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PAMP Advisory Board Meeting

Date: March 17, 2026

Time: 1000-1100 HRS

NOTE: Port of Alaska Modernization Program’s Advisory Board consists of five members appointed by the mayor and confirmed by the Anchorage Assembly. Anchorage Municipal Code 11.50.035 governs the PAMP Advisory Board and says, “the board shall advise the mayor to propose for adoption by the assembly design criteria in basis-of-design documents to govern additional cargo and fuels infrastructure at the Port of Alaska.” The board is advisory to the mayor and assembly.

PAB members:

Jennifer Tungul – Matson representative – chair

Ryan Zins – ABI

Bronson Fry - Building and Construction Trades Council of Southcentral Alaska

Becky Wendt-Pearson – Mayor’s representative

Corey Nichols – TOTE

Bert Mattingly – petroleum users’ representative

- I. Call to order and roll call
- II. Approval of agenda
- III. Approval of December 30, 2025, meeting minutes
- IV. Old Business: None to complete
- V. Correspondence Received by the Commission : No commission correspondence received
- VI. New Business:
Location of Matson’s Stevedore building, currently next to POAVY
POL2 load rating analysis update
- VII. Public Comments
- VIII. Next Meeting Date
- IX. Adjourn



Change Request: Move Stevedore-Operation Buildings to Landside Locations

Project Name: Port of Alaska Modernization Program
Originator Name: Port of Alaska
Change Request Number: Program Change Request No. 18
Date: February 26, 2026

Describe the Proposed Change:

The Stevedore-Operations buildings for Cargo Terminal 1 (T1) and Terminal 2 (T2) are currently planned to be located directly on each respective terminal. The Port of Alaska has requested these two Stevedore-Operations Buildings be designed/constructed on land in lieu of the originally slated location for T1 and T2 as approved in the 30% Preliminary Design for T1 and 15% Concept Design for T2.

The change includes the elimination of both buildings and related utilities currently planned on the terminals. The location of the T1 landside building will be next to the Port of Alaska Valve Yard (POAVY), while the location of the T2 landside building is currently unknown but assumed to be near the future T2. The new buildings will be approximately twice as large as the currently planned buildings and will include the same utility infrastructure for potable water, fire suppression, sewage, power, and communications.

Based on input from the cargo terminal users, previous support of on-terminal buildings has been withdrawn in favor of a solution to accommodate landside buildings that provide a break area for stevedores/longshoreman working cargo transfers during vessel calls, as well as a controlled environment to support on-dock clerking operations.

Design Impact:

The contract for T1 design was awarded to GHD-WSP JV. Design tasks associated with the T1 Stevedore-Operations Building were suspended on May 16, 2023, and removed from the design scope with a contract change.

The design of each building will now be completed through two separate design/build contracts.

Construction Impact:

Removing the buildings from the terminal structures should result in less complex and congested T1 and T2 construction sites, as the need for vertical construction on the wharf deck would be eliminated.

Building construction will now be completed under separate design/build contracts. T1 building construction will occur concurrently with the T1 construction project and will need to be completed before Matson transfers operations to the new terminal in late 2028/early 2029. For this to occur, the T1 Contractor's laydown area in the South Transit Yard will be reduced in size for the stevedore project to move forward. It should be expected that the T1 Contractor's laydown area will need to be replaced with another area of similar size and distance from the project site.

Permitting Impact:

This change should not affect permitting as the new buildings will be on dry land.

Change Request Form

Cost Impact:

The cost for two on-terminal Stevedore-Operations buildings are presently accounted for in the PAMP budget, specifically under T1 and T2. Opting to construct the larger Stevedore-Operations buildings on land, rather than over water, results in an estimated cost increase of \$5,240,000. The estimated cost is based on the new POA Administration Building contract values and has risen primarily due to the assumptions outlined below.

- Each building is approximately 2.5 times larger than the current size of the planned buildings
- Additional costs have been included for removal of underground obstructions and contaminated materials/water
- Delivery method for buildings is now design/build as a standalone contract in contrast to the previously planned design/bid/build delivery method that would incorporate the scope into the marine construction contract
- Additional design and design management costs are needed for standalone design/build contracts
- Additional construction administration costs are needed due to the increased oversight associated with a design/build contract

In summary, this cost estimate includes a cost increase in construction, design, design management, construction administration, activation, administration, and contingency. These estimates are created using assumed percentages of the total construction cost.

