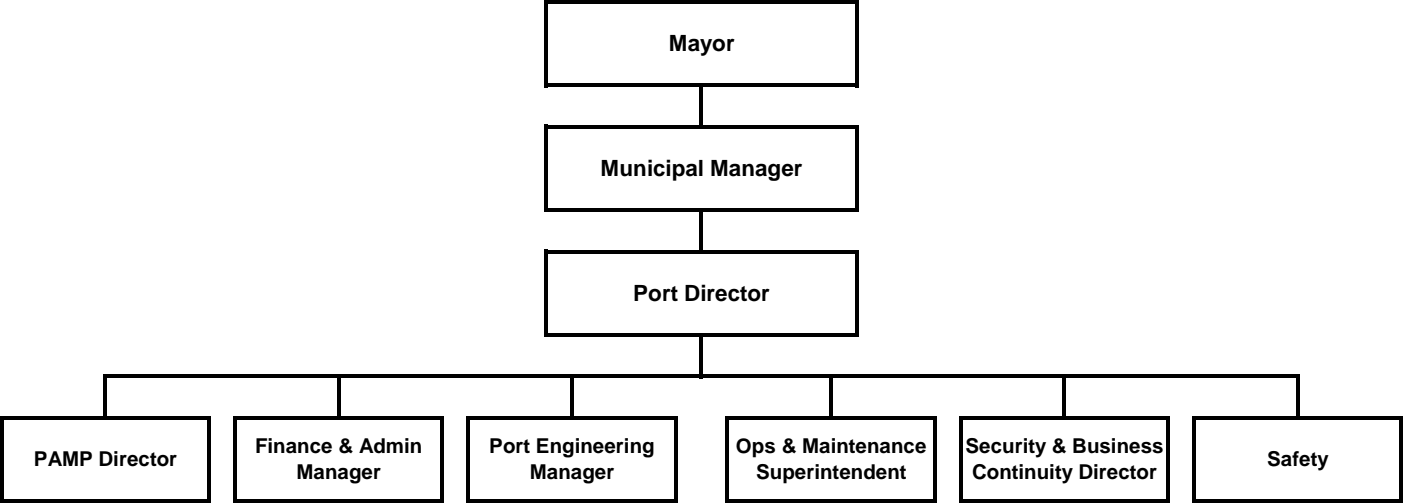


Port of Alaska



Port of Alaska Organizational Overview

The Port of Alaska (Port) is an enterprise function of the Municipality.

The Port Director is responsible for overseeing the day-to-day business operations of the Port; interacting as needed with tenants, the U.S. Coast Guard, the military, and any new business prospects interested in operating out of the Port of Alaska.

The Port of Alaska Modernization Program (PAMP) Director, in coordination with the PAMP Executive Committee, serves as the Port's and Municipality's direct representative and supervisor for all facets of the PAMP, to include the responsibilities of the Contracting Officer's Technical Representative for the PAMP program management consultant contract.

The Finance & Administration Manager is responsible to perform the day-to-day business functions supporting the Port and Municipality as required. Duties performed by the staff in this section include: receptionist duties; accounts payable and receivable; financial management; and analysis of reports and budgets. The Finance & Administration Manager is also responsible for real estate management, grants management, and budgeting preparation for the operating and Capital Improvement Plan.



Photo taken by Andre Horton



The Port Engineering Manager develops and oversees all aspects of the existing port's infrastructure engineering requirements; directs the activities of port consultants and contractors; oversees port construction contracts, including the multi-year engineering services contract; leads the port's capital budget planning; develops and maintains an engineering project tracking system; leads the port's capital grant-related application activities; and oversees port geographic information systems (GIS) activities.

The Port's Operations & Maintenance Superintendent oversees all Port operations, to include all aspects of facility maintenance, vessel scheduling, movements and dockside activities, general upkeep and operation of Port facilities, infrastructure, equipment, upkeep and day-to-day management of all municipally owned infrastructure, roads, and docks. Also, under their direction, Port Maintenance is responsible for the dredging and upkeep of the Ship Creek Small Boat Launch and the Dry Barge Berth.

The Security & Business Continuity Director oversees the Port's security contract; coordinates with the U.S. Coast Guard (USCG) to verify compliance with federal maritime security/cyber-security mandates; acts as port's liaison with local, state, and federal law enforcement agencies; and ensures all disaster response and recovery plans are current. Additional responsibilities include: seeking



Port of Alaska Docks

future business development opportunities and working with prospective new tenants to satisfy their business requirements; implementing the Port's marketing, educational and media outreach plans and materials; overseeing the port's tour programs and special events; and acting as the port's point of contact for news events and government/legislative liaison activities.

