

Port of Alaska MODERNIZATION PROGRAM



June 2024

NEI season 2 groundbreaking.



Early land-based excavation work.



Marine-based excavation begins.



24/7 marine-based dredging operations.



Three of the largest marine-based derrick barges on the west coast are in Anchorage to complete the work - the Valhalla, Viking, and Vulcan.



North Extension Step 1

- Season 2 work, including sheetpile removal, excavation and shoreline revetment, began May 29. The contractor is assessing acceleration of the project to compensate for the delay. Excavation and sheetpile removal has begun. Impact and vibratory hammers will be used as needed to remove sheetpile.
- This project was awarded a \$68.7M federal grant which is matched with State funding for a total of \$137.4M. Federal funding requires, in part, the funding agency complete a National Environmental Policy Act (NEPA) assessment. For port infrastructure, MARAD performs these reviews. Delay of MARAD's NEPA clearance forced the delay to the start of work. Commencing work prior to NEPA clearance would have forfeited the grant and affected the state match. All other permits and NEPA clearance was obtained prior to the scheduled construction start date.



New Administration Building

Administration Building

- The Port of Alaska employees have moved over to the new Administration Building. This new building is located onshore directly behind the location of the future cargo terminals.

Cargo Terminal 1

- Selected contractors have now been pre-qualified as a part of the two-stage procurement process. The Issue for Construction drawings and specifications have been sent to the pre-qualified bidders. The contract is being finalized and will be transmitted within the next week. The pre-qualified contractor with the lowest bid will be selected. The construction contract will contain requirements for a Community Workforce Agreement.
- Federal permitting for both Cargo Terminals is on-going with no major difficulties. The project will most likely be open for public comment this month.
- The project will comply with requirements for federal funding including procurement requirements, conformance to the Build America, Buy American (BABA) Act, and MARAD NEPA assessment.
- Demolition of the transit building and old administration building currently located on the existing Cargo Terminal 1 was advertised for a design build contract. The contractor is expected to be selected within the next month. Demolition is planned for late summer/fall of this year.
- Although new, the Cargo Terminal 1 is not currently designed to accommodate current terminal 3 user operations, two additional trestles can be constructed in the future. The two additional trestles are not currently included in Federal Permits.

Cargo Terminal 2

- The Design Advisory Board (DAB) is expected to vote this month on increasing the width of the new Cargo Terminal 2 to accommodate Lift-On Lift-Off (LOLO) operations. The terminal is currently designed to accommodate the user's Roll-on Roll-Off (RORO) operations. This change would give the Port flexibility in accommodating the more typical LOLO operations should the user change vessels or discontinue service to Anchorage. If the DAB approves the change, the next step in the change process is an Assembly vote.
- Finalizing the basic design requirements is required to both award a design contract and pursue federal grants for T2.



Existing Cargo Terminal 1.

Further details can be found at:
[Home - POA Modernization \(modernization.portofalaska.com\)](http://modernization.portofalaska.com)

