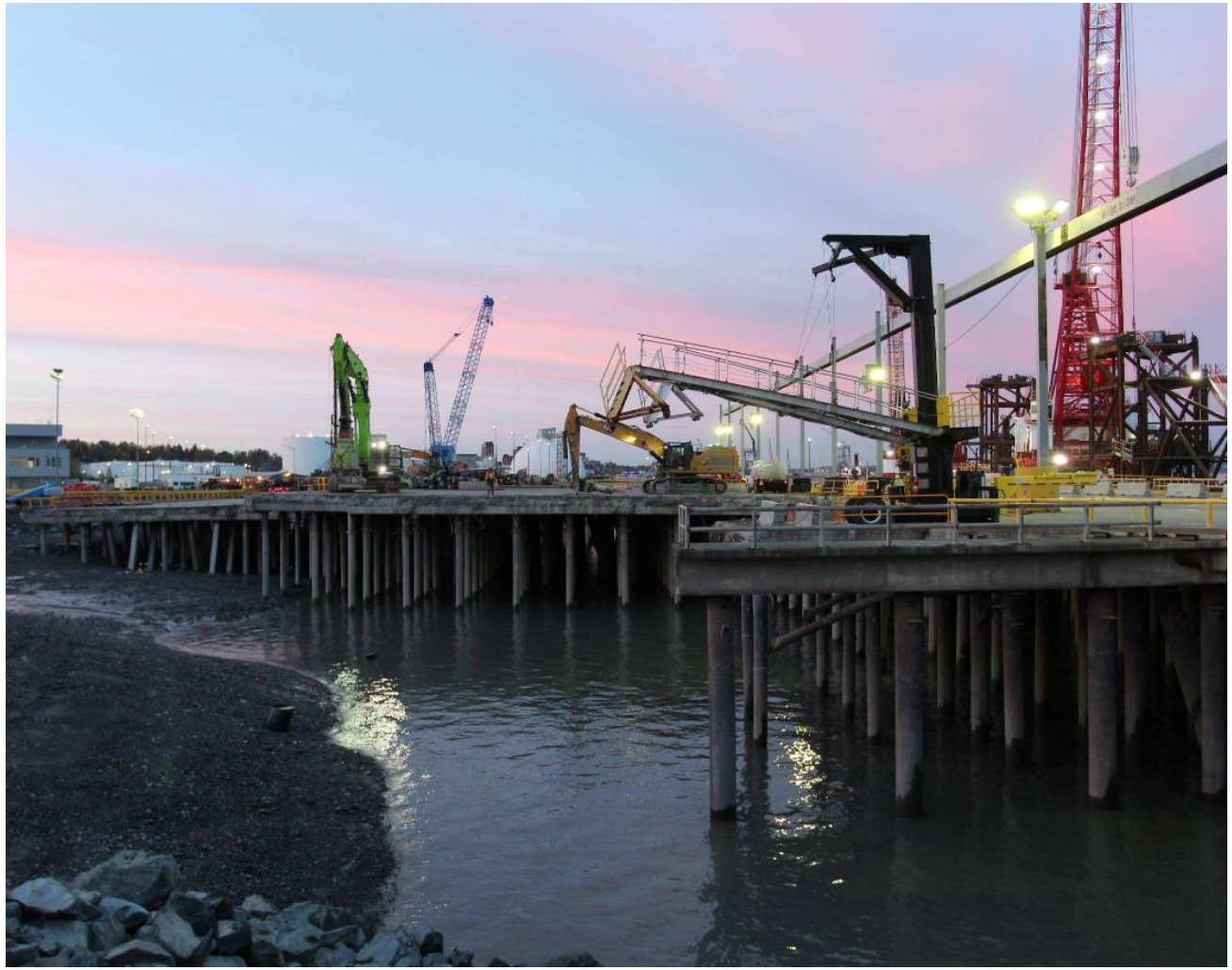


Don Young Port of Alaska Modernization Program

User Group Update– October 15, 2026

Agenda

- Terminal 1 Construction 2026 Overview
- Terminal 1 Construction Status
- Contributors to Current Project Status
- NMFS Permit Modifications Request
- Electrical Substation
- North Extension Helipad Project
- T2 Design
- Upcoming meetings



Terminal 1 2026 Construction Season Overview

- Demolition has progressed significantly and is on plan.
- Terminal 1A deep soil mixing is nearly complete and trestle pile installation has started.
- Terminal 1B intertidal fill is complete. The work pad is constructed and ready for deep soil mixing in 2027.
- Dock construction is tracking below the original schedule; however, contractual obligations are still expected to be met.



