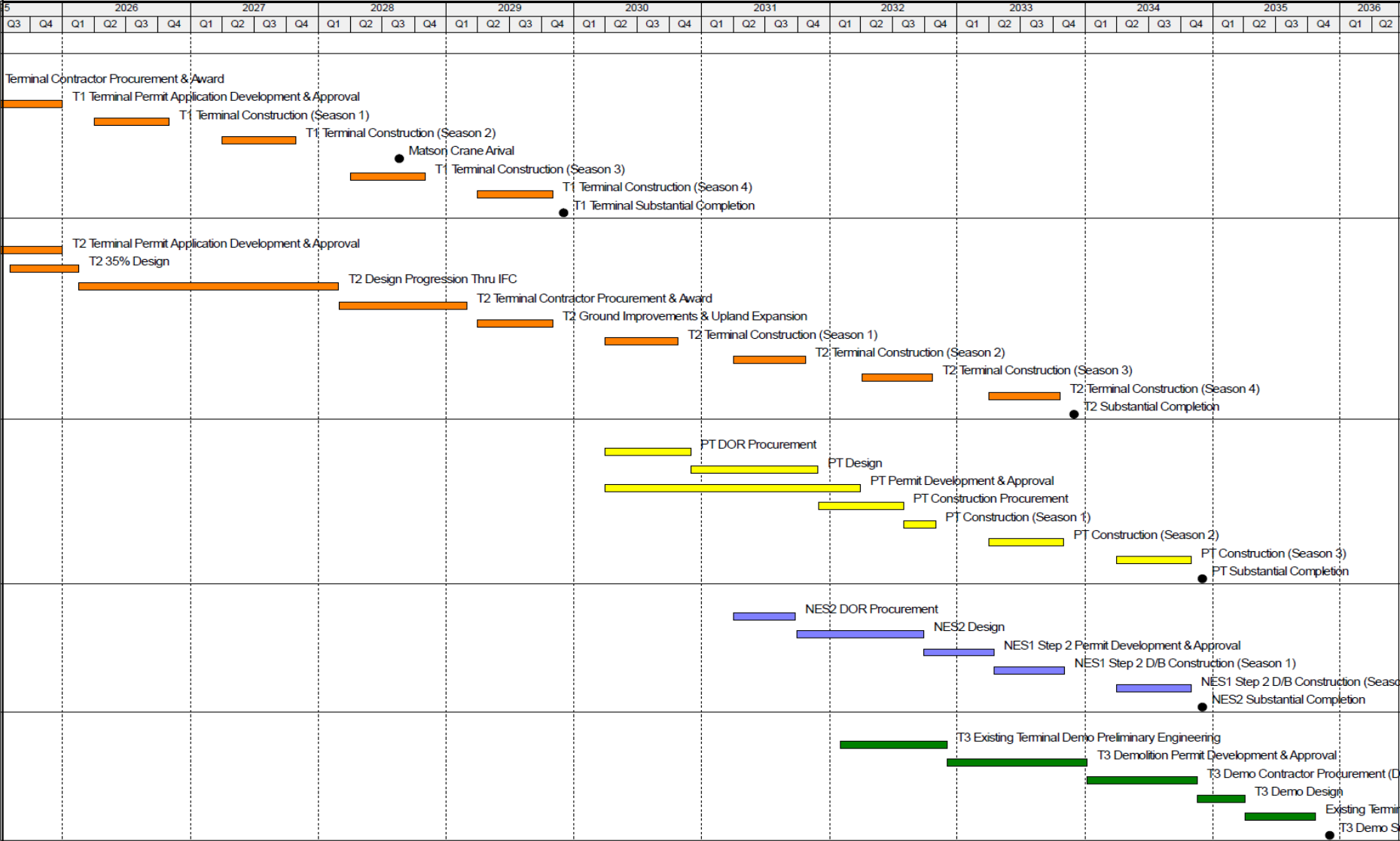
Status of 2025 construction year activities

Overall schedule



POA-MOA PAMP
T1 & Beyond

Print Date: 12-Jun-25
Data Date: 12-Jun-25



Phase 2B Phase 3 Phase 4 Phase 5 Milestone



NES1 Dredging Continues – Ship Day



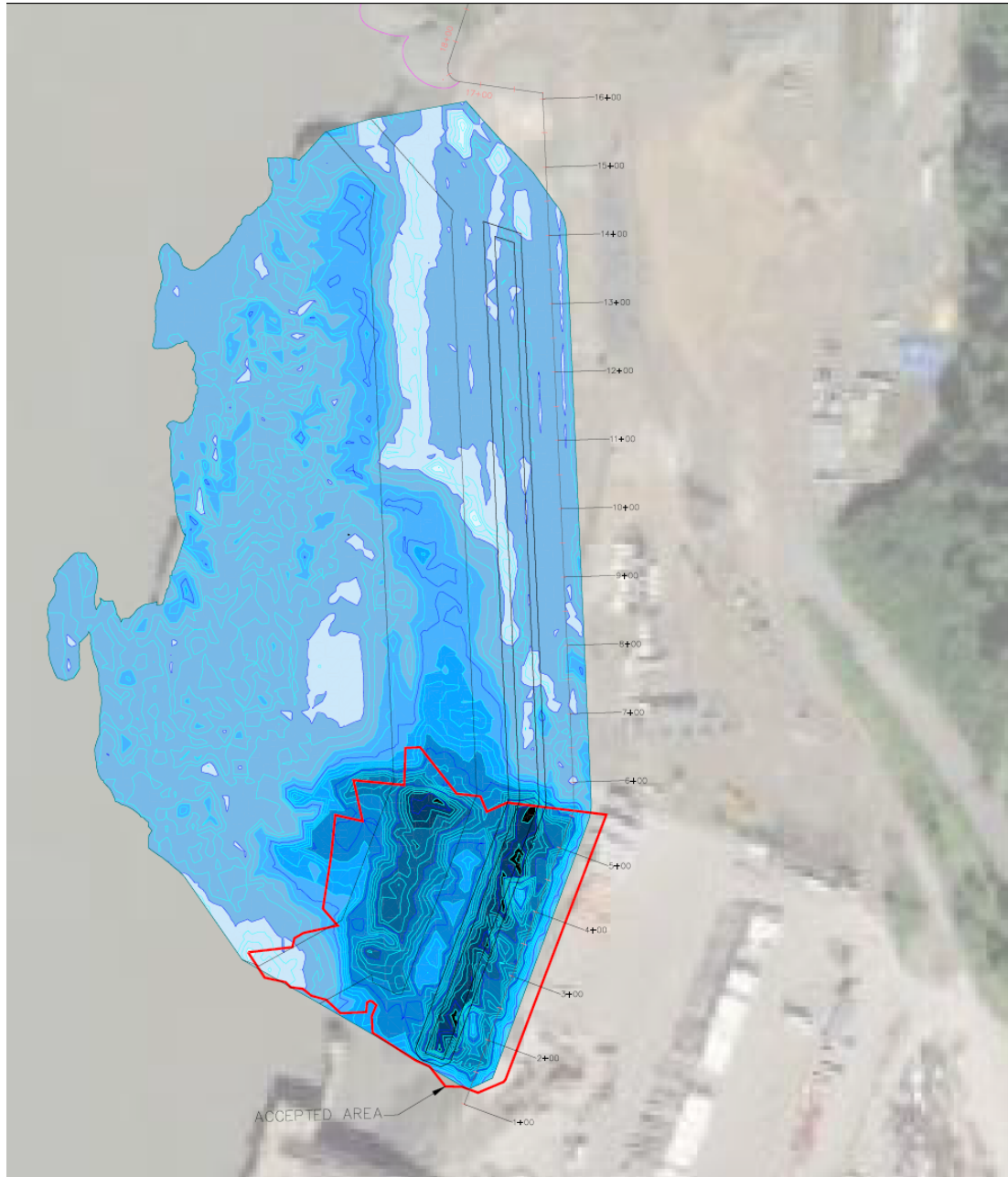
NES1 Dredging Continues - Clay



Alexander Herlant



NES1 – Overwinter Shoaling



NORTH EXTENSION STABILIZATION STEP 1 DON YOUNG PORT OF ANCHORAGE

NOTES

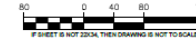
1. DATA COMPOSED FROM TIN TO TIN SURFACE COMPARISON BETWEEN THE OCTOBER 2024 ACCEPTANCE SURVEY AND APRIL 2025 PRE-CONCRETE SURVEY
2. THIS MAP INDICATES AREAS OF SHOALING AND SCOUR, AND DOES NOT REPRESENT ACTUAL ELEVATIONS
3. ROCK REVETMENT NOT CAPTURED IN THIS SURVEY, AND SHOWN AS SHOALING