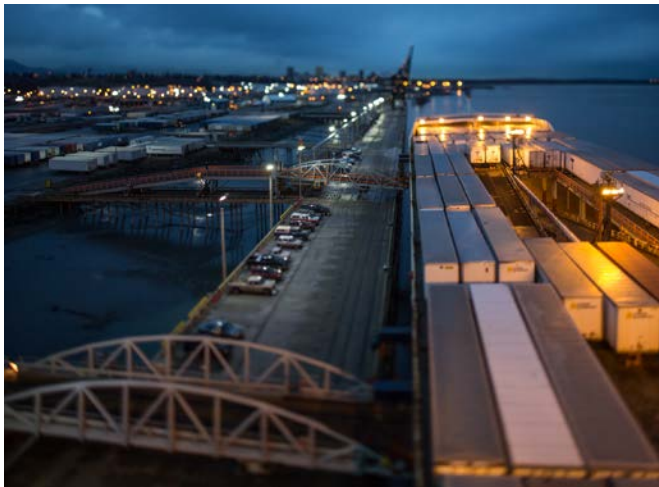


Photo taken by Andre Horton

The Port's Safety Coordinator oversees the Port staff's workplace safety program, heads the Port's Safety Working Group, and coordinates safety-related interactions with the municipality's Risk Management Division. The Safety Coordinator reports directly to the Port Director.



Port of Alaska Business Plan

Mission

The Port of Alaska (Port) is committed to provide a modern, safe, and efficient facility to support the movement of goods throughout the State of Alaska.

Services

The Port is a landlord port committed to providing safe, efficient, and dependable facilities and support services to our private and public sector customers. The staff of the Port is responsible for maintaining all of the land, docks, and municipal buildings that encompass the Port of Alaska.

Business Goals

- Provide Port operating expertise and management to the Port of Alaska Modernization Program (PAMP) with the PAMP Director serving as Project Administrator.
- Plan for future facility and service needs of business and public entity customers.
- Conduct periodic facility condition surveys to anticipate age-related challenges and to ensure uninterrupted operations and safety.
- Maintain affordable and competitive tariff rates sufficient to cover operating and capital requirements.
- Provide a safe work environment for both employees and tenants.
- Maintain financially sound operating ratios.
- Deliver accurate and timely billings to tenants and customers; demand timely payments from all users.
- Provide required level of port security under U.S. Coast Guard/Homeland Security directives through a consortium of private tenants and the Port.

Strategies to Achieve Goals

1. Provide year-round access to suitable terminals and docks for movement of containers, dry bulk cargo, and liquid bulk cargo to include petroleum products.
2. Provide seasonal maintenance of and access to the Small Boat Launch.
3. Plan, develop, and operate facilities to accommodate market growth and modernization.
4. Schedule all vessels that call on the Port.
5. Provide centralized Port and tenant security services and emergency management leadership.
6. As a landlord port, manage short-term permits (revocable use permits) and long-term leases of land and buildings.
7. Maintain and ensure uninterrupted 24/7/365 availability of Port owned facilities.
8. Ensure environmental quality of the land within the Port boundaries
9. Assess and manage the collection of all tariffs and user fees associated with vessels calling on the Port and land tenant operations.
10. Manage the Foreign Trade Zone (FTZ) and all FTZ applicants.
11. Coordinate U.S. Army Corps of Engineers dredging of channel, turning basin, and dock face dredging to provide for safe commerce.

12. Host official U.S. Navy, U.S. Coast Guard, National Oceanic Atmospheric Administration (NOAA), foreign navy, and Arctic research vessels on behalf of the Municipality of Anchorage, as needed.

Performance Measures to Track Progress in Achieving Goals

Progress in achieving goals will be measured by:

1. Overtime hours and pay compared to base compensation for current vs prior year.
2. Operating Net Income YTD for current vs prior year.
3. Reportable incidents for current vs prior year (# of incidents, loss of time & cost).

Port of Alaska

Anchorage: Performance. Value. Results.

Mission

Develop and maintain the quality of the Port's infrastructure to meet the needs of our stakeholders and ensure safe and modern infrastructure for the timely delivery of consumer goods and commercial cargo.

Core Services

- Provide all Port users with marine terminals and staging yards free of defects.
- Provide Port petroleum terminal operators with an operable and efficient valve yard and petroleum docks.
- Provide clean and safe roads and transfer yards for use by commercial and port-related vehicles.

Accomplishment Goals

- Ongoing repair and enhancement of deteriorated dock pile.
- Continued maintenance of valve yard valves and piping through scheduled inspections and timely maintenance.
- Continued maintenance and repair of storm drain systems and Ship Creek Boat Launch.
- Inspect dock surface and common areas to ensure cranes, equipment and personnel can operate with minimal threat of damage.
- Assist the Municipality of Anchorage effectively oversee management of the cost and schedule associated with the Port of Alaska Modernization Project (PAMP).

Performance Measures

Progress in achieving goals will be measured by the following:

Measure #1: Over time hours and pay compared to base compensation for current vs prior year.