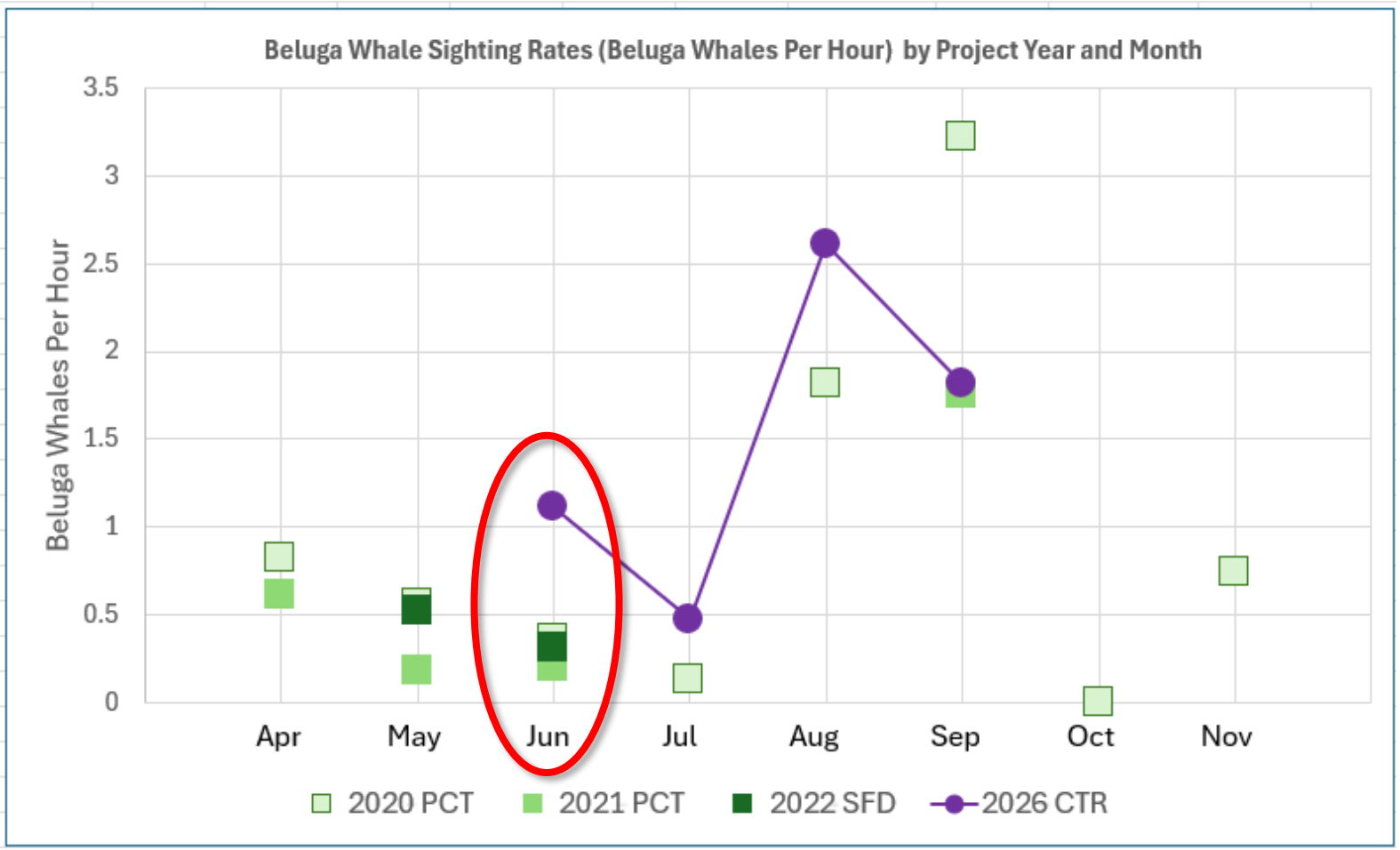
Terminal 1 Construction Status

- 748 feet of dock is required to be constructed by August 15, 2028, to allow delivery of Matson's cranes. The contractor has flexibility on how to achieve this milestone.
- Installed 30 piles out of the 136 that are slated to be installed by August 15, 2028.
- Precast decking was planned to be placed on the piles this year but will now begin next construction season.

Contributors to Current Project Status

- Contractor took time at the beginning of the construction season to modify and optimize pile-driving templates. This reduced temporary support pile requirements and increased efficiency for future work.
- Pile driving started in June, a couple months later than planned, when the Cook Inlet beluga whales