Don Young Port of Alaska Modernization Program

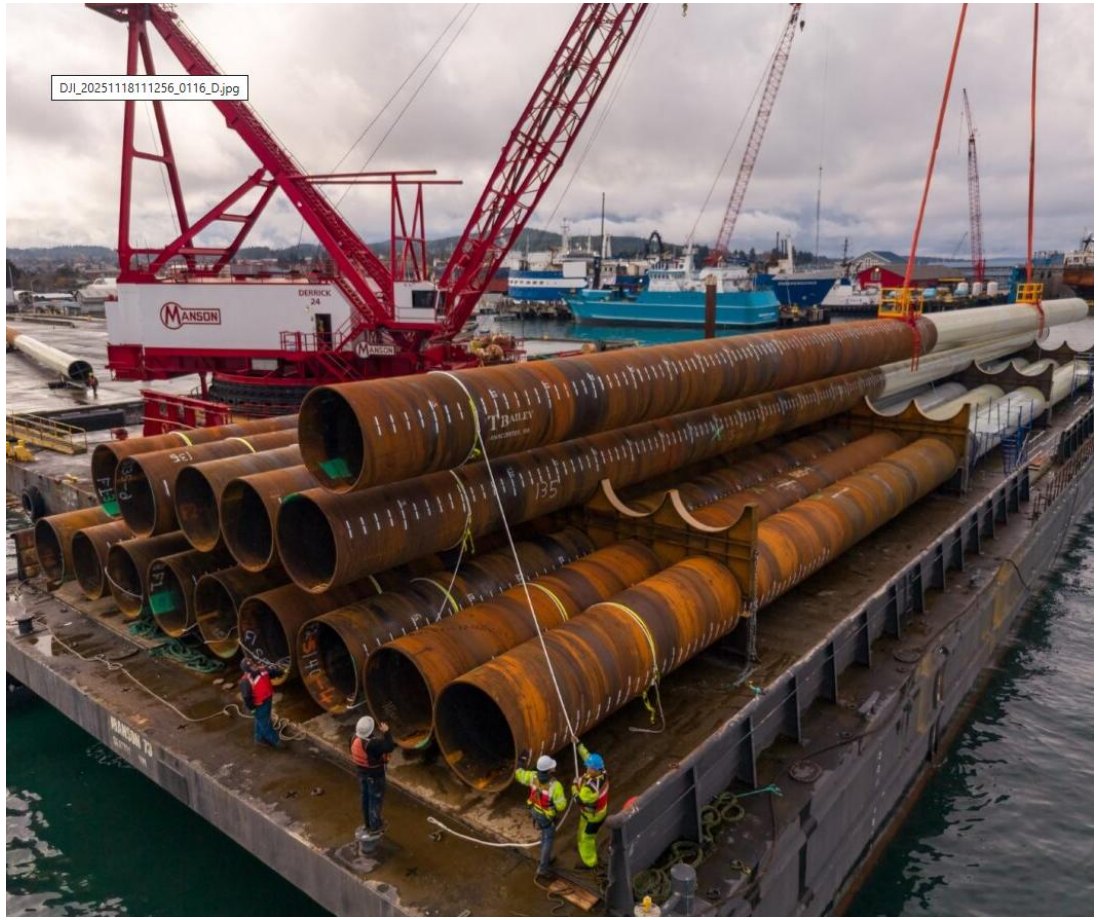
User Group Update – January 21 2026

Agenda

1. Terminal 1 Construction Update
2. Terminal 1 Site Assessment Work
3. Electrical Substation and the planned Battery Energy Storage System (BESS)
4. North Extension Helipad Project
5. T2 Design Contract
6. Fuel Transfer Options During T1 Construction