	<u>2019</u>	<u>2020 (YTD)</u>
Total Hours	1,501	476
Total Cost	\$ 84,712	\$ 10,254

Measures #2: Operating Net Income YTD for current vs prior year.

	<u>6/30/2019</u>	<u>6/30/2020</u>	<u>%Growth/(Loss)</u>
*Net Operating Income	\$ (837,933)	\$ 161,272	19.24%
Total Cash Flow	\$ 2,879,740	\$ 3,303,326	14.71%

* Unaudited

* Net Operating Income includes Depreciation (non-cash item).

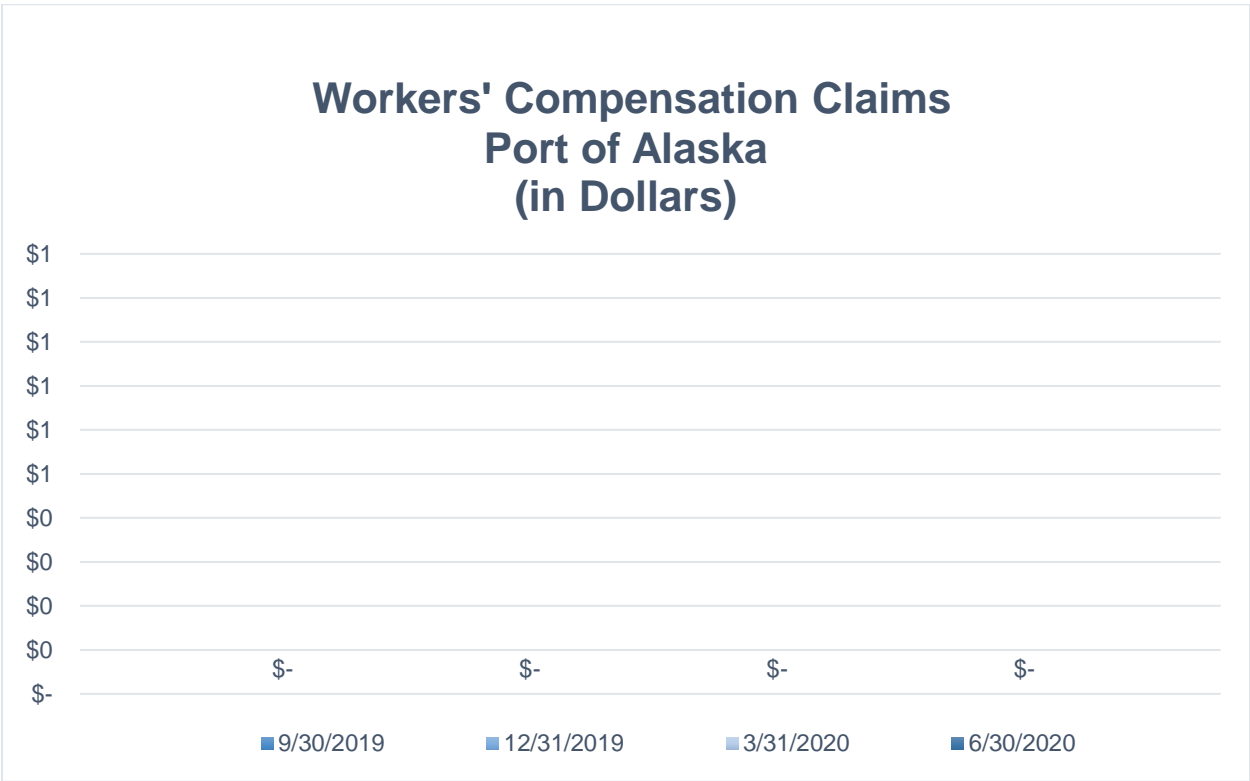
Measures #3: OSHA Recordable incidents for current vs prior year (# of incidents, loss of time & cost)

	<u>2019</u>	<u>2020 (YTD)</u>
# of Incidents	0	0
Loss of Time	0	0
Cost	\$ 0	\$ 0

PVR Measure WC: Managing Workers' Compensation Claims

Reducing job-related injuries is a priority for the Administration by ensuring safe work conditions and safe practices. By instilling safe work practices, we ensure not only the safety of our employees but reduce the potential for injuries and property damage to the public. The Municipality is self-insured and every injury poses a financial burden on the public and the injured worker's family. It just makes good sense to WORK SAFE.

Results are tracked by monitoring monthly reports issued by the Risk Management Division.



About Port of Alaska

History

The Port of Alaska (Port) commenced operation in September 1961 as the Port of Anchorage, with a single berth. In its first year of operation, 38,000 tons of cargo crossed the dock. On average, around four million tons pass over the dock every year, equating to about 250,000 commercial truck trips through Port property. The Port is a major economic engine and one of the strongest links in the Alaska transportation chain. This chain enables residents statewide, from Cordova to Barrow, to take full advantage of the benefits of inexpensive waterborne commerce through this regional port. The Port and its stakeholders have maintained a notable safety record throughout the five decades of operation. The Port is one of 17 Department of Defense - designated Commercial Strategic Seaports. In October 2017, the Anchorage Assembly voted to change the Port's name to the Port of Alaska to better recognize the state-wide importance of this vital marine Intermodal facility.

