

**Port of Alaska Modernization Program
Update
to
The Enterprise/Utility Oversight Committee**

December 14, 2022

Item 4.A.1.a. – Petroleum Cement Terminal

- Current Status:
 - Structure Construction complete
 - Need to certify the PCT Crane after replacing cable and spool assembly
 - Anticipated completion date: December 16
 - Need to certify the new fuel lines IAW API RP 1595 per users' insistence
 - ITB closed 12/1/22; successful bidder is US Ecology @ \$1.8 million
 - Anticipated start date for action: ASAP after Assembly approval/MM signature on contract
 - **Anticipated Assembly Action: Approve the “fuel line soak” ROA (Dec 20 meeting)**
- Anticipated In-Service Date: ASAP after “fuel line soak” (Jan ‘23)
 - Ribbon cutting in early Spring (when it’s warm!)

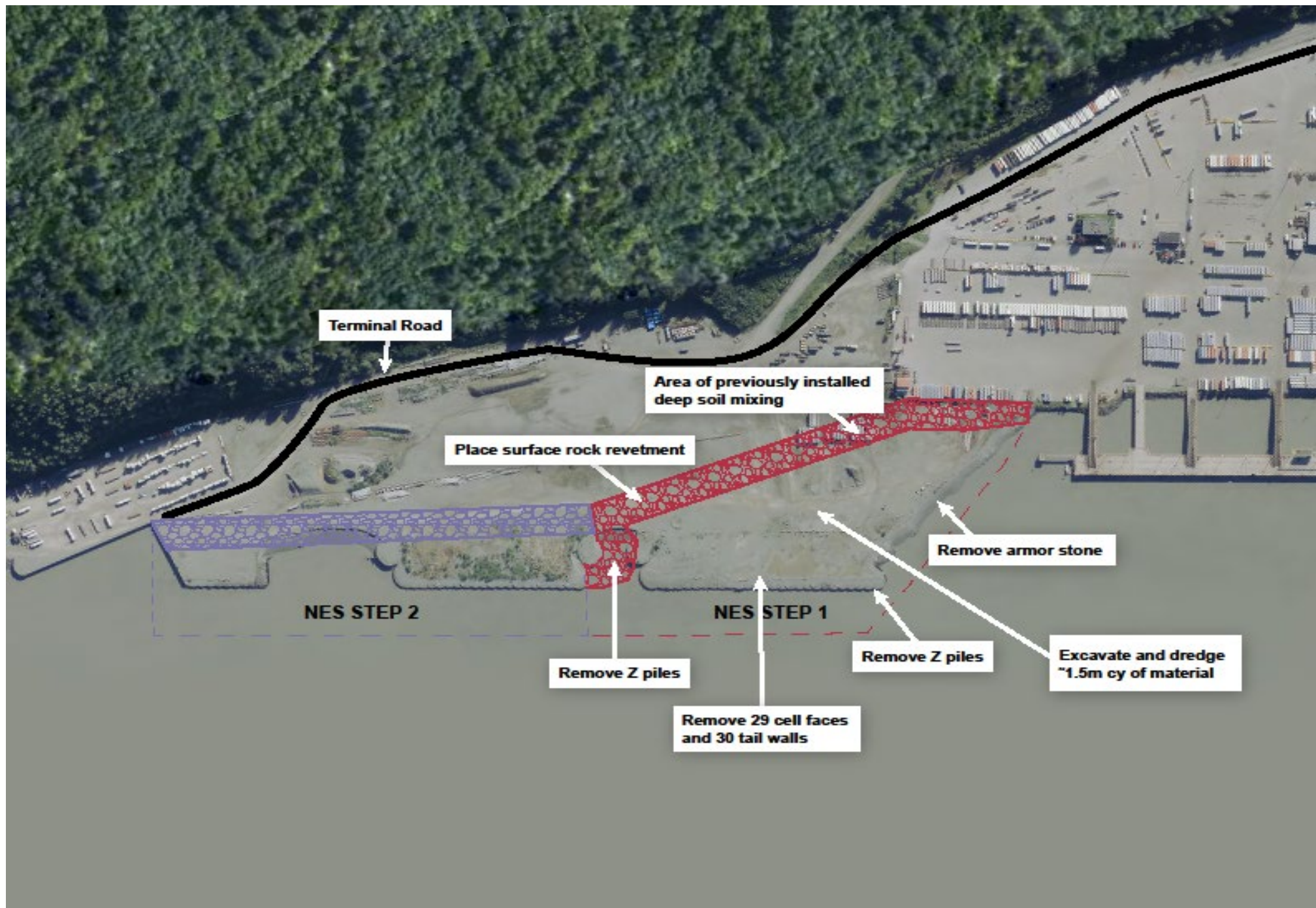


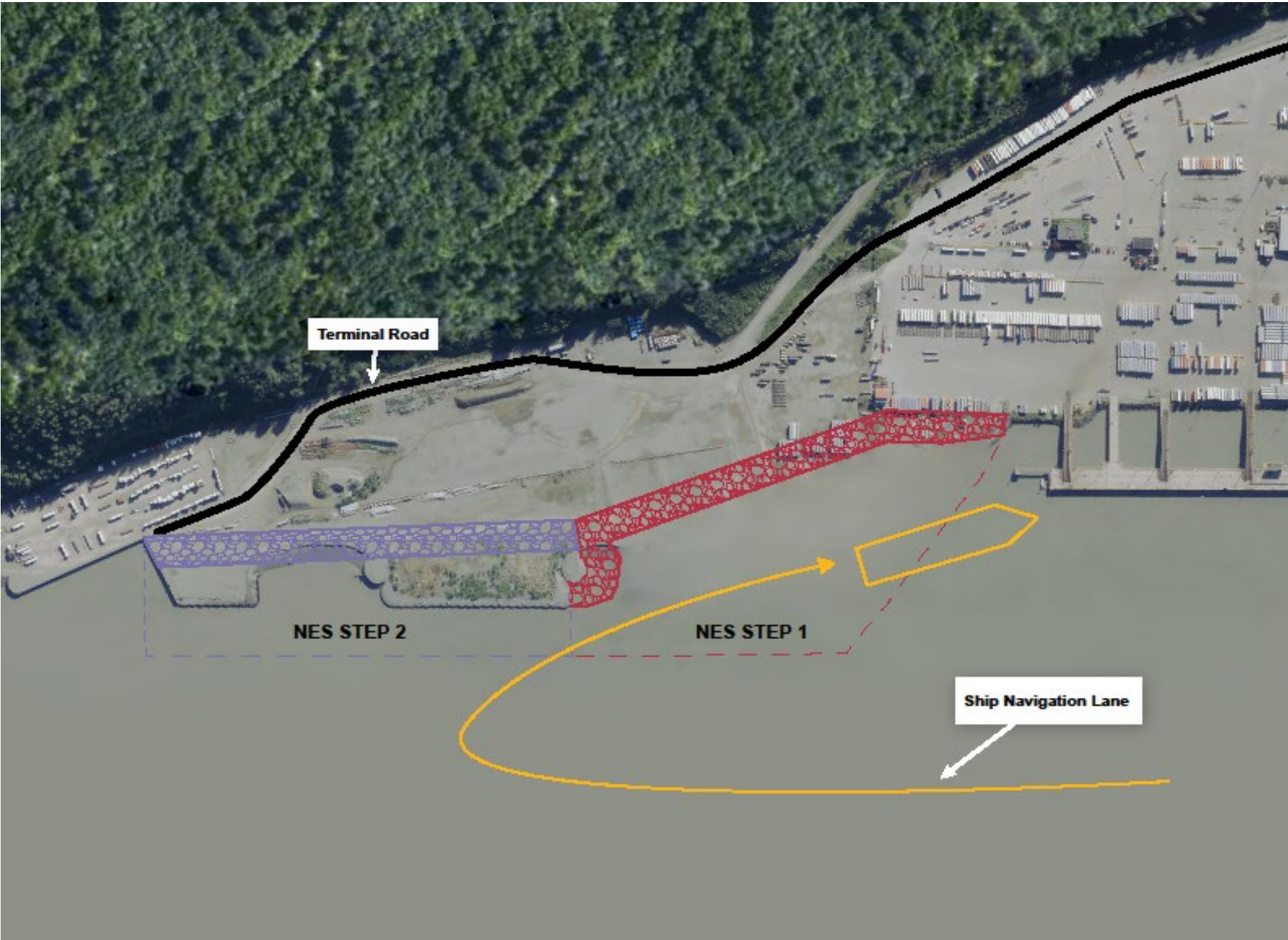
Taken September 27, 2022

Item 4.A.1.b. – North End Stabilization Phase 1

(AM 621-2022 / \$97,515,500.00)

- Discussion of Work to be Performed and Timeline:
 - Year 1 (2023) – Deep soil mixing to establish new shoreline geometry
 - Year 2 (2024) – Removal of fill material and sheet pile water-side of new shoreline
- Source of Funds:
 - PIDP grant (\$68.7 million)
 - SOA Designated Legislative Grant Program FY's 2023 – 2027 matching funds (\$62 million)
- **Anticipated Assembly Actions: None remaining after passing AM621-2022**





Terminal Road

NES STEP 2

NES STEP 1

Ship Navigation Lane

Item 4.A.1.c. – New Administrative Building

(AM 258 -2022 / \$8,266,286)

- Discussion of Work to be Performed and Timeline:
 - Year 1 (2022) – Excavation, support piling installation, foundation pouring
 - Year 2 (2023) – All vertical construction
- Source of Funds: SOA SFY 2023 capital grant (\$11 of \$25 million)
- **Anticipated Assembly Actions: None remaining**
- Beneficial Occupancy anticipated by EOY 2023