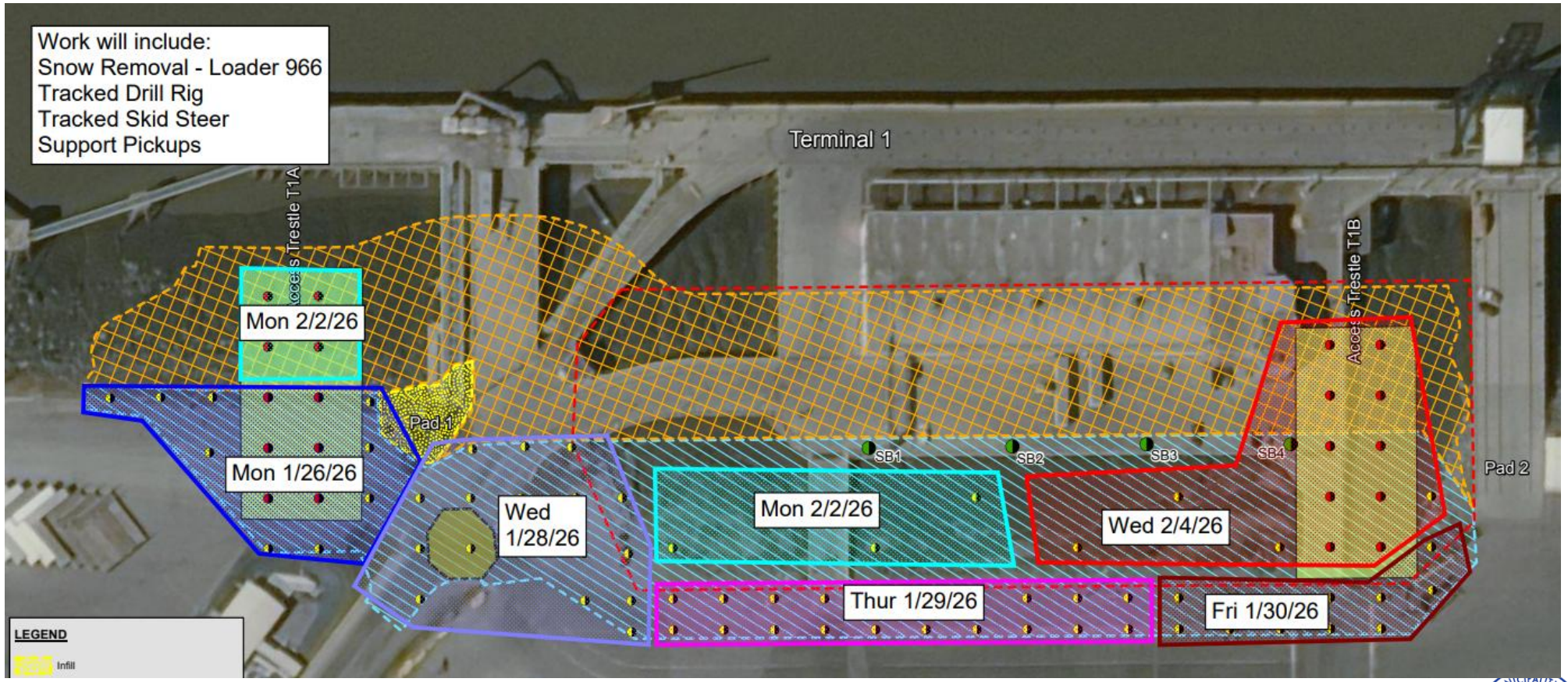
Terminal 1 Construction

- Contractor work planning continues for work start of March 16
- Working with Matson to coordinate new truck routing during each phase of construction
- Temporary piles will begin to be staged at the North Extension beginning early February
- Environmental borehole sampling planned for next week
- Precast element fabrication is ongoing
- Pile fabrication continues, first barge has been loaded and will be stored in Washington before transport to Alaska in the spring



Site Assessment Work

- Environmental borehole sampling planned to start Monday 1/26
- Work will be coordinated to avoid impact to Matson's operations