Elevations Table

Number	Minimum Depth	Maximum Depth	Color
1	-4.90	-3.00	
2	-3.01	0.00	
3	0.01	3.00	
4	3.01	6.00	
5	6.01	9.00	
6	9.01	12.00	
7	12.01	15.00	
8	15.01	18.00	
9	18.01	21.00	
10	21.01	24.00	



SCALE: 1" = 80'



HDR ENGINEERING INC.
582 EAST 30TH AVENUE, SUITE 500
(907) 644-2000

PLOT DATE: May 21, 2025
DESIGNED BY: STL
CHECKED BY:
FILE: Shoaling Oct 24 - April 25.dwg

SHOAL AND SCOUR



NES1 Schedule

Completion of NES1 (2025)	Jul				Aug				Sept				Oct				Nov			
Dredge to Flotation																				
Remove Winter Closure Transition																				
Revetment Rock Placement																				
Paving Repairs																				
Dredge to Finish Grade																				
USACE Review and Acceptance																				
Project Complete/Demobilization (11/5/25)																				



T1 Schedule

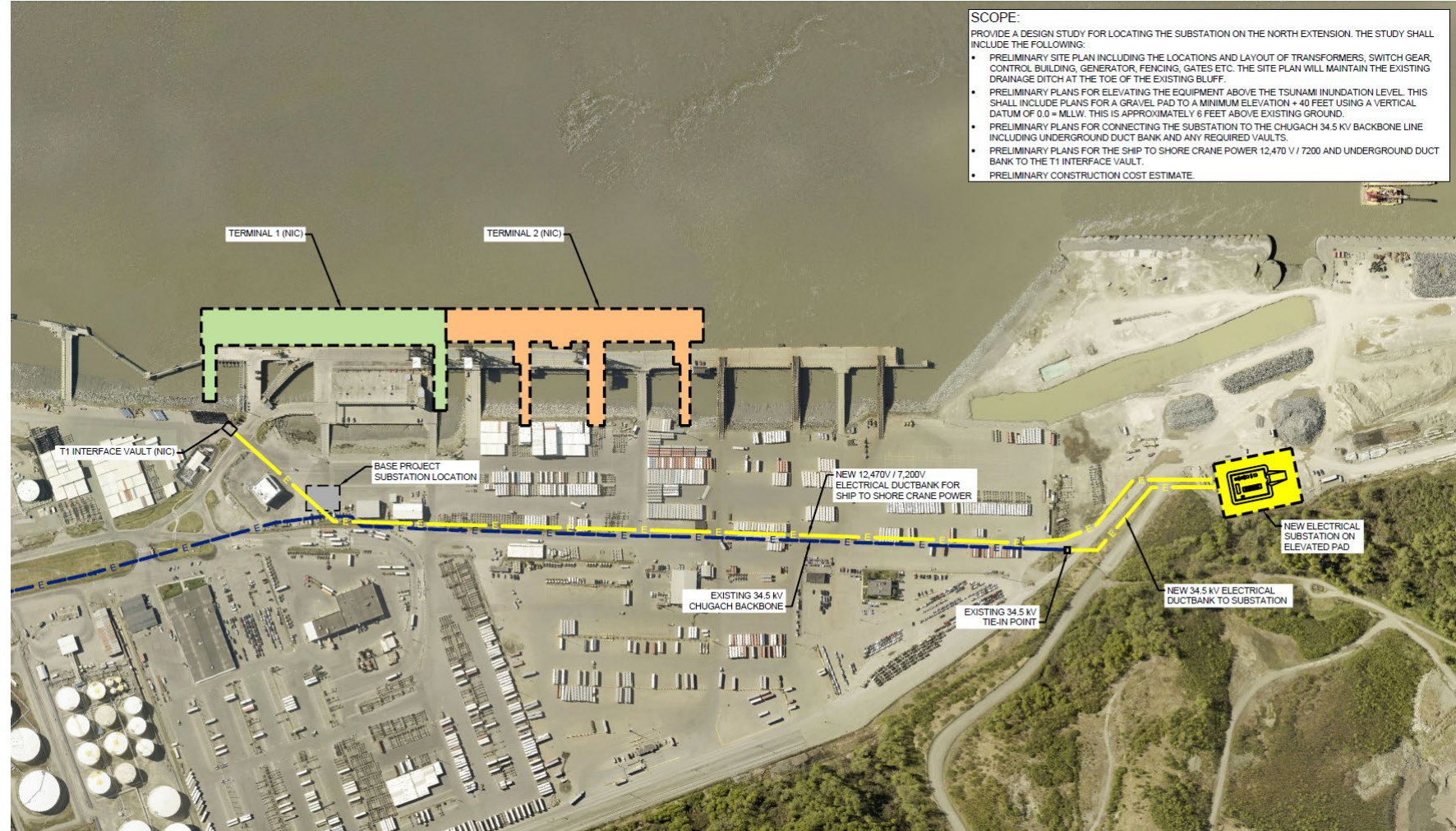


T1 Schedule

Terminal 1 Construction		2025			2026				2027				2028				2029			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Contract Award																			
	Long Lead Procurements- Piles, Precast																			
	Permitting and NEPA Complete																			
	Marine Pile Driving NTP																			
	Construct 1st 540 ft of Terminal 1																			
	Trestle 1A Construction																			
	Trestle 1B Construction																			
	Matson Crane Arrival (8/15/2028)																			
	Matson Crane Commisioning																			
	Construct Remainder of Terminal 1																			
	Project Closeout																			