POA Admin Building

95% design complete

Foundation under construction



Item 4.A.2. – PAMP Current Financial Status

- a. Total outstanding PAMP costs
- b. Total current funds available
- c. Total unfunded PAMP costs



PAMP Cash Flow Plan

(the Overall Concept)

Port of Alaska Modernization Program Cash Flow

	FUNDING @12/14/2022	(2014 - 2017) INITIAL PLANNING AND START-UP	(2018 - 2022) PHASE I PCT	(2023 - 2024) ADMIN BUILDING	(2023 - 2024) PHASE IIA NES 1	(2025 - 2032) PHASE IIB Cargo Docks	PHASE III Petroleum Terminal 2	PHASE IV NES 2	PHASE V Terminal 3 Demolition & Close-Out	Remaining Funding TOTALS
Expense Categories:										
Program Management and Administration		\$ 13,233,386	\$ 16,142,892	\$ 1,075,533	\$ 8,500,000	\$ 18,800,000	\$ 10,200,000	\$ 9,900,000	\$ 9,400,000	\$ 95,893,517
Planning, Design and Permitting		\$ 3,752,949	\$ 17,911,021	\$ 962,896	\$ 8,054,324	\$ 33,598,487	\$ 7,400,000	\$ 5,500,000	\$ 2,700,000	\$ 82,448,700
Construction		\$ 5,813,224	\$ 186,916,945	\$ 9,058,224	\$ 115,495,000	\$ 1,053,400,000	\$ 167,600,000	\$ 119,100,000	\$ 43,200,000	\$ 1,690,020,487
Total:		\$ 22,799,559	\$ 220,970,858	\$ 11,096,653	\$ 132,049,324	\$ 1,105,798,487	\$ 185,200,000	\$ 134,500,000	\$ 55,300,000	\$ 1,867,714,881
Funding Sources:										
Port Equity	\$ 13,000,000		\$ 13,000,000							\$ -
Debt Service - 2020 (AO 2020-16)	\$ 18,885,000		\$ 18,885,000							\$ -
Bond Authorization - (AO 2020-16)	\$ 34,905,000		\$ 13,324,433							\$ 21,580,567
Bond Authorization - (AO 2021-100)	\$ 165,000,000									\$ 165,000,000
Litigation Settlement - (Judgement Awarded but in Appeal process)	\$ 367,000,000									\$ 367,000,000
Congressionally-Directed Spending	\$ 7,000,000									\$ 7,000,000
Federal Grants										
2019 PIDP	\$ 25,000,000		\$ 25,000,000							\$ -
2020 BUILD	\$ 20,000,000		\$ 20,000,000							\$ -
2022 PIDP	\$ 68,700,000				\$ 68,700,000					\$ -
State Grants										
SOA FY2012 Designated Legislative Capital Grant 12-DC-301_S846	\$ 30,000,000	\$ 22,799,559	\$ 7,200,441							\$ -
SOA Legislative Expansion Grant 13-DC-633	\$ 48,500,000		\$ 48,500,000							\$ -
SOA FY 2012 GO Bonds 13-GO-001	\$ 50,000,000		\$ 50,000,000							\$ -
SOA FY2019 Designated Legislative Grant Program_19-DC-006_PhaseI_Petroleum & Cement Terminal	\$ 20,000,000		\$ 20,000,000							\$ -
SOA FY2023 Designated Legislative Grant Program - PAMP	\$ 25,000,000		\$ 5,060,984	\$ 11,096,653		\$ 8,842,363				\$ -
SOA FY2024 Designated Legislative Grant Program - PAMP	\$ 75,000,000					\$ 75,000,000				\$ -
SOA FY2023 Designated Legislative Grant Program - PAMP (match for Federal grant award)	\$ 100,000,000				\$ 63,349,324	\$ -				\$ 36,650,676
Total:	\$ 1,067,990,000	\$ 22,799,559	\$ 220,970,858	\$ 11,096,653	\$ 132,049,324	\$ 83,842,363	\$ -	\$ -	\$ -	\$ 597,231,243
Funding Overage/(Shortfall):		\$ -	\$ -	\$ -	\$ -	\$ (1,021,956,124)	\$ (185,200,000)	\$ (134,500,000)	\$ (55,300,000)	\$ (1,270,483,638)

Item 4.A.2. – PAMP Current Financial Status

- d. Update on 10/28/22 USDOT PIDP Grant for \$68.7 million
 - **Anticipated Assembly Action: Approve acceptance of PIDP grant**
- e. Update on grants (next slide) and financing (TIFIA) being sought
- f. Status of SOA Capital Grant (HB 281) (AR 2022-290)
- g. HB 281 Obligation to submit a report and plan of finance to legislative finance committee by 2/1/23
- h. Updated plan of finance – when available