Change Request Form

	Existing Budget	Change Estimate	Revised Budget
Terminal 1			
Construction	\$ 1,270,000	\$ (1,270,000)	\$ -
Planning (includes Concept Development)		\$ -	\$ -
Permitting		\$ -	\$ -
Design	\$ 250,000	\$ (250,000)	\$ -
Design Management (includes DOR Procurement)		\$ -	\$ -
Construction Administration (includes Contractor Procurement)		\$ -	\$ -
Design Services During Construction		\$ -	\$ -
Testing & Inspection (3rd Party included in CM budget)		\$ -	\$ -
Commissioning		\$ -	\$ -
Activation	\$ 10,000	\$ (10,000)	\$ -
Administration	\$ 10,000	\$ (10,000)	\$ -
Contingency	\$ 130,000	\$ (130,000)	\$ -
Total Terminal 1	\$ 1,670,000	\$ (1,670,000)	\$ -
Terminal 2			
Construction	\$ 1,400,000	\$ (1,400,000)	\$ -
Planning (includes Concept Development)		\$ -	\$ -
Permitting		\$ -	\$ -
Design	\$ 250,000	\$ (250,000)	\$ -
Design Management (includes DOR Procurement)		\$ -	\$ -
Construction Administration (includes Contractor Procurement)		\$ -	\$ -
Design Services During Construction		\$ -	\$ -
Testing & Inspection (3rd Party included in CM budget)		\$ -	\$ -
Commissioning		\$ -	\$ -
Activation	\$ 10,000	\$ (10,000)	\$ -
Administration	\$ 10,000	\$ (10,000)	\$ -
Contingency	\$ 140,000	\$ (140,000)	\$ -
Total Terminal 2	\$ 1,810,000	\$ (1,810,000)	\$ -
T1 Stevedore Building			
Construction		\$ 3,230,000	\$ 3,230,000
Planning (includes Concept Development)		\$ -	\$ -
Permitting		\$ -	\$ -
Design		\$ 320,000	\$ 320,000
Design Management (includes DOR Procurement)		\$ 130,000	\$ 130,000
Construction Administration (includes Contractor Procurement)		\$ 50,000	\$ 50,000
Design Services During Construction		\$ -	\$ -
Testing & Inspection (3rd Party included in CM budget)		\$ -	\$ -
Commissioning		\$ -	\$ -
Activation		\$ 20,000	\$ 20,000
Administration		\$ 30,000	\$ 30,000
Contingency		\$ 320,000	\$ 320,000
Total T1 Stevedore Building	\$ -	\$ 4,100,000	\$ 4,100,000
T2 Stevedore Building			
Construction		\$ 3,640,000	\$ 3,640,000
Planning (includes Concept Development)		\$ -	\$ -
Permitting		\$ -	\$ -
Design		\$ 360,000	\$ 360,000
Design Management (includes DOR Procurement)		\$ 150,000	\$ 150,000
Construction Administration (includes Contractor Procurement)		\$ 50,000	\$ 50,000
Design Services During Construction		\$ -	\$ -
Testing & Inspection (3rd Party included in CM budget)		\$ -	\$ -
Commissioning		\$ -	\$ -
Activation		\$ 20,000	\$ 20,000
Administration		\$ 40,000	\$ 40,000
Contingency		\$ 360,000	\$ 360,000
Total T2 Stevedore Building	\$ -	\$ 4,620,000	\$ 4,620,000
	Original Budget	Budget Change	Current Budget
Terminal 1	\$ 1,670,000	\$ (1,670,000)	\$ -
Terminal 2	\$ 1,810,000	\$ (1,810,000)	\$ -
T1 Stevedore Building	\$ -	\$ 4,100,000	\$ 4,100,000
T2 Stevedore Building	\$ -	\$ 4,620,000	\$ 4,620,000
Total	\$ 3,480,000	\$ 5,240,000	\$ 8,720,000

Change Request Form

Upon approval of this proposed change, two additional projects will be added underneath Phase 2B in the program cost report.

Schedule Impact:

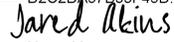
When compared to the entire construction schedule for both terminals, no change to the overall critical path length is expected if the on-terminal buildings are not included in the work.

The delivery schedule for the landside buildings is assumed to occur concurrently with both T1 and T2 construction.

For T1 construction would be completed by August of 2028. The T2 schedule is more flexible due to the amount of time before the start of T2 construction.

Change Control Board Signatures:

Signatures indicate the change impact as described above is described accurately, and not necessarily recommendation of the change.

Name	Role	DocuSigned by: Signature	Date
Eric Adams	Program Manager	 Signed by: E8263E4FFB6C420...	05-Mar-2026
Sarah Rolando	Program Strategic Lead	 Signed by: D2C2DA57B33F45D...	04-Mar-2026
Jared Akins	Program Controls Lead	 Signed by: 3FA12A0E006740A...	26-Feb-2026
Doug Playter	Design Management Lead	 Signed by: B5C4A79BD37D42B...	26-Feb-2026
Hans Deemer	Construction Management Lead	 Signed by: 4F81671C49DC437...	26-Feb-2026

Approving Official Decision and Signatures:

Signature represents the change decision.

<input checked="" type="checkbox"/>	Approve	<input type="checkbox"/>	Defer	<input type="checkbox"/>	Reject
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Name	Role	DocuSigned by: Signature	Date
John Daley	PAMP Engineering Manager	 Signed by: ACCB5D244F694AF...	05-Mar-2026