Electrical Substation Schedule

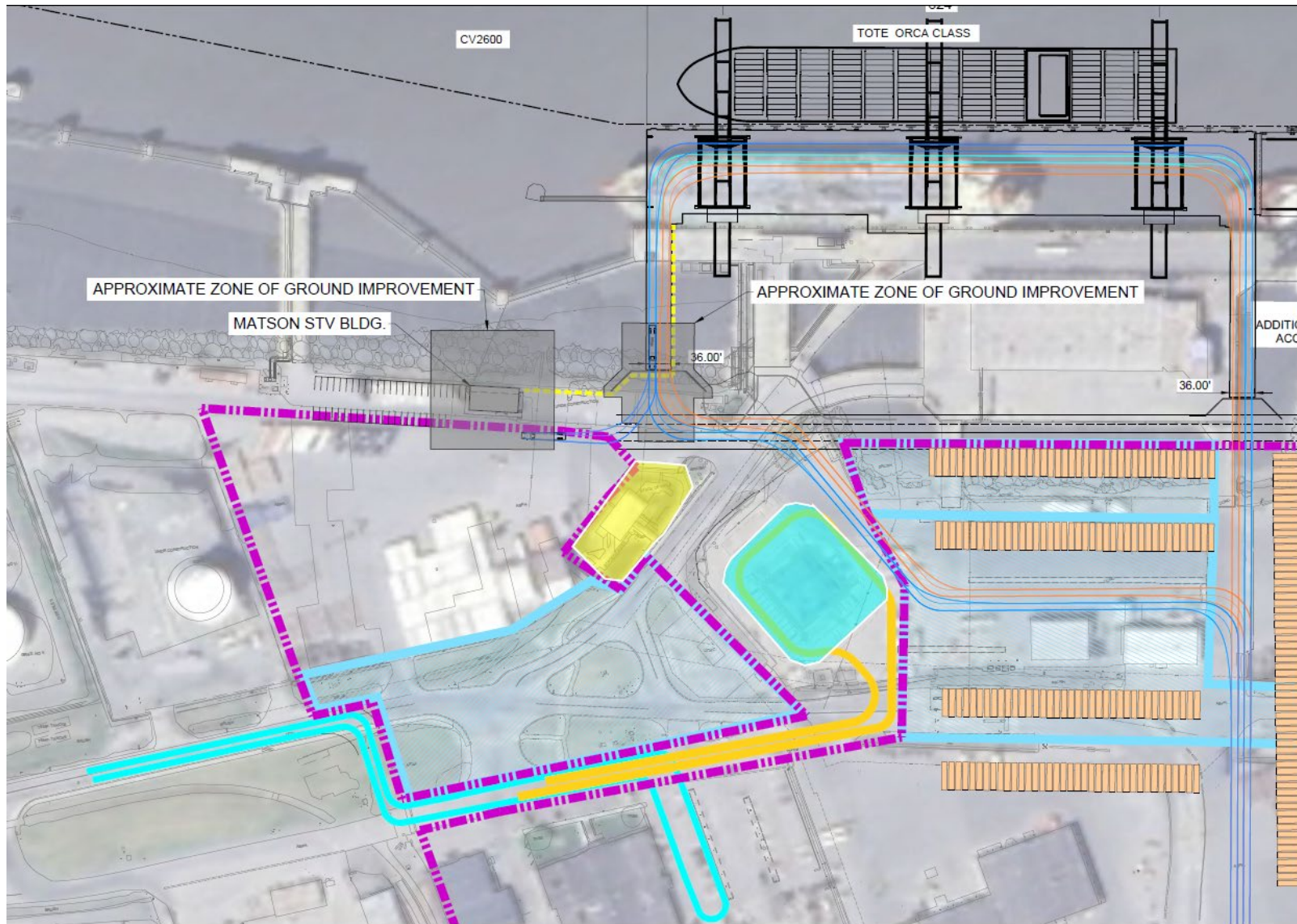


Electrical Substation Schedule

Electrical Substation	2025			2026				2027				2028				2029			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Contract Award																			
Long Lead Electrical Procurements																			
Site Selection & Design Development																			
Permitting Complete																			
Site Work & Foundations																			
Electrical Equipment & Cabling Installation																			
Substation Equipment Commissioning																			
Matson Crane Arrival (8/15/2028)																			
Project Closeout																			



Matson / T1 stevedore building location



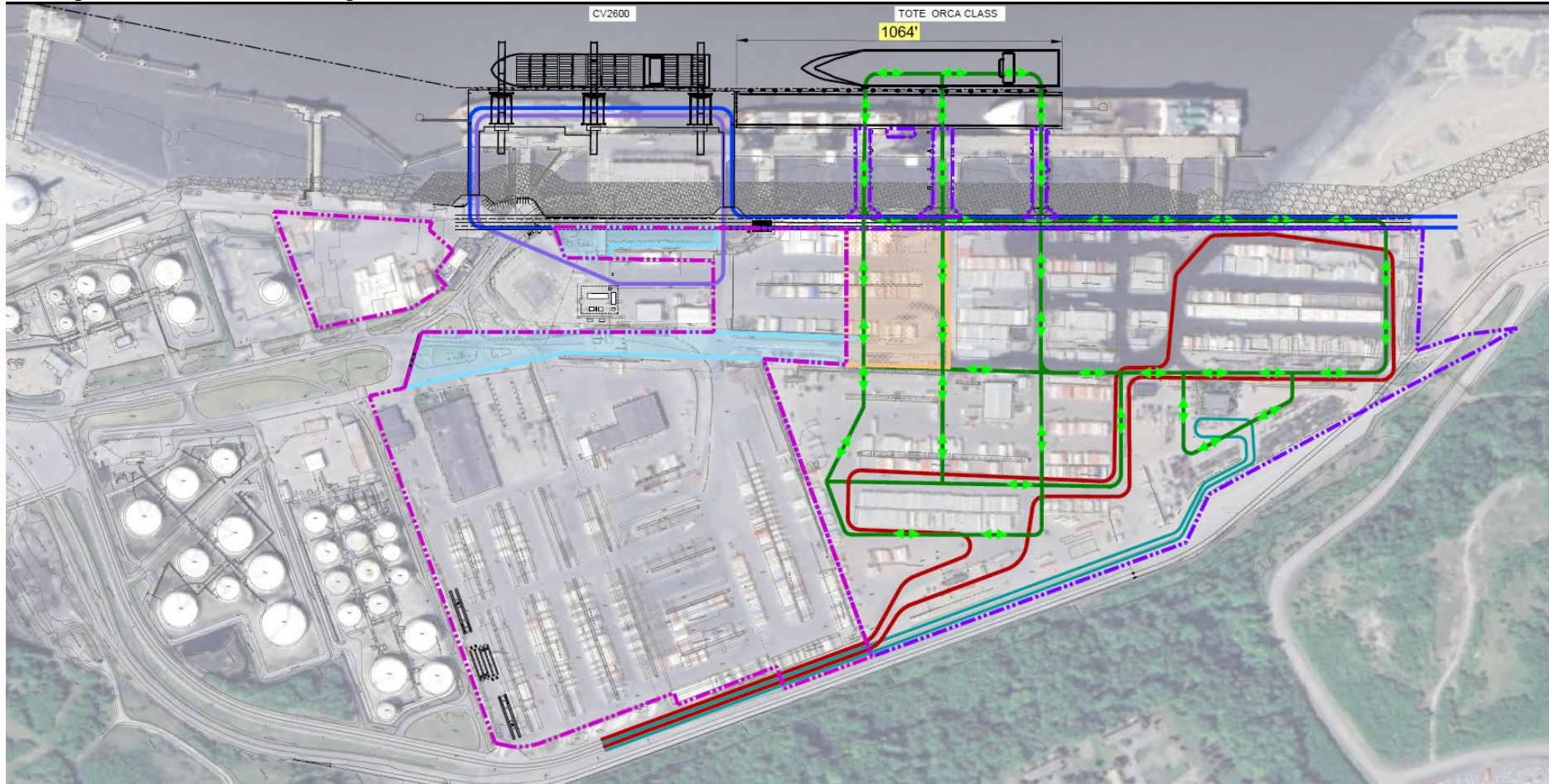
Matson / T1 Stevedore Building

Requires a change order to T1 contract to add deep soil mixing and some utilities.

Need to ask contactor for a quote.



Upland Optimization - Add 130' to T2?



Add 130' to T2

Aligns T2 ramps with existing uplands.

Better accommodates existing fleet.

Allows for future fleet.