Facilities & Equipment

- 3,500 feet dock frontage
- Three general cargo terminals with two 30-ton gantry cranes, one 40-ton gantry crane and roll-on/roll-off capability
- Two petroleum terminals with nine, eight-inch, tide-compensating lines
- Bulk Petroleum Valve Yard capable of accommodating multiple simultaneous marine/shore and/or inter-user shore side transfers.
- Dry and break-bulk handling
- Two floating, small-vessel docks
- Dry-barge landing
- All berths dredged to 35-foot depth at mean lower low water
- Two miles of rail-spur connected to Alaska Railroad
- 125 acres of cargo handling and storage yard, 59,200 tons of bulk cement storage and 3.4 million barrels of liquid fuel storage
- On-dock Transit Shed with 27,000 square foot heated storage/office space
- Portable Cranes to 150 tons available
- Adjacent to Alaska Railroad's main cargo yard, two private barge terminals, Joint Base Elmendorf-Richardson (JBER) and Ted Stevens International Airport (ANC).
- Regional pipeline connections to Nikiski, JBER and ANC.

Services

Approximately 50% of all waterborne freight entering the State, and 90% of all refined petroleum products sold within the Railbelt and beyond (87% of the State's population) move through the Port of Alaska on an annual basis. Container service is available twice a week from the Port of Tacoma through two domestic ocean carriers. Bulk shipments, both domestic and foreign, involve imports of basic commodities such as cement, refined petroleum products and construction materials. Due to its strategic global position and close proximity to neighboring military bases, JBER and Fort Wainwright are key transportation nodes for Department of Defense concerning mobilization planning, shipping/transporting of jet fuel and other related petroleum products and bulk cargo for military use.

The Municipality of Anchorage is the grantee of FTZ No. 160, the only activated FTZ in the State of Alaska. The Port is the Municipal department responsible for the administration of the FTZ program in Anchorage. Under the FTZ Alternate Site Framework construct, the entire Municipality is the identified FTZ. At the present time, there are seven "sub-zones" totaling

some 1,000 acres located at the Port, Ted Stevens Anchorage International Airport and at five private sites throughout the Municipality. An application for subzone status for the Andeavor (formerly Tesoro) refinery in Kenai was approved by the United States Department of Commerce Foreign Trade Zones Board in May 2001.

Regulation

Dock revenue rates for the Port are established in the Port's Terminal Tariff No. 9.0 and through contractual Terminal Preferential Usage Agreements. Changes to the tariff and adjustments to the Preferential Usage Agreements' charges require initial approval by the Anchorage Port Commission, and are subject to final approval by the Anchorage Municipal Assembly.

Port Industrial Park Revenue is derived from long-term leases of properties in the 220-acre Port Industrial Park. The leases provide for five-year rate adjustments that are performed in accordance with Anchorage Municipal Code provisions. Leases and lease options are subject to Anchorage Municipal Assembly approval.

Environmental Mandates

The Port complies with a broad range of local, state and federal environmental standards, including all provisions of the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act, National Pollution Discharge Elimination System (NPDES), the Marine Mammal Protection Act (MMPA), Endangered Species Act, and Coastal Zone Management Plan. The Port area was also granted a categorical exclusion from Cook Inlet beluga whale critical habitat for reasons of its strategic importance to the Department of Defense and the State of Alaska.

Port Safety Security and Emergency Preparedness

Because the Port is a lifeline to the State of Alaska, safety, security and emergency preparedness are key parts of Port operations. Threats of natural disasters, accidents, or terrorists potentially disrupting the commerce and fuel supply for 87% of the state's population is of utmost importance. Efforts will continue to prevent and minimize these threats as well as establishing recovery procedures. These efforts are done in conjunction with the Port stakeholders, and Municipal, State, and Federal agencies. The Port continues to undergo security upgrades via Federal Port Security Grant applications and awards. Emergency preparedness planning and drills continue to be held to establish up to date disaster action and mitigation plans.

Master Planning

The Port of Alaska Modernization Program (PAMP) began in 2014 and is solely focused on replacing the deteriorating dock structures that have reached their original design life and were not built to current engineering standards for operational and seismic performance. The initial phase involves construction of a joint-use Petroleum & Cement Terminal (PCT). The effort began with landside preparation and improvements in 2018, which have been followed by the start of a two-year in-water effort to construct the terminal itself. The first of year's work began in Spring/Summer 2020 and will be completed by October 2020. The second year's work to complete the construction is funded and scheduled for the 2021 construction season. In parallel with this has been the start of the design work for next PAMP phase, which is construction of new cargo docks. The dates for this effort are dependent on securing sufficient funding.

