

Submitted by: Acting Chair of the  
Assembly at the Request of the  
Acting Mayor  
Prepared by: Port of Alaska  
For reading: June 8, 2021

**ANCHORAGE, ALASKA**  
**AO No. 2021-56**

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY APPROVING**  
2 **THE BASIS-OF-DESIGN CONCEPT SUBMITTED BY THE PORT OF ALASKA**  
3 **MODERNIZATION PROGRAM AND DESIGN ADVISORY BOARD THAT WILL**  
4 **GOVERN THE PHASE 2 MODIFIED CONCEPT FOR THE PORT OF ALASKA**  
5 **GENERAL PURPOSE CARGO TERMINALS.**  
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8 **WHEREAS**, on August 27, 2020, the Assembly approved AO 2020-81 and  
9 created the Port of Alaska Modernization Program (PAMP) Design Advisory  
10 Board; and,  
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12 **WHEREAS**, the Board was created to ensure that PAMP's mission is undertaken  
13 in an efficient and collaborative manner, and to ensure that such efforts do not  
14 interfere with internal development activities of the port users; and  
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16 **WHEREAS**, on June 1, 2021, the PAMP Design Advisory Board met and through  
17 unanimous decision determined and recommends adoption of the Phase 2  
18 Modified Concept for the design of the general-purpose cargo terminals; and,  
19

20 **WHEREAS**, this recommendation is based upon well over a year of cooperative  
21 interaction between the Port of Alaska, Jacobs Engineering, Matson, TOTE  
22 Maritime, Safeguard Marine, Southwest Alaska Pilots Association, the United  
23 States Army Corps of Engineers, Cook Inlet Tug and Barge, Harley Marine  
24 Services, the Port of Alaska Users Group, and others during which various issues  
25 associated with logistics operations, safe vessel maneuver, permitting  
26 implications, time to construction completion, capital costs and operational costs  
27 were analyzed and balanced against baseline stakeholder requirements and the  
28 Municipality of Anchorage Essential Features published March 22, 2021; and,  
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30 **WHEREAS**, the Phase 2 Modified Design Concept was found to have many  
31 advantages, to include:  
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- 33 • Considered the quickest route to US Army Corps of Engineers (USACE)  
34 408-Authorization because it was previously evaluated by USACE during  
35 2016/17 sedimentation modelling and found to be acceptable – eliminates  
36 two or more years of modelling and regulatory consultation time
- 37 • Only evaluated alternative that complies with the 11-degree supplementary  
38 berth line angle identified by USACE as an Anchorage Harbor Dredging  
39 Project geometric constraint – necessary for 408-Authorization
- 40 • Generates the smallest amount of additional maintenance dredging  
41 required of the alternatives evaluated
- 42 • Recommended by mariners during 2020 tabletop geometric evaluations for

maneuver safety as the preferred alternative evaluated

- Within the limitations of the current level of design development, provides for the lowest investment and lifecycle expenditures of the alternatives evaluated
- Technically solves the identified general-purpose cargo requirements while providing flexibility to support the addition of petroleum transfer operations
- Of the evaluated alternatives, this geometry best supports uninterrupted container cargo operations for both shippers through workable construction phasing
- Requires the least amount of required North Extension cutback of alternatives evaluated

**WHEREAS**, the Assembly review and approval of the Phase 2 Modified Concept Design for the Port of Alaska is required in order to take the next steps in the PAMP design process; now, therefore,

**THE ANCHORAGE ASSEMBLY ORDAINS:**

**Section 1.** That the Phase 2 Modified Concept Design for the Port of Alaska general purpose cargo terminals is approved.

**Section 2.** This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Chair of the Assembly

ATTEST:

\_\_\_\_\_  
Municipal Clerk