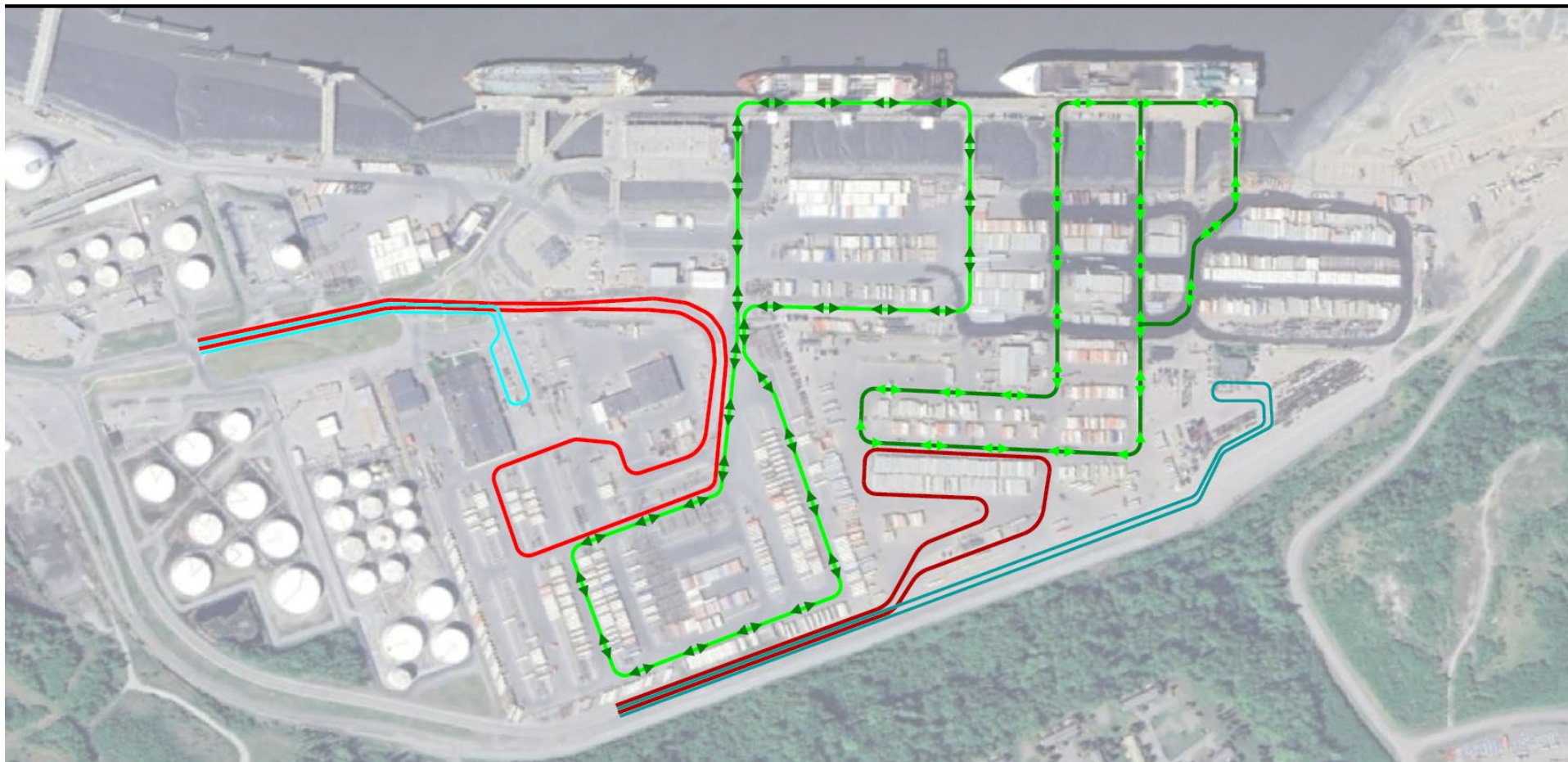
Add 130' to T2

Requires a permit modification

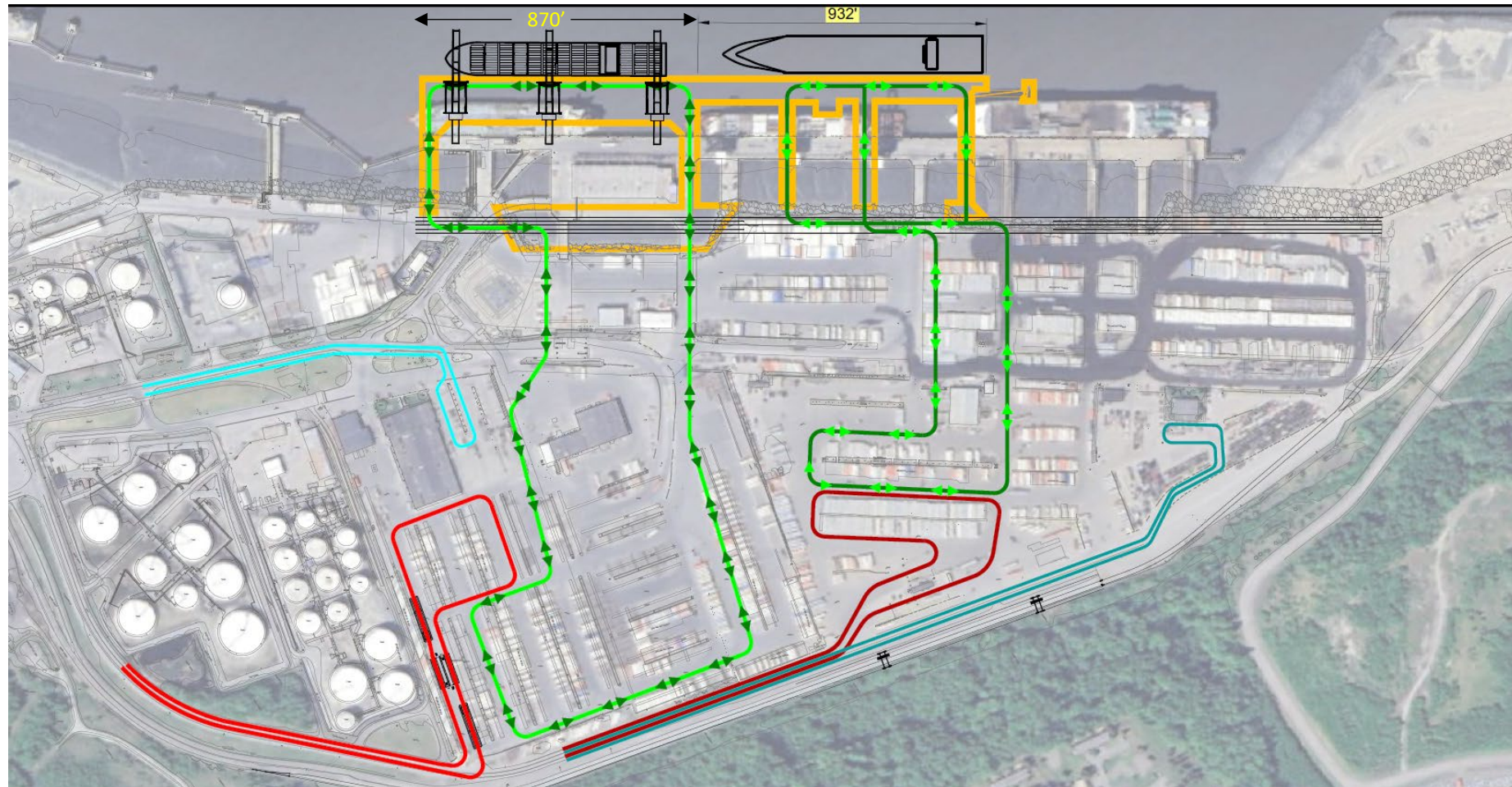
Requires additional funds (\$130 million?)