Visit the Port of Alaska's website at: www.portofalaska.com

Port of Alaska Highlights and Future Events

Port of Alaska Modernization Program (PAMP)

The Port's existing marine terminals have reached the end of their life span and suffer from severe corrosion on the wharf piling. If nothing is done, the docks will start shutting down in the next 9 to 10 years because of inability to sustain the weight of operational loads. The PAMP will replace two general cargo terminals and two petroleum terminals to ensure infrastructure resilience over a 75-year life cycle. To maintain Port operations during construction, the program will be completed in steps. Phase 1 includes construction of a new Petroleum/Cement Dock and a partial cut-back and stabilization of the north extension area to preserve usable land while improving hydrodynamics for reduced maintenance dredging and safer navigation. Phases 2 through 4 complete the marine terminal construction and final stabilization of the north extension.

The program will enable the Port to eventually accommodate deeper draft vessels by allowing for a harbor depth increase from 35 feet to 45 feet when needed. New ship-to-shore container cranes will increase reach for wider vessels. Completion of this program is critically important for the Port to continue to serve 87% of Alaska's population and to maintain its role as one of 17 designated Department of Defense Commercial Strategic Seaports.

Construction of the Phase 1 Petroleum/Cement Terminal is under way and on track to be completed by Fall of 2021. Based on current 15% - 35% complete program design, assuming full up-front funding, and assuming timely permit issuance, the remainder of the program is estimated to be completed by 2028.

Ongoing Facility Maintenance

The Port continues to work diligently to meet its commitment to offer uninterrupted operational capability for Port users while new facilities are in design and construction. Aging facilities not included in the early phases of infrastructure improvements continue to be managed and maintained to the highest standards possible with great attention being paid to the highest priorities addressed first. The recommendations in the Port's Capital Improvement Budget address items needing immediate attention outside of the PAMP. Those include, but are not limited to, Wharf Pile and Fender System Enhancements, Storm Drain Enhancements and a project that supports the geographic information system (GIS) mapping of the Port and continued Port Security upgrades.

Port of Alaska External Impacts

External Factors

Continued development and infrastructure replacement at North Slope, offshore, and Cook Inlet oil and gas fields, including potential construction of a pipeline to tidewater for liquefied natural gas (LNG) export, and construction of the Ambler Mining Road and the associated follow-on mineral extraction activities.

Catching up with the changing equipment and infrastructure needs of the maritime shipping industry so as not to lose relevance, to keep Port users competitive, and to keep the cost of goods to the consumer reasonable.

Sustaining the response to jet fuel requirements from Ted Stevens Anchorage International Airport and Joint Base Elmendorf-Richardson (JBER).

Designation of the Port of Alaska as one of 17 Department of Defense – designated Commercial Strategic Seaports.

Unpredictability of State and Federal funding.

Unpredictable terrorist events affecting implementation of Department of Homeland Security laws and regulations.

Port of Alaska
8 Year Summary
(\$ in thousands)

Financial Overview	2019	2020	2021	2022	2023	2024	2025	2026
	Actuals	Proforma	Proposed	Forecast				
Revenues	15,810	14,849	14,812	15,285	16,185	17,162	18,224	19,363
Expenses and Transfers ⁽¹⁾	20,770	20,899	22,469	20,368	20,979	21,398	21,612	21,828
Net Income(Loss)	(4,960)	(6,050)	(7,657)	(5,083)	(4,794)	(4,236)	(3,388)	(2,465)
Charges by/to Other Departments	962	1,195	1,269	1,301	1,333	1,367	1,401	1,436
Municipal Enterprise/Utility Service Assessment	1,471	1,282	1,362	1,396	1,431	1,467	1,503	1,541
Dividend to General Government	616	636	690	711	732	754	777	800
Transfers to General Government ⁽²⁾	3,049	2,477	2,631	2,697	2,764	2,833	2,904	2,977
Operating Cash	5,556	1,565	2,532	4,732	4,816	4,908	5,005	5,114
Construction Cash Pool	-	2,750	3,032	3,032	4,886	7,293	10,231	14,173
Restricted Cash	1,950	1,950	1,950	-	-	-	-	-
Total Cash	7,506	6,265	7,514	7,764	9,702	12,201	15,236	19,287
Net Position (Equity) 12/31	218,131	274,131	281,645	289,409	299,111	311,312	326,548	345,835
Capital Assets Beginning Balance	191,304	235,960	291,960	357,960	357,960	357,960	357,960	357,960
Asset Additions Placed in Service	44,656	56,000	66,000	-	-	-	-	-
Assets Retired	-	-	-	-	-	-	-	-
Change Depreciation (Increase)/Decrease	-	-	-	1,866	1,866	1,866	1,866	1,866
Net Capital Assets (12/31)	235,960	291,960	357,960	357,960	357,960	357,960	357,960	357,960
Equity Funding Available for Capital	-	-	-	-	1,702	2,162	2,573	3,431
Debt								
New Debt - Bonds	-	-	60,000	-	-	-	-	-
New Debt - Loans or Other ⁽³⁾	-	-	-	-	-	-	-	-
Total Outstanding LT Debt	40,000	40,000	-	60,000	-	-	-	-
Total Annual Debt Service Payment	1,152	246	2,440	2,950	2,950	2,950	2,950	2,950
Debt Service Requirement	-	-	1.35	1.35	1.35	1.35	1.35	1.35
Debt Service Coverage (Bond)	-	-	1.35	1.35	1.35	1.35	1.35	1.35
Debt Service Coverage (Total)	4.82	6.36	1.04	1.60	1.63	1.67	1.70	1.73
Debt/Equity Ratio	18/82	15/75	21/79	21/79	20/80	19/81	18/82	17/83
Tariff Wharfage Rates (01/15):								
1250 Petroleum, Bulk / Barrel	\$0.152	\$0.157	\$0.164	\$0.168	\$0.173	\$0.179	\$0.184	\$0.190
1250 Cement, Bulk / Ton	\$1.67	\$2.07	\$2.57	\$2.90	\$3.28	\$3.70	\$4.18	\$4.72
Statistical/Performance Trends:								
Tonnage (in thousands)	4,275	4,500	4,545	4,590	4,636	4,683	4,730	4,800
Operating Revenue/Ton	2.97	3.24	3.20	3.23	3.26	3.30	3.33	3.36

