



MUNICIPALITY OF ANCHORAGE

Assembly Memorandum

No. AM 374-2021

Meeting Date: June 8, 2021

1 **From:** ACTING MAYOR

2
3 **Subject:** AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY
4 APPROVING THE BASIS-OF-DESIGN CONCEPT SUBMITTED BY
5 THE PORT OF ALASKA MODERNIZATION PROGRAM AND
6 DESIGN ADVISORY BOARD THAT WILL GOVERN THE PHASE 2
7 MODIFIED CONCEPT FOR THE PORT OF ALASKA GENERAL
8 PURPOSE CARGO TERMINALS.
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10 On August 27, 2020, the Assembly approved AO 2020-81 and created the Port of
11 Alaska Modernization Program (PAMP) Design Advisory Board. The Board was
12 created to ensure that PAMP's mission is undertaken in an efficient and collaborative
13 manner, and to ensure that such efforts do not interfere with internal development
14 activities of the port users. As such, the Board advises the mayor and assembly on
15 matters including basis-of-design documents.
16

17 As directed by AMC 11.50.035D., on June 1, 2021, the PAMP Design Advisory Board
18 met and through unanimous decision determined and recommends adoption of the
19 Phase 2 Modified Concept for the design of the general-purpose cargo terminals.
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21 This recommendation is based upon well over a year of cooperative interaction
22 between the Port of Alaska, Jacobs Engineering, Matson, TOTE Maritime, Safeguard
23 Marine, Southwest Alaska Pilots Association, the United States Army Corps of
24 Engineers, Cook Inlet Tug and Barge, Harley Marine Services, the Port of Alaska
25 Users Group, and others during which various issues associated with logistics
26 operations, safe vessel maneuver, permitting implications, time to construction
27 completion, capital costs and operational costs were analyzed and balanced against
28 baseline stakeholder requirements and the Municipality of Anchorage Essential
29 Features published March 22, 2021. The Phase 2 Modified Design Concept was
30 found to have many advantages, to include:
31

- 32 • Considered the quickest route to US Army Corps of Engineers (USACE) 408-
33 Authorization because it was previously evaluated by USACE during 2016/17
34 sedimentation modelling and found to be acceptable – eliminates two or more
35 years of modelling and regulatory consultation time
- 36 • Only evaluated alternative that complies with the 11-degree supplementary
37 berth line angle identified by USACE as an Anchorage Harbor Dredging
38 Project geometric constraint – necessary for 408-Authorization
- 39 • Generates the smallest amount of additional maintenance dredging required

- 1 of the alternatives evaluated
- 2 • Recommended by mariners during 2020 tabletop geometric evaluations for
 - 3 maneuver safety as the preferred alternative evaluated
 - 4 • Within the limitations of the current level of design development, provides for
 - 5 the lowest investment and lifecycle expenditures of the alternatives evaluated
 - 6 • Technically solves the identified general-purpose cargo requirements while
 - 7 providing flexibility to support the addition of petroleum transfer operations
 - 8 • Of the evaluated alternatives, this geometry best supports uninterrupted
 - 9 container cargo operations for both shippers through workable construction
 - 10 phasing
 - 11 • Requires the least amount of required North Extension cutback of alternatives
 - 12 evaluated

13

14 Approval of the concept set forth in the attached documents by the Assembly is
15 required to move forward and take the next steps in the PAMP design process.

16

17 The next steps in the PAMP design process include:

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- 19 • Identifying design costs
- 20 • Identifying source of funds and recovery mechanism
- 21 • Identifying financial and other impacts to users of Port of Alaska
- 22 • Modifying the Plan of Finance as necessary
- 23 • Inclusion and approval of the project in the Port of Alaska Capital Improvement
24 Budget

24

25 Therefore, at present, the attached approval of the Phase 2 Modified Concept Design
26 for the Port of Alaska general purpose cargo terminals has no private sector economic
27 effects and local government effects are less than \$30,000. Pursuant to AMC
28 2.30.053B.1., a summary of economic effects (SEE) is not required.

29

30 **THE ADMINISTRATION RECOMMENDS APPROVAL.**

31

32 Prepared by: Port of Alaska
33 Approved by: Steve Ribuffo, Port Director
34 Concur: Lance Wilber, Director, Office of Management & Budget
35 Concur: Alexander Slivka, CFO
36 Concur: Kathryn R. Vogel, Municipal Attorney
37 Concur: Anna Henderson, Municipal Manager
38 Respectfully submitted: Austin Quinn-Davidson, Acting Mayor
39



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Agenda

Port of Alaska Modernization Program Design Advisory Board

June 1, 2021

Teams Format

1. Call to Order / Roll
2. Safety Minute
3. **Public Involvement Announcement:** *PAMP Design Advisory Board meetings are open to the public and the public is provided 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.*
4. Approval of Agenda
5. Approval of Previous Meeting Minutes (if applicable)
6. Old Business (if applicable)
7. New Business
 - a. Selection of PAMP Cargo Dock Design Concept
8. Closing Board Member Comments
9. Public Comments
10. Next Meeting Date (if applicable)
11. Adjourn

Action Items to Be Addressed During Cargo Dock Design Process:

- Conduct current velocity measurements as scheduled (May 27, 2021)
 - Repeat after NES cutback(s)
- After Assembly approval, authorize Jacobs to proceed with preliminary engineering and permitting programs
- Establish a working group, led by the Port and supported by the Port Users Group, to create two key strategy plans: 1) for communications with the new administration, and 2) to look for project acceleration opportunities.
- Establish standing meetings for these working groups. Steve and Sharen to follow up with Lance and Alex on if the executive weekly meeting should morph to become the working group meeting.
- Establish additional coordination groups as needed for specific focus items. Bal will coordinate with the working group to establish these as needed.
- Consider ways to accelerate permitting and funding schedules
- Continue close watch on fuels activities and forecasts
- Analyze if a second petroleum terminal could be constructed simultaneously with cargo dock construction.
- Increase the inspection frequency on existing docks