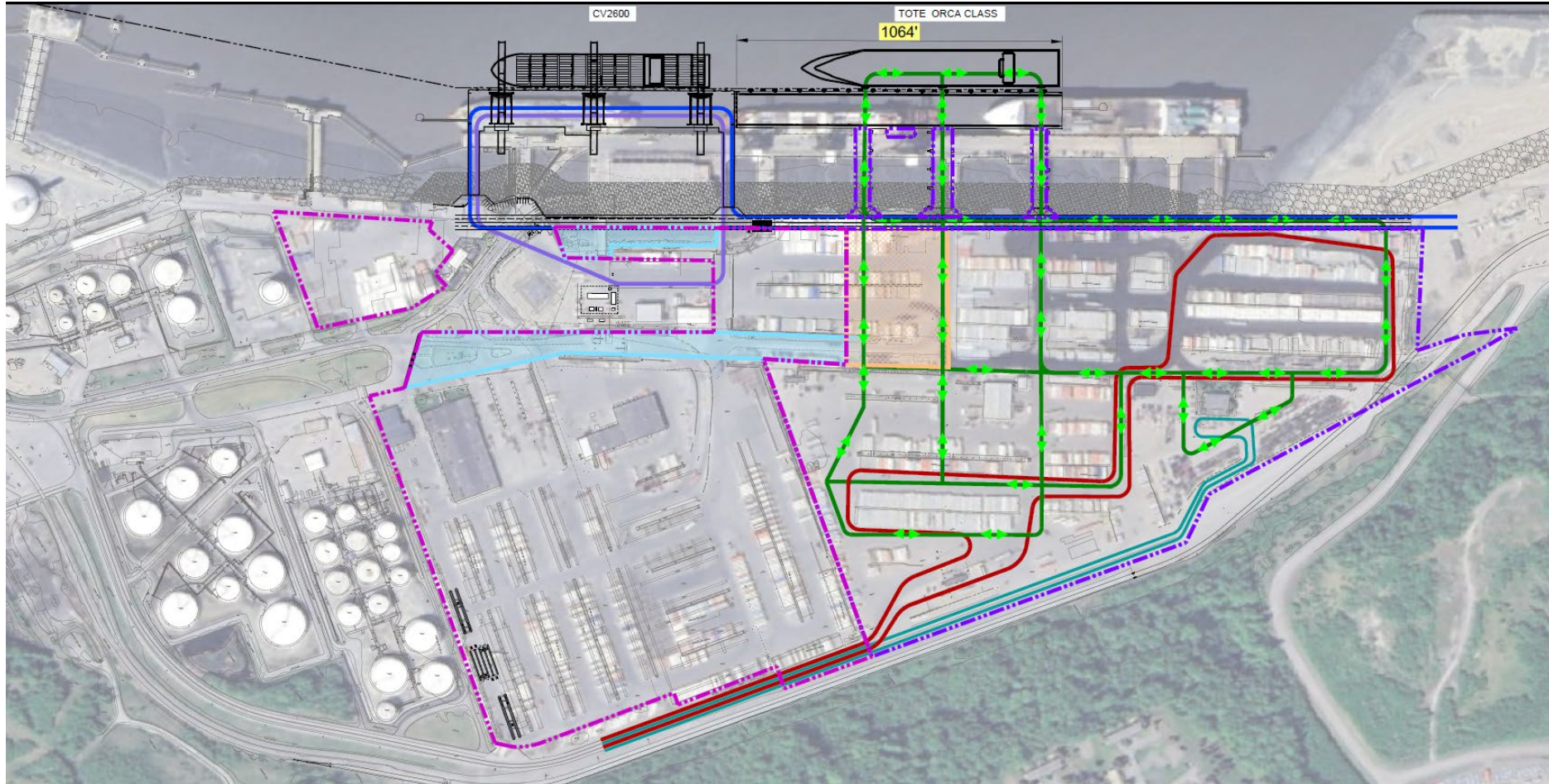
Current TOTE and Matson Configuration



Permitted Future Condition



Preferred Configuration



Accommodating the fleet – A basic design principle / requirement.

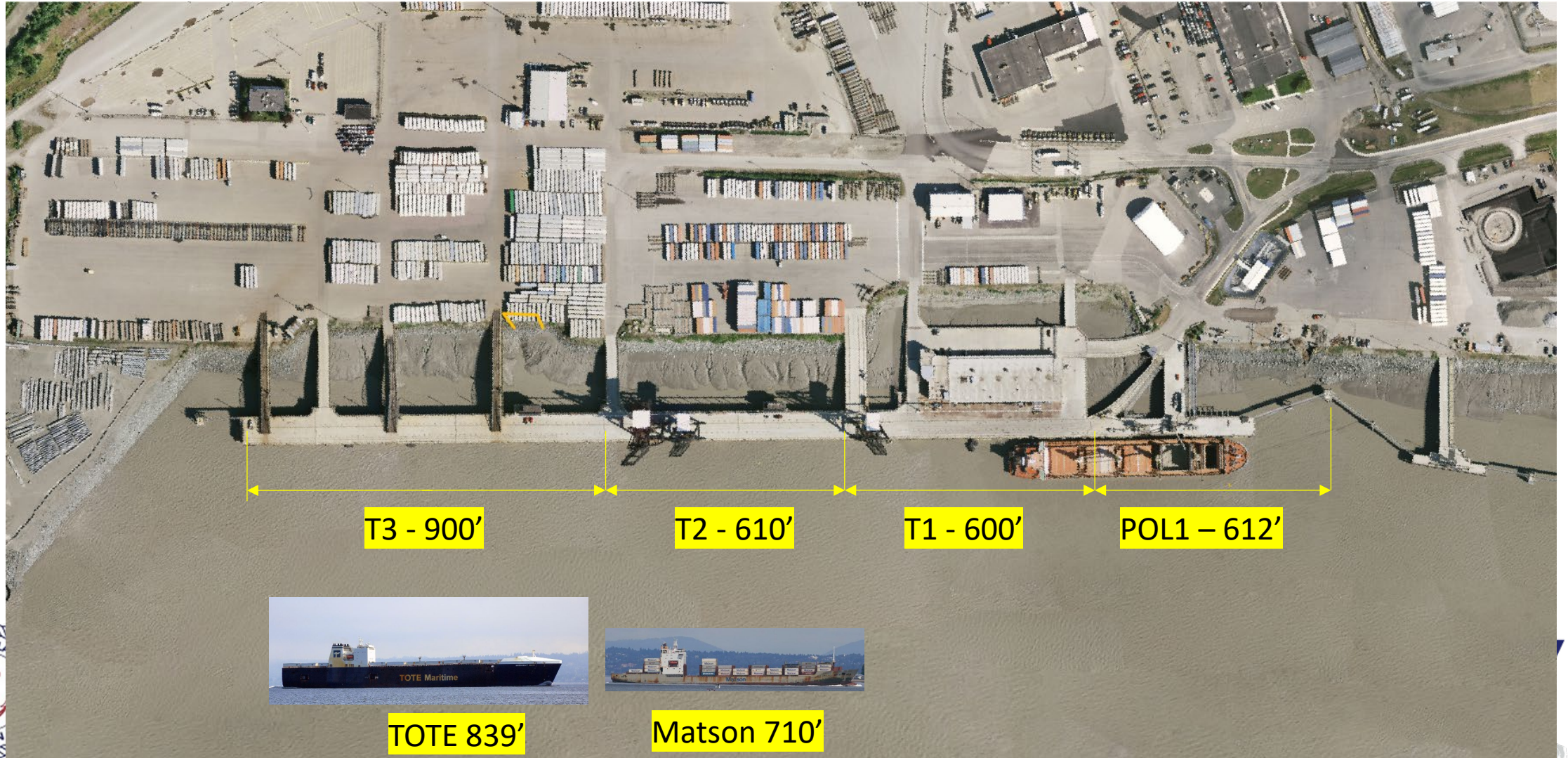


Original 1960s Vessels at Existing Facility



Current Vessels at Existing Facility

(note that vessels are getting bigger than the terminals)



Berth Length

- Existing Facility 2722'
 - Permitted 1802'
 - Preferred 1934'
- (we are getting smaller)



Existing Fleet at Existing Facility

From berthing records. POL and tugs not included. Note multi-use!