Current Port of Alaska Grant Status

Port of Alaska 2022 grant status (as of 1 November 2022) *

Grant Program	Project	Request	Notes
FY2022 MARAD Maritime Environmental and Technical Assistance (META) Program -- Maritime Microgrid Pilot/Demonstration Project (MARAD)	Port microgrid	\$1.5M	Declined
FY22 Port Security Grant Program (FEMA)	Four PoA security-related projects 1) Port security command center expansion (\$1.2M) 2) Main security gate station replacement (\$146K) 3) Lighting and signage enhancements (\$154K) 4) Tract J access road (\$2.5M)	\$4.0M	Declined
FY22 PIDP (MARAD)	North Extension Stabilization Program—phase 1	\$68.7M	Full award granted
FY22 MPDG/INFRA/MEGA grant programs (USDOT)	North Extension Stabilization Program—phase 1	\$68.7M	Declined
FY CDS (Congressionally Directed Spending)	North Extension Stabilization Program—phase 1 . . . evolved into general PAMP grant	\$5.0M	Award Announcement Pending –no sooner than Nov. 2022
FY23-24 Alaska Legislative Grant (State of Alaska)	PAMP	\$100.0M	Full award granted
FY23- Alaska Legislative Match Grant (to match Federal grants) (State of Alaska)	PAMP	\$100.0M	Full award granted
FY22 Defense Communities Infrastructure Program	PoA microgrid/power plan	\$5.3million	Full award granted
FY2022 SMART (USDOT – Strengthening Mobility and Revolutionizing Transportation grants program)	PoA microgrid/power plan	Anticipate <\$1M	Award Announcement Pending –no sooner than Jan. 2023
FY23 EDA (U.S. Dept of Commerce Economic Development Administration)	PoA master plan, port power plan, Upper Cook Inlet Marine Alliance plan	Anticipate <\$1M	Award Announcement Pending –no sooner than Nov. 2022
Total grants awarded to PoA-related projects in 2022 as of 1Nov2022			State Of AK: \$200M Federal: \$74M
Grant Program	Project	Request	Notes

* Note: PoA anticipates additional grant request efforts in 2022 to support Port Power Plan-related development, Tract J Access Road construction and/or Trailer-on-Flatcar rail loading operation.

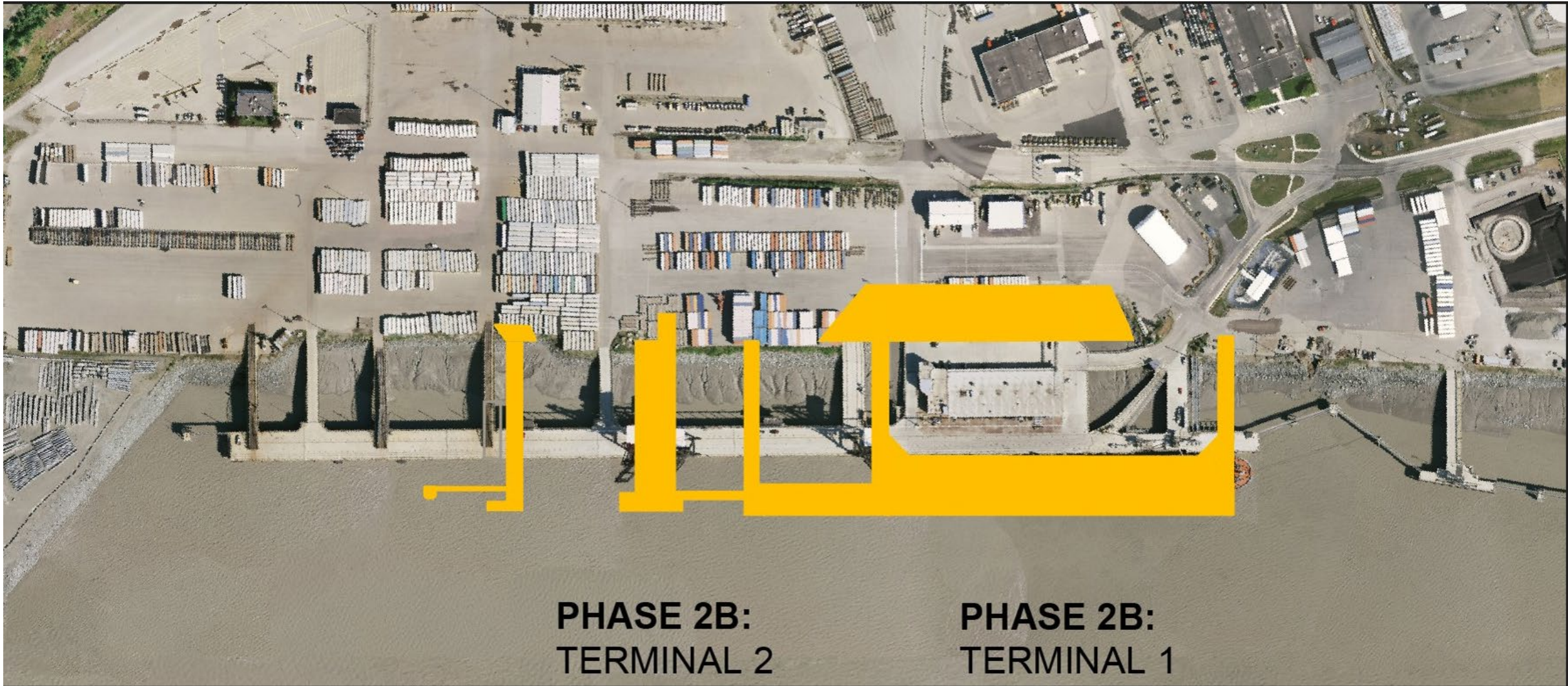
Item 4.A.3 – PAMP: MARAD Lawsuit

- Current Status:
- Anticipated timeline to resolution:

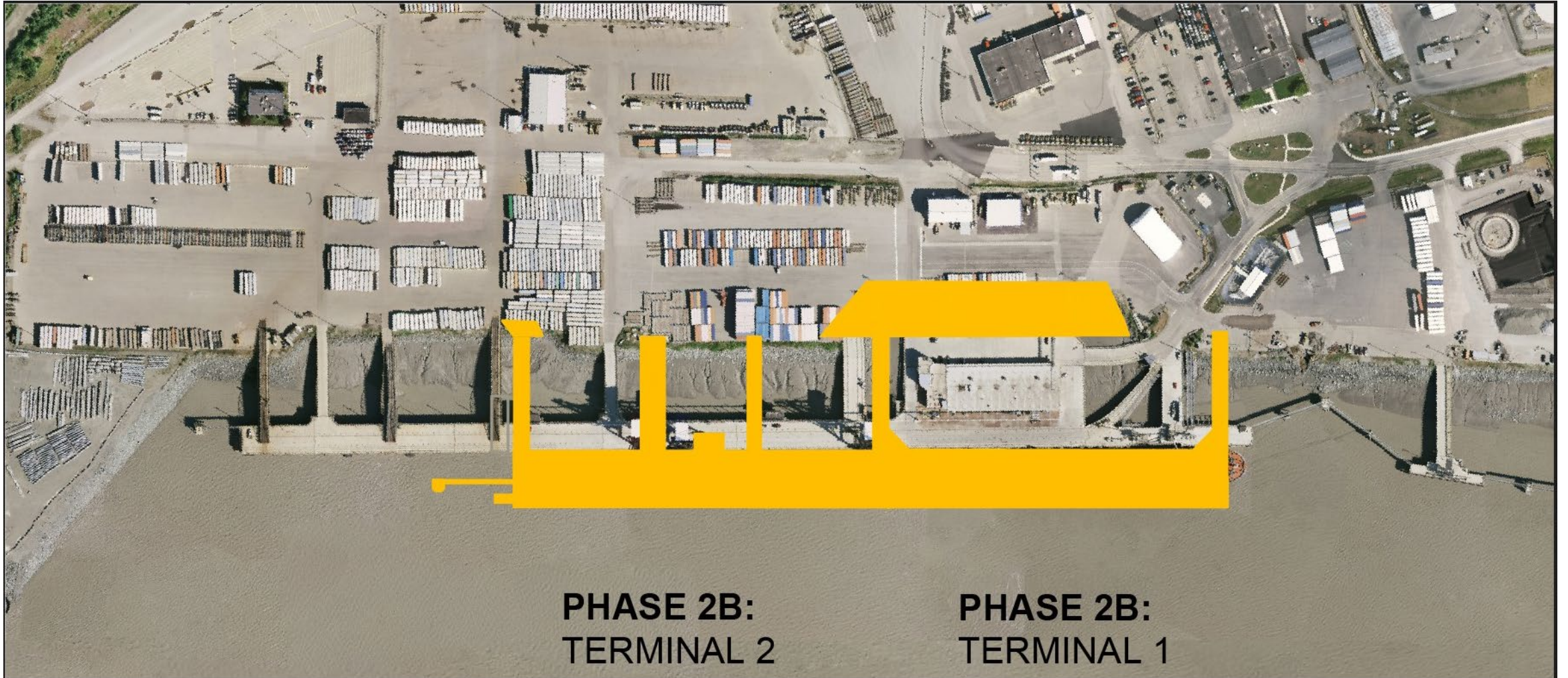
Item 4.A.4. – PAMP: Phase 2B Cargo Docks