⁽¹⁾ Expenses shown include all transfers to General Government and all non-cash items: depreciation (including depreciation on assets purchased with grant funds) and amortization activities.

⁽²⁾ Included in total expenses calculated in Net Income.

⁽³⁾ Line of Credit renewed in June 2019 - 2yr term, February 2020 - Assembly authorized issuance of \$100million Revenue Bonds

Port of Alaska
Statement of Revenues and Expenses

	2019 Actuals	2020 Proforma	Under/(Over) Budget	2020 Revised	\$ Change	2021 Proposed	21 v 20 % Change
Operating Revenue							
Dock Revenue	7,056,794	7,633,567	(203,077)	7,430,490	-	7,430,490	0.00%
Industrial Park Revenue	4,440,847	4,885,401	(144,207)	4,741,194	-	4,741,194	0.00%
Security Fees	1,496,703	1,477,975	-	1,477,975	-	1,477,975	0.00%
Reimbursed Costs	159,347	34,785	(34,785)	-	-	-	0.00%
Miscellaneous	1,047,810	541,343	354,304	895,647	-	895,647	0.00%
Total Operating Revenue	14,201,500	14,573,071	(27,765)	14,545,306	-	14,545,306	0.00%
Non Operating Revenue							
Pipeline Right-of-Way Fee	192,445	182,273	(9,273)	173,000	-	173,000	0.00%
Investment Income	1,394,025	94,000	443,000	537,000	(443,000)	94,000	-82.50%
Other Income	21,965	-	-	-	-	-	0.00%
Total Non Operating Revenue	1,608,435	276,273	433,727	710,000	(443,000)	267,000	-62.39%
Total Revenue	15,809,936	14,849,344	405,962	15,255,306	(443,000)	14,812,306	-2.90%
Operating Expense							
Salaries and Benefits	2,480,195	2,641,042	186,597	2,827,639	(118,270)	2,709,369	-4.18%
Overtime	84,713	72,558	31,807	104,365	(30,944)	73,421	-29.65%
Total Labor	2,564,908	2,713,600	218,404	2,932,004	(149,214)	2,782,790	-5.09%
Supplies	142,924	184,635	50,665	235,300	-	235,300	0.00%
Travel	15,209	17,500	22,500	40,000	-	40,000	0.00%
Contractual/Other Services	6,569,980	6,983,105	373,785	7,356,890	174,665	7,531,555	2.37%
Equipment/Furnishings	6,909	30,439	15,061	45,500	-	45,500	0.00%
Contributions to Other Funds	-	-	-	-	-	-	0.00%
Dividend to General Government	616,286	635,799	(19,513)	616,286	73,573	689,859	11.94%
Manageable Direct Cost Total	7,351,309	7,851,478	442,498	8,293,976	248,238	8,542,214	2.99%
Municipal Enterprise/Utility Service Assessment	1,471,199	1,281,973	-	1,281,973	80,133	1,362,106	6.25%
Depreciation/Amortization	7,129,596	7,187,791	-	7,187,791	-	7,187,791	0.00%
Non-Manageable Direct Cost Total	8,600,795	8,469,764	-	8,469,764	80,133	8,549,897	0.95%
Charges by/to Other Departments	962,348	1,195,050	-	1,195,050	74,544	1,269,594	6.24%
Intradepartmental Overheads	-	-	-	-	-	-	0.00%
Total Operating Expense	19,479,360	20,229,892	660,902	20,890,794	253,701	21,144,495	1.21%
Non Operating Expense							
Debt Issuance Costs	57,000	17,500	7,500	25,000	-	25,000	0.00%
Interest on Bonded Debt	1,233,712	652,181	647,819	1,300,000	-	1,300,000	0.00%
Total Non Operating Expense	1,290,712	669,681	655,319	1,325,000	-	1,325,000	0.00%
Total Expense	20,770,072	20,899,574	1,316,220	22,215,794	253,701	22,469,495	1.14%
Net Income (Loss)	(4,960,136)	(6,050,230)	(910,258)	(6,960,488)	(696,701)	(7,657,189)	10.01%
Appropriation:							
Total Expense		20,899,574	1,316,220	22,215,794	253,701	22,469,495	1.14%
Less: Non Cash Items							
Depreciation/Amortization		7,187,791	-	7,187,791	-	7,187,791	0.00%
Total Non-Cash		7,187,791	-	7,187,791	-	7,187,791	0.00%
Amount to be Appropriated (Function Cost/Cash Expense)		13,711,783	1,316,220	15,028,003	253,701	15,281,704	1.69%