Terminal 3

- TOTE North Star
- TOTE Midnight Sun
- PPM Marie H
- Boyer Towing Kiani H
- BB Fuel Millie
- Military - Cape Hudson
- Military – SNL York

Terminal 2

- Matson Anchorage
- Matson Kodiak
- Matson Tacoma
- Matson Maunalei
- Matson Lihue
- GB Pacific Cargo
- Queen Elizabeth – Cruise Ship
- Military Cape Hudson
- Military Bob Hope
- Military Cape Rise
- Military Green Bay
- Military Cape Orlando
- ANP Ship So Yang
- Military - Cape Henry

Terminal 1

- Matson Kodiak
- Matson Tacoma
- Bearing Marine Arctic Bear
- Holland America New Amsterdam
- Holland America Maasdam
- Military Ocean Jazz
- Military USS Comstock



The Fleet Includes Container Ships



The Fleet Includes Military



The Fleet Includes Cruise Ships



The Port on a busy day



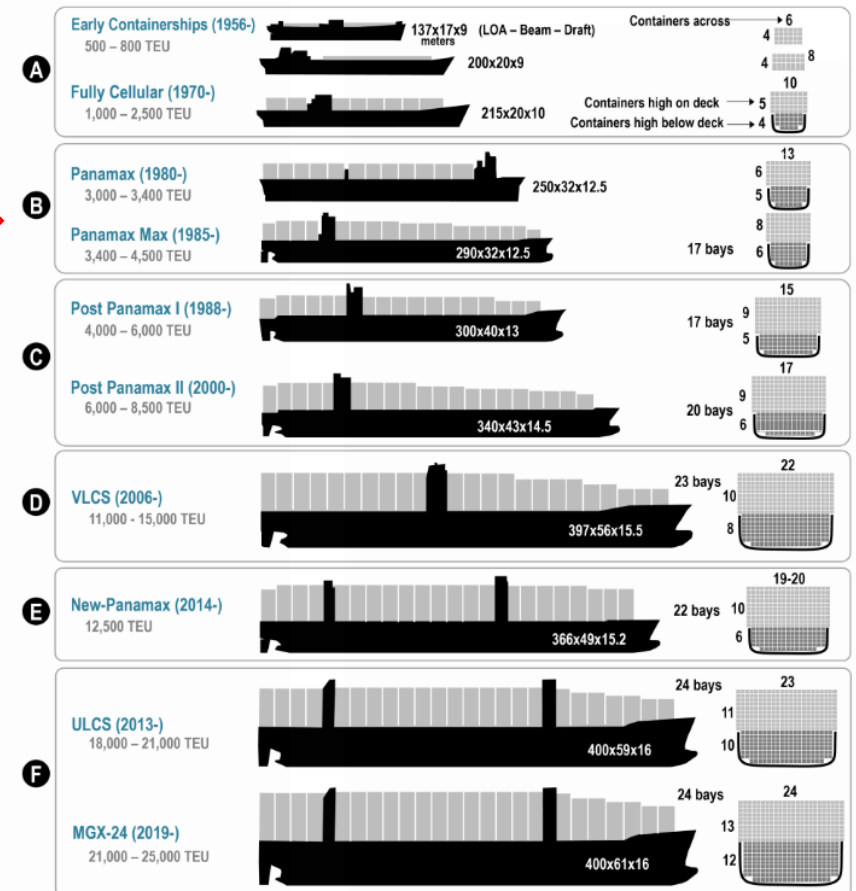
The fleet can be expected to grow

Evolution of Containerships

We are here →

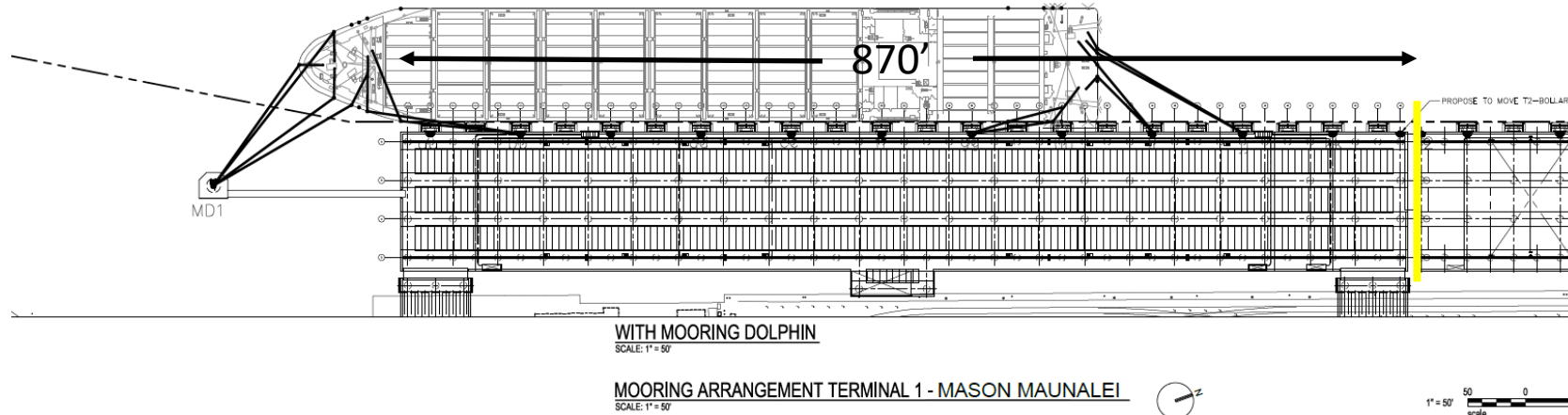
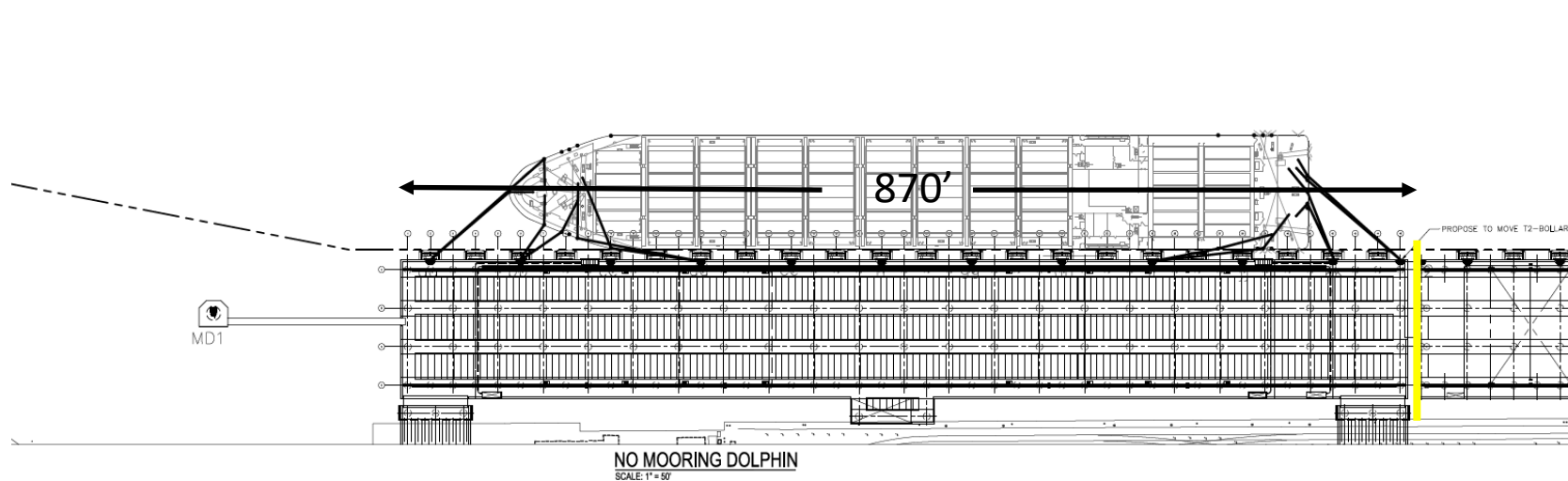
We WILL be here in the future →

- Current fleet is in the 1500 to 2000 TEU range.
- 3500 TEU is likely at our port with new line vessels.
- What vessels are possible in the next 75 years?