- a. Review of current basis of design documents:
 - Graphic to follow (shows non-continuous berth width) – as approved in June 22, 2021 (AO 2021-56)
- b. Design Advisory Board Update – any proposed changes to basis of design?
 - Continuous dock of equal width, with terminals of equal length (i.e. 2 identical berths) in lieu of current cargo dock basis of design
- c. Current cost estimate and timeline
 - As was shown in PAMP Cash Flow table; too soon to determine new numbers – need to bring DOR on board to advance design first
 - Current cost estimate: \$1 billion
 - Current timeline: 2025 - 2035
- d. Discussion of work to be performed in 2023 and timeline
 - RFP to hire Designer of Record issued – estimating selection and contract award NLT Feb 2023
 - On going permitting and environmental compliance work
 - Geotechnical evaluation / seismic shear wave
 - Detailed survey of existing dock / piling location
 - Source of Funds:
 - SOA FY23 Capital Grant (\$9 of \$25 million)
 - SOA FY24 Capital Grant (\$75 million)
 - Note that planning, engineering and permitting costs are fully funded. Construction costs are not, but this is an ongoing effort.
 - **Anticipated Assembly Actions:**
 - **Approve DAB cargo dock basis of design when tendered by Mayor**
 - **Approve contract with selected Designer of Record**

Current Cargo Dock Basis of Design



Proposed Cargo Dock Basis of Design



Item 4.A.5. – PAMP Proposed Tariff Changes

- a. Port Commission action on proposed Tariff 10.0
 - i. Effect on Tariff 9.0 for PCT
 - ii. Amount of new borrowing the proposed tariff will support
 - iii. Net effect to POA users
 - iv. Policy consideration: “uniform surcharge” vs. “cost-causer-cost payer”

...there's one more thing...

ALASKA & IIJA - 2022

Hi-speed Internet For Interior

State Highways

USACE for Port of Nome

Ferry Service for Rural Communities

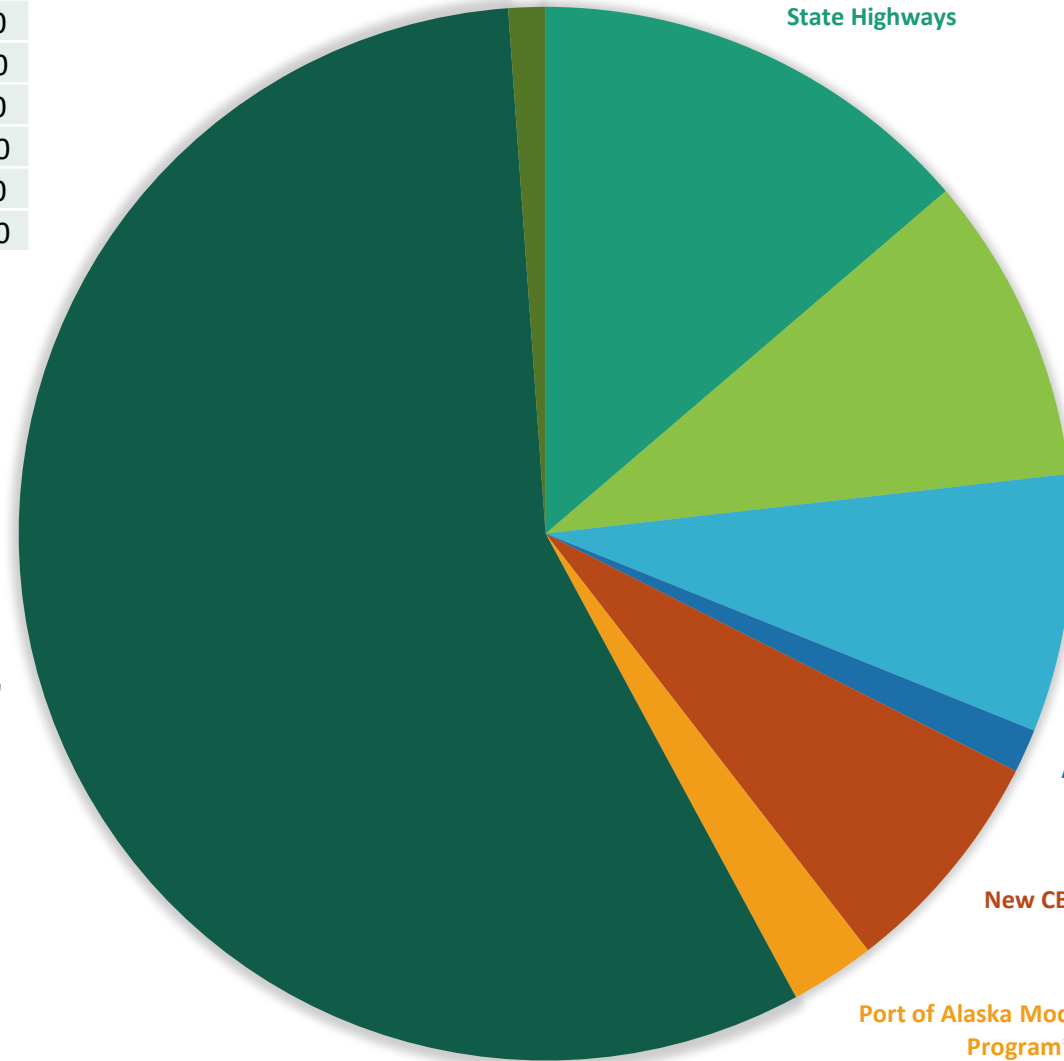
Alaska Marine Highway System

New CBBP Border Station (Tok)