Port of Alaska Reconciliation from 2020 Revised Budget to 2021 Proposed Budget

	Expenses	Positions		
		FT	PT	Temp/ Seas
2020 Revised Budget (Appropriation)	15,028,003	19	3	-
Transfers by/to Other Departments				
- Charges by Other Departments	74,544	-	-	-
Changes in Existing Programs/Funding for 2021				
- Salaries and Benefits Adjustments	36,325	-	-	-
- Overtime alignment - net 0 adjustment of the overtime budget into the accounts that the costs will actually post to	(30,944)	-	-	-
	30,944	-	-	-
- Reorganization savings from Salaries and Benefits to Contractual/Other Services for Ship Creek Boat Launch	(174,665)	-	(2)	-
	174,665	-	-	-
- Municipal Enterprise Service Assessment (MESA) and Gross Receipts	80,133	-	-	-
- Dividend to General Government	73,573	-	-	-
2021 Continuation Level	15,292,578	19	1	-
2021 Proposed Budget Changes				
- Executive salaries to stay flat from 2020	(5,451)	-	-	-
- Non-Represented pay scales to stay flat from 2020	(5,423)	-	-	-
2021 Proposed Budget	15,281,704	19	1	-
2021 Budget Adjustment for Accounting Transactions (Appropriation)				
- Depreciation	-	-	-	-
2021 Proposed Budget (Appropriation)	15,281,704	19	1	-
2021 Proposed FTE				
	19.5	19.0	0.5	-

Port of Alaska
2021 Capital Improvement Budget
(\$ in thousands)

Projects	Debt	Grants		Equity	Total
		State	Federal		
Port Energy Resiliency - Solar Farm	-	-	-	100	100
Port Equipment	-	-	-	635	635
Ship Creek Boat Launch Repairs	-	-	-	200	200
Storm Drain Enhancements	-	-	-	1,500	1,500
Wharf Pile Enhancements	-	-	-	1,750	1,750
Total	-	-	-	4,185	4,185

Port of Alaska 2021 - 2026 Capital Improvement Program

(\$ in thousands)

Projects	Year	Debt	Grants		Equity	Total
			State	Federal		
Equipment						
Port Energy Resiliancy - Solar Farm	2021	-	-	-	100	100
Port Equipment	2021	-	-	-	635	635
Facilities						
Ship Creek Boat Launch Repairs	2021	-	-	-	200	200
Port of Alaska Dock Enhancements						
Fender Pile Enhancements	2022	-	-	-	3,740	3,740
Wharf Pile Enhancements	2021	-	-	-	1,750	1,750
	2022	-	-	-	1,750	1,750
	2023	-	-	-	1,750	1,750
	2024	-	-	-	1,750	1,750
	2025	-	-	-	1,750	1,750
		-	-	-	8,750	8,750
Port of Alaska Industrial Park Enhancements						
Storm Drain Enhancements	2021	-	-	-	1,500	1,500
	2022	-	-	-	1,500	1,500
	2023	-	-	-	1,500	1,500
	2024	-	-	-	1,500	1,500
	2025	-	-	-	1,500	1,500
	2026	-	-	-	1,500	1,500
		-	-	-	9,000	9,000
	Total	-	-	-	22,425	22,425

Fender Pile Enhancements

Project ID POA2022001
Project Type Replacement
District Tax: 1 - City/Anchorage
Community Council

Department Port of Alaska
Start Date January 2022
End Date December 2022

Description

Furnish Pipe Pin Pile Assemblies and remove/install/and replace damaged piles. Includes retrieval/removal/and disposal of damaged pile.