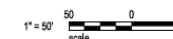
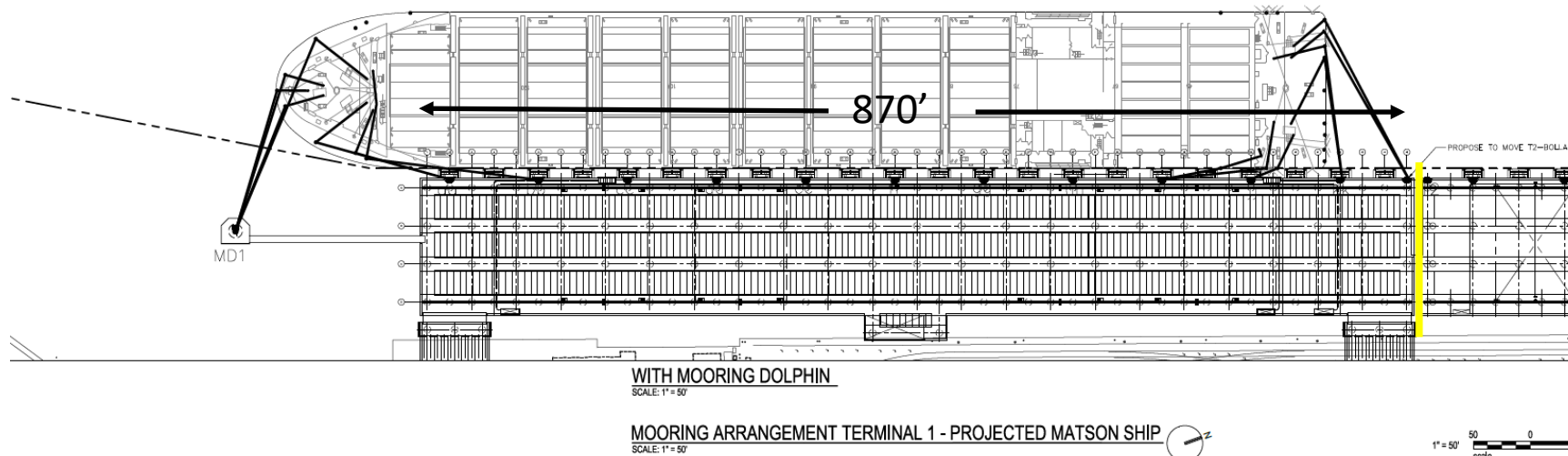
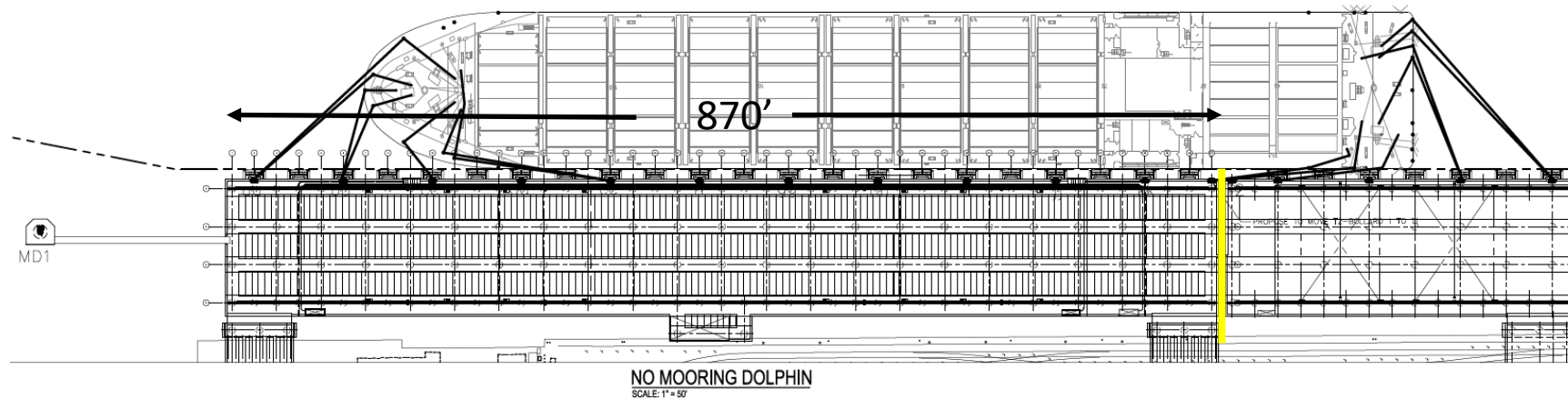


Evolution of Containerships

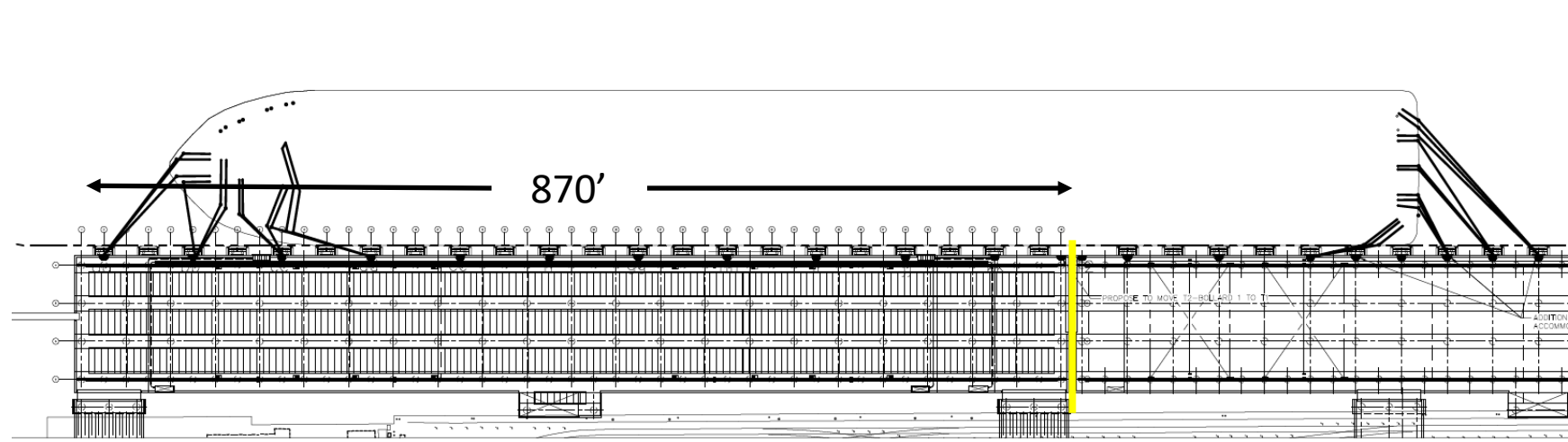
T1 Mooring Arrangements - Maunalei - 679'