Port of Alaska Modernization Program*

* From a grant

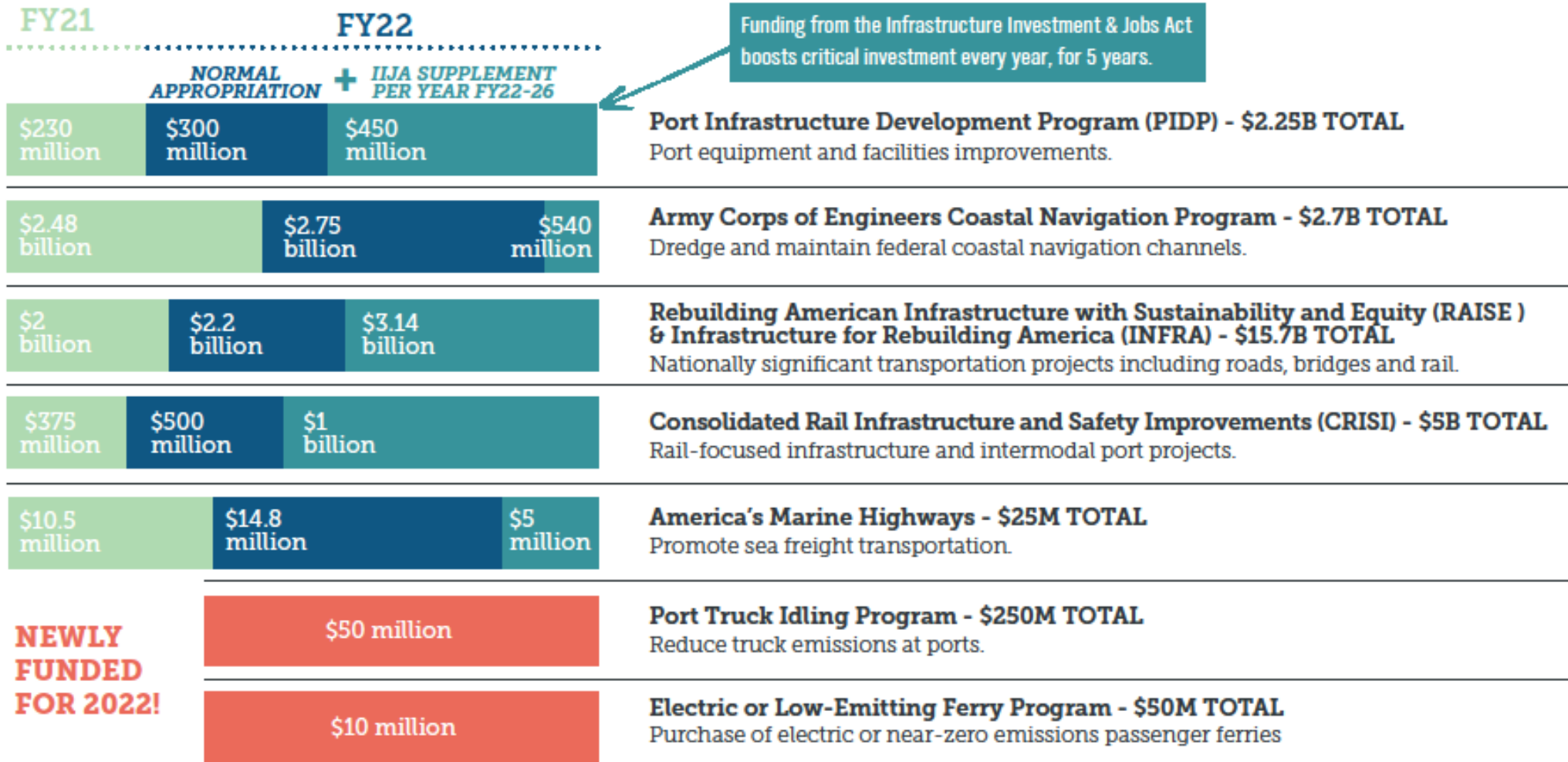
Alaska "Bridges and Roads"



State Highways	\$	363,000,000
USACE for Port of Nome	\$	250,000,000
Ferry Service for Rural Communities	\$	209,000,000
Alaska Marine Highway System	\$	35,600,000
New CBBP Border Station (Tok)	\$	187,000,000
Port of Alaska Modernization Program*	\$	68,700,000
Alaska "Bridges and Roads"	\$	1,500,000,000
Hi-speed Internet For Interior	\$	30,000,000
	\$	2,643,300,000

AAPA Urges Congress to Pass Sustained Infrastructure Investment

America's seaports are doing their part, investing \$31 billion in port-side infrastructure, but it's not enough. The U.S. needs major, long-term, infrastructure investment to keep American trade and commerce competitive and on the move.