Version 2021 Proposed

		2021	2022	2023	2024	2025	2026	Total
Revenue Sources	Fund							
Net Assets	570800 - Port Operating Contributions	-	3,740	-	-	-	-	3,740
Total (\$ in thousands)		-	3,740	-	-	-	-	3,740

Port Energy Resiliency - Solar Farm

Project ID	POA2021005	Department	Port of Alaska
Project Type	Improvement	Start Date	January 2021
District	Tax: 1 - City/Anchorage	End Date	December 2023
Community Council			

Description

Develop and construct a solar farm to provide energy resiliency and emergency power backup at the Port of Alaska

Version 2021 Proposed

		2021	2022	2023	2024	2025	2026	Total
Revenue Sources	Fund							
Net Assets	570800 - Port Operating Contributions	100	-	-	-	-	-	100
Total (\$ in thousands)		100	-	-	-	-	-	100

Port Equipment

Project ID	POA2021001	Department	Port of Alaska
Project Type	New	Start Date	January 2021
District	Tax: 1 - City/Anchorage	End Date	December 2021
Community Council			

Description

Replacing aging Port Equipment - Dump Truck/Loader/Harborcraft boat & motors

Version 2021 Proposed

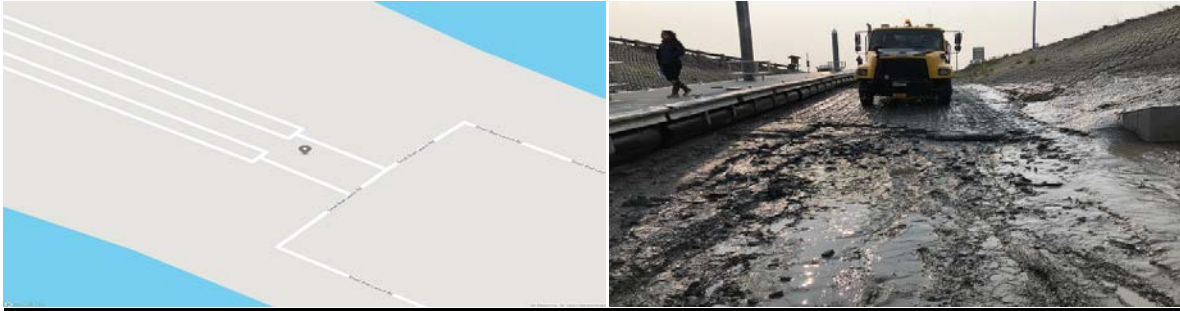
		2021	2022	2023	2024	2025	2026	Total
Revenue Sources	Fund							
Net Assets	570800 - Port Operating Contributions	635	-	-	-	-	-	635
Total (\$ in thousands)		635	-	-	-	-	-	635

Ship Creek Boat Launch Repairs

Project ID	POA2021004	Department	Port of Alaska
Project Type	Reconstruction	Start Date	January 2021
District	Tax: 1 - City/Anchorage	End Date	December 2022
Community Council			

Description

Identify, evaluate, repair or replace infrastructure shoring and piling necessary for operations.



Version 2021 Proposed

		2021	2022	2023	2024	2025	2026	Total
Revenue Sources	Fund							
Net Assets	570800 - Port Operating Contributions	200	-	-	-	-	-	200
Total (\$ in thousands)		200	-	-	-	-	-	200

Storm Drain Enhancements

Project ID	POA2021002	Department	Port of Alaska
Project Type	Upgrade	Start Date	January 2020
District	Tax: 1 - City/Anchorage	End Date	December 2023
Community Council			

Description

Identify, evaluate, and repair as needed to ensure proper function of the storm drain system on the Port of Alaska.

Version 2021 Proposed

		2021	2022	2023	2024	2025	2026	Total
Revenue Sources	Fund							
Net Assets	570800 - Port Operating Contributions	1,500	1,500	1,500	1,500	1,500	1,500	9,000
Total (\$ in thousands)		1,500	1,500	1,500	1,500	1,500	1,500	9,000

Wharf Pile Enhancements

Project ID	POA2021003	Department	Port of Alaska
Project Type	Upgrade	Start Date	January 2021
District	Tax: 1 - City/Anchorage	End Date	December 2023
Community Council			

Description

Identify, jacket, and repair selected wharf pile under the dock at the Port of Alaska. 1400 piling total, annual programs can accommodate jacketing of approximately 100 pile per year.

Version 2021 Proposed

		2021	2022	2023	2024	2025	2026	Total
Revenue Sources	Fund							
Net Assets	570800 - Port Operating Contributions	1,750	1,750	1,750	1,750	1,750	-	8,750
Total (\$ in thousands)		1,750	1,750	1,750	1,750	1,750	-	8,750