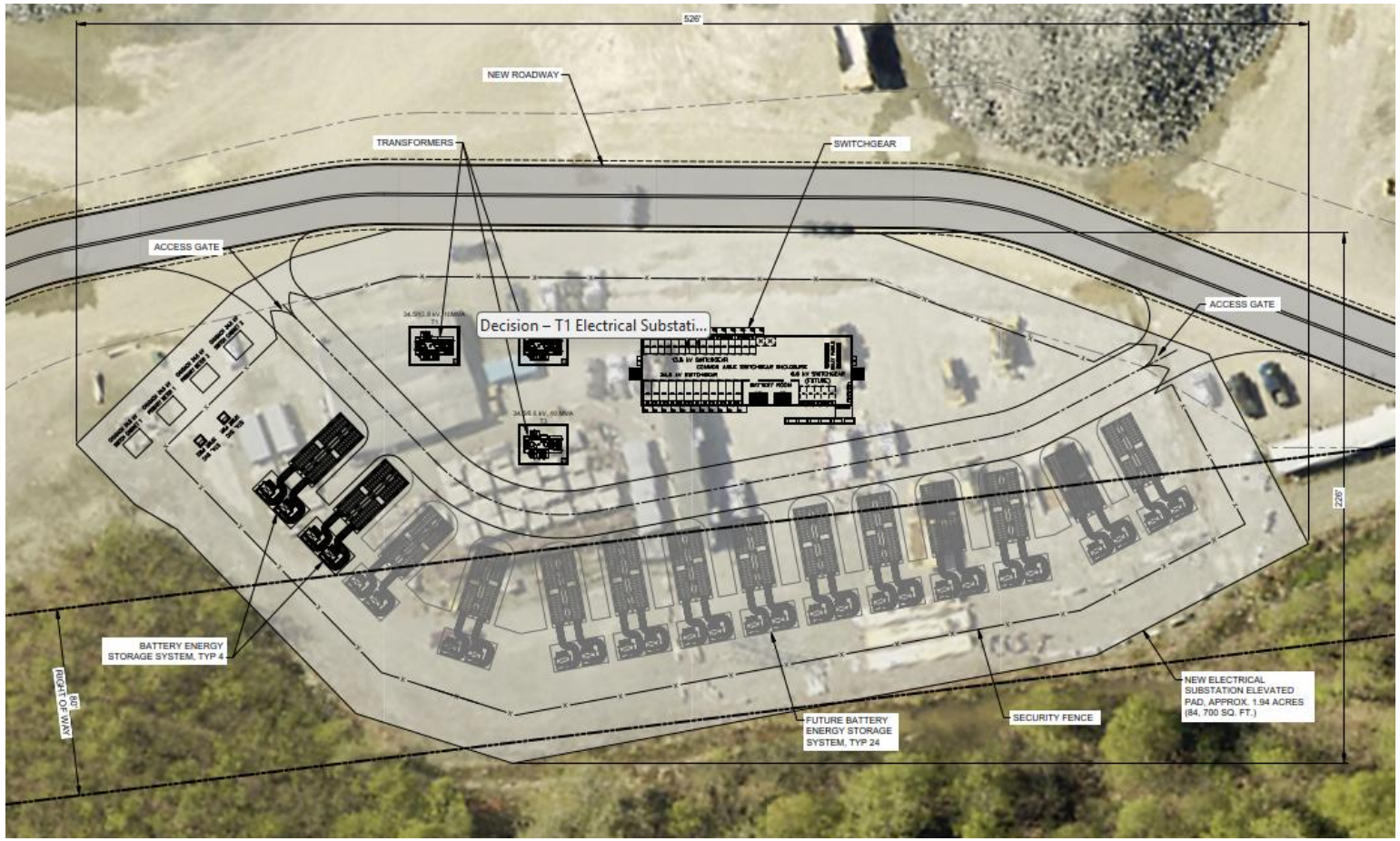


Electrical Substation Location Update

- The electrical substation that will be used to power Matson's gantry cranes.
- The Port's preferred site is on the newly stabilized North Extension to allow for a future Battery Energy Storage System (BESS).
- PAB approved on 12/30.
- Request for Assembly vote on 1/27.

Opportunity for Synergy with the Planned Battery Energy Storage System

1. More readily available space to allow for future buildout of a BESS and microgrid.
2. The North Extension is out of the way from cargo operations, which is considered prime space. It does not compete with other uses.