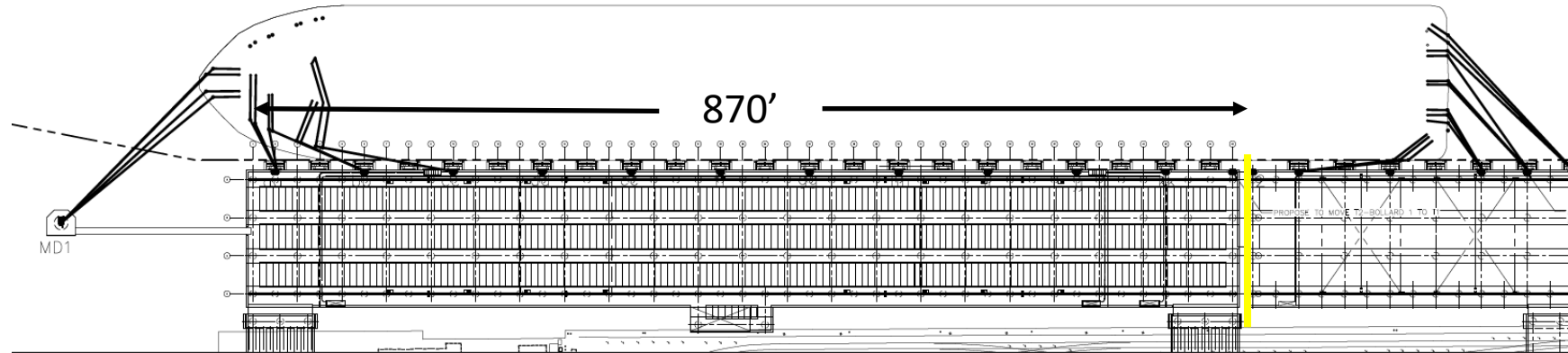
T1 Mooring Arrangements - Projected Matson Ship- 919'



T1 Mooring Arrangements - Norwegian Encore – 1094'

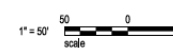


NO MOORING DOLPHIN
SCALE: 1" = 50'

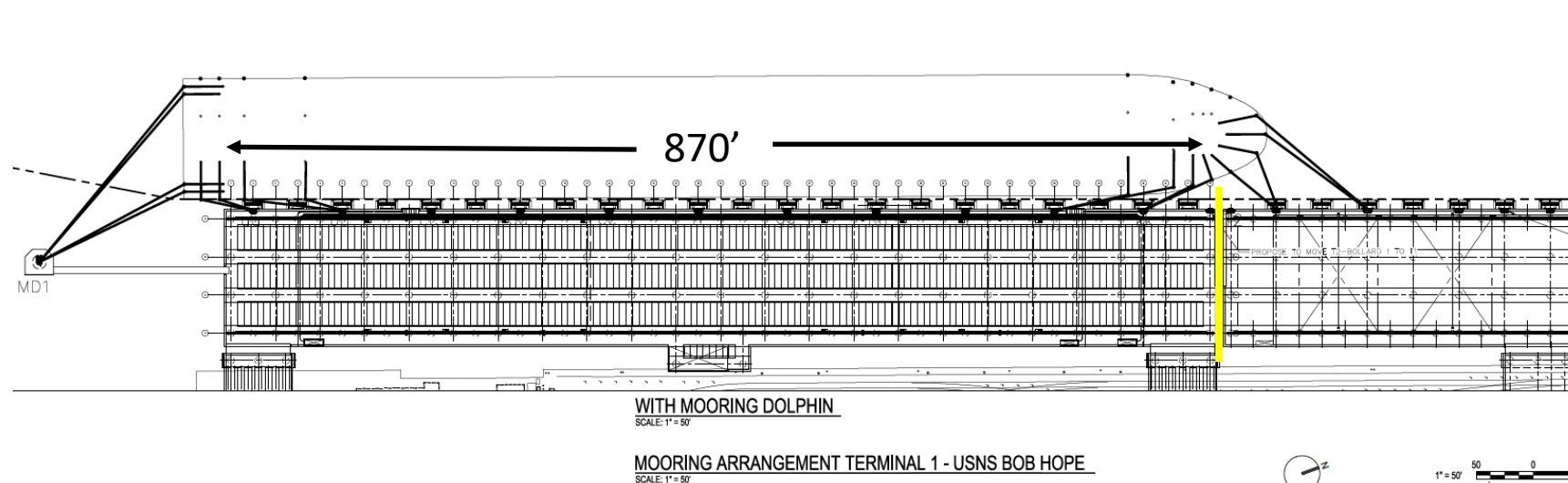
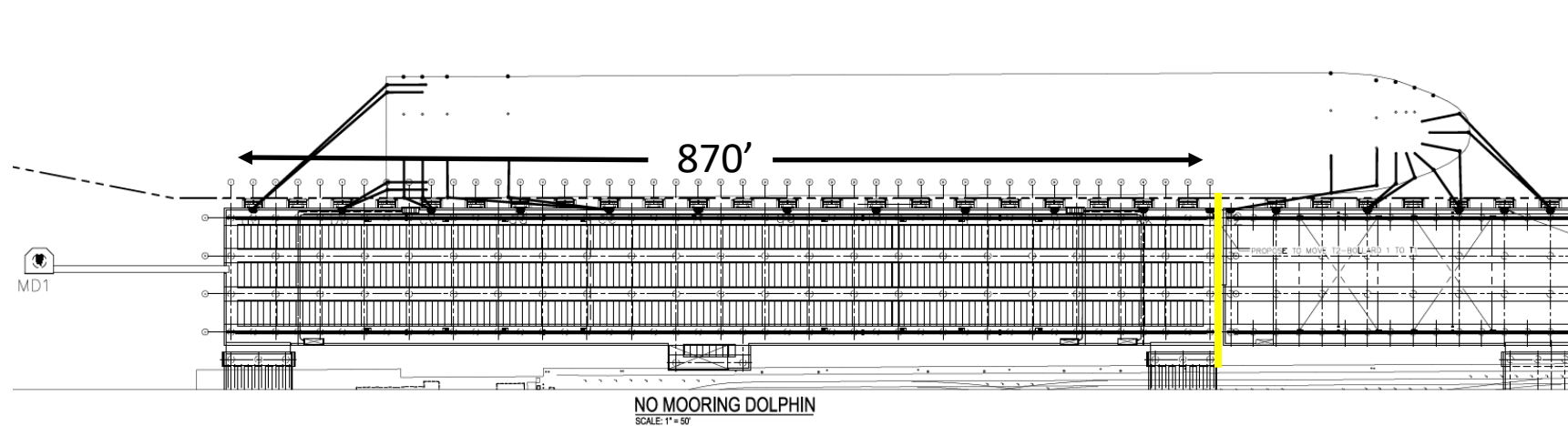


WITH MOORING DOLPHIN
SCALE: 1" = 50'

MOORING ARRANGEMENT TERMINAL 1 - NORWEGIAN ENCORE
SCALE: 1" = 50'



T1 Mooring Arrangements – Bob Hope - 951'



Adding 130' to T2

Recommended from a planning perspective.

Better aligns TOTE ramps with uplands.

Better accommodates existing and future fleet.

Decision should be delayed until T1 permitting is complete and T1 is fully underway.



Update on the alternative fuel capability location analysis

Matrix of 5 alternative facilities have been presented. No decision.

Discussion underway with ABI about new Docksider. (2x the speed?)

Berth occupancy study shows PCT only option as very congested with the requirement to pull cement vessel off 6 to 7 times a year.



Update on the alternative fuel capability location analysis

Current direction is to explore the idea of a new docksider combined with an agreement to pay ABI to move cement ship off of the PCT berth periodically. This would result in about two years of inconvenience while POL2 is replaced.