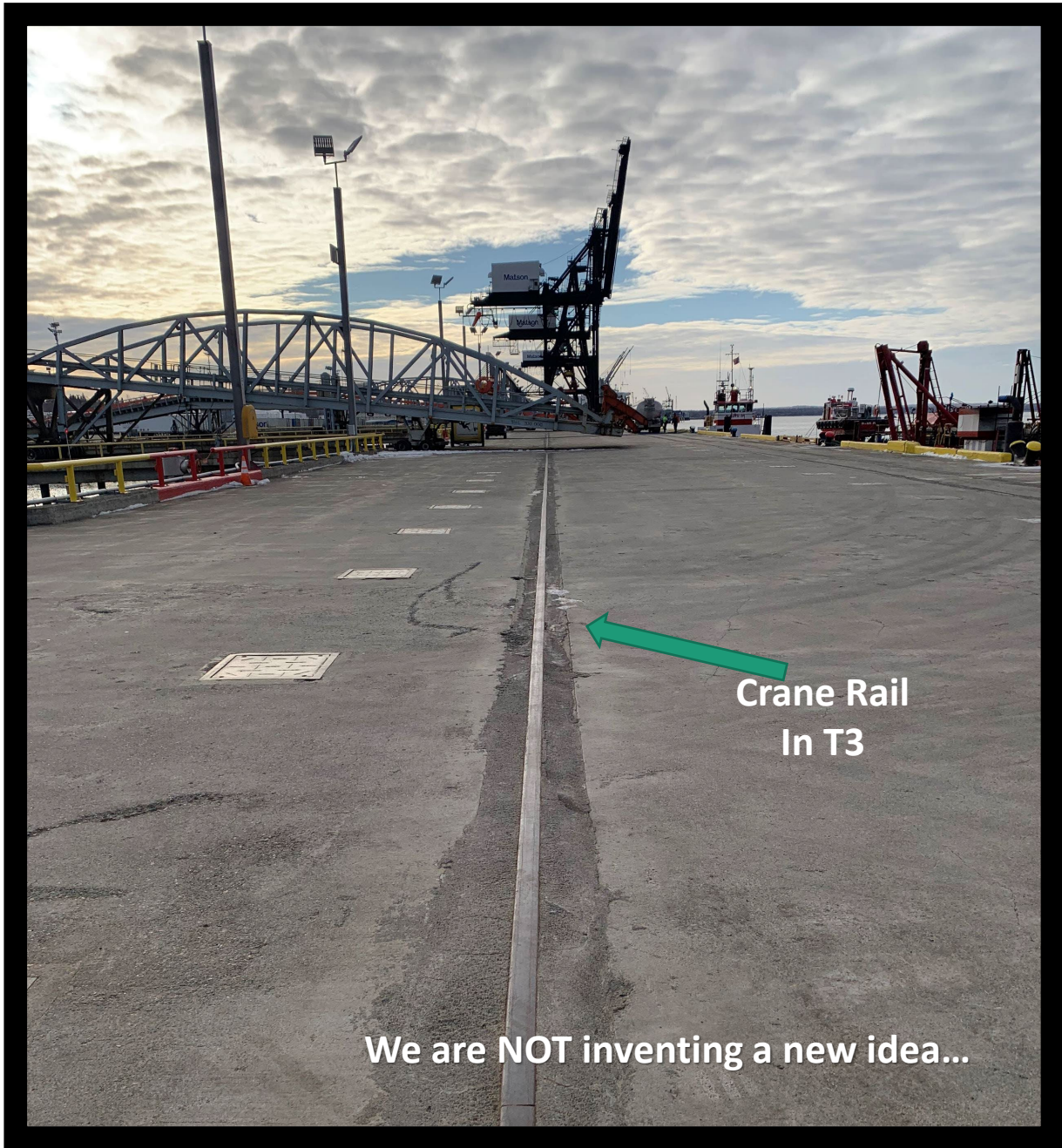
Funding from the Infrastructure Investment & Jobs Act boosts critical investment every year, for 5 years.

Summary of Upcoming PAMP Assembly Actions

- Approve the required PCT line soak test ROA
- Approve acceptance of the 2022 PIDP grant for \$68.7 million
- Approve the DAB cargo dock basis of design when tendered by the Mayor
- Approve the PAMP-related surcharge
- Approve the required cargo dock Designer of Record ROA

OK, now we're done!

Back Up Slides



Georgia Ports Authority
Port of Savannah
Garden City Container Terminal

- 36 90-Gauge Cranes
- Powered by cable
- Cable lays on the dock between the front legs and the bull rail and goes up to the spool on the crane
 - Cable rolls up or down off the spool as the crane moves



TOTE's

M/S Isla Bella

(serves Puerto Rico)

Gross Tons: 36,751

LOA: 764' x 105'

TEUs: 3,100

Draft: 29'



Matson's

M/S Lurline

(Con-Ro serves Hawaii)

Gross Tons: 32,664

LOA: 870' x 114'

TEUs: 2,750 (+ 800 cars)

Draft: 38'



****As responsible port owners, we must
prepare for change of every kind!***