Battery Energy Storage System Integration

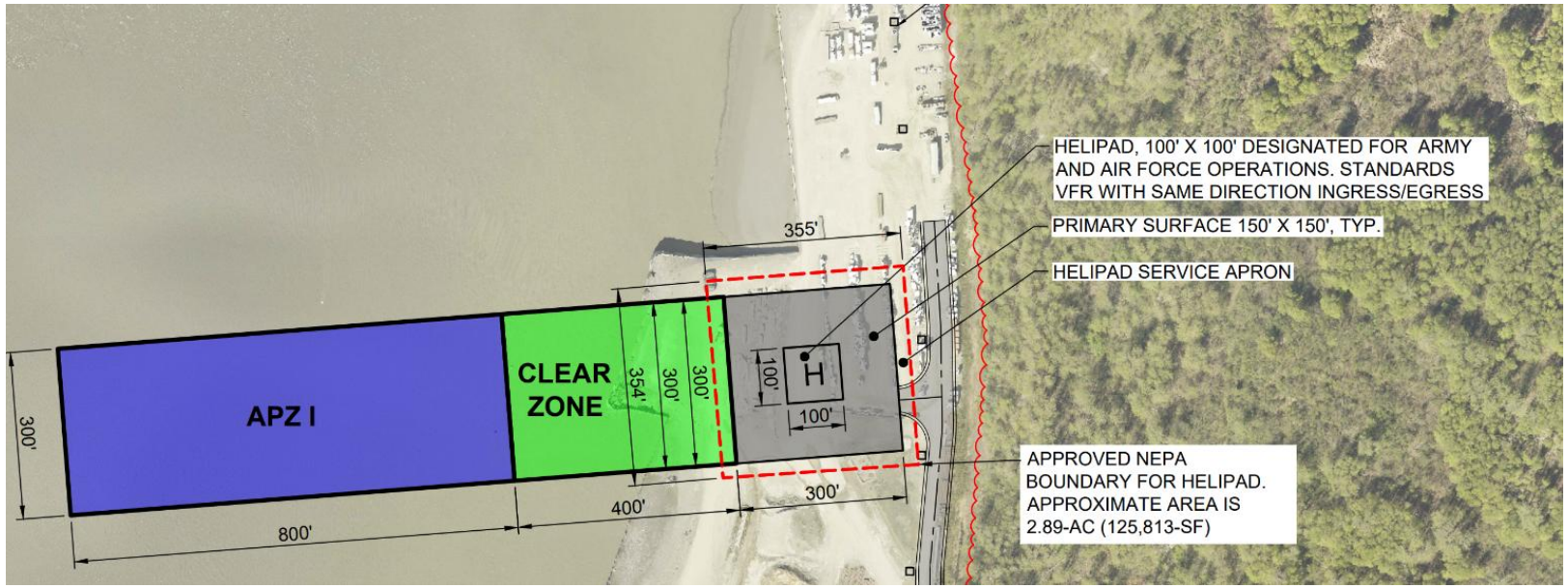
- The Port's Defense Community Infrastructure Pilot (DCIP) Program grant will purchase the Substation batteries replacing the need for the generator and load bank system originally contemplated.
- This purchase represents the initial phase of a planned BESS.
- Batteries perform better than a generator system, they will:
  - provide backup power sufficient to park the cranes during primary power loss,
  - capture regenerative power from the cranes, and
  - support voltage stability during crane operations.
- Batteries require more specialized equipment than a generator to operate correctly which does increase the cost
- Substation project is being constructed with future BESS build out in mind.

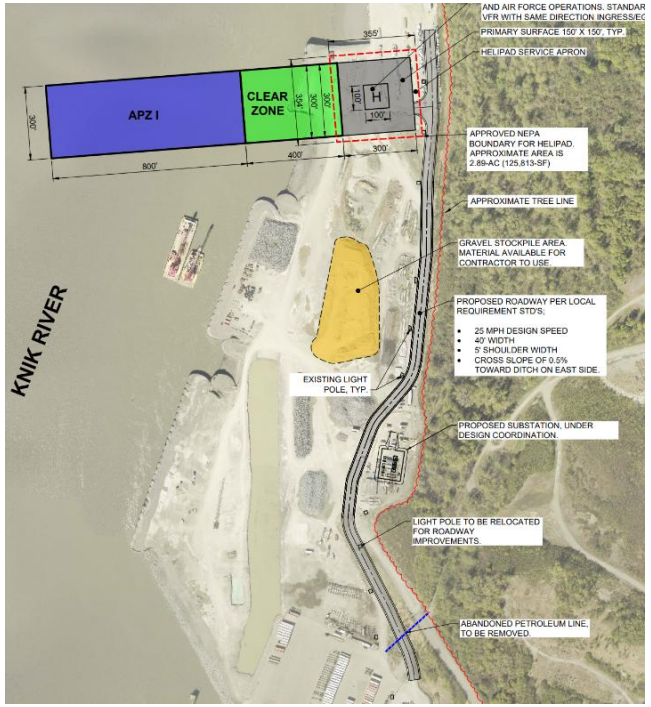
Plan for future BESS Buildout

- The Port is planning to implement a microgrid system designed to both
  - improve the Port of Alaska power system resilience to maintain port operation and readiness during local and grid power outages, as well as
  - to flatten power demand spikes, improve power quality and reduce demand-related charges to provide economic value for Port tenants.
- Anticipate future federal grant awards to help fund the BESS.
- Plan to include a combination of controls, battery systems, grid generation, dispatchable emergency generation and renewable power capacity to provide resilient, economic, lower-carbon emission power for port cargo operations.
- Ongoing coordination with JBER, Chugach Electric Association, US Dept of Energy, US Depart of Defense.

North Extension Helipad Project

- PAB voted to add project to PAMP
- Request for Assembly vote on 1/27
- Planning to advertise a design build contract with construction 2026
- Will be paid for with the NES1 grant funding





Terminal 2 Design Contract

- Design Awarded to COWI
- Expected Kickoff February

Fuel Transfer Operations During T1 Construction

- POL1 no longer available after March 1.
- POL2 is limited to fuel barges after March 1.
- The Port is actively looking to make POL2 available for fuel tankers as soon as possible to limit schedule pressure at PCT.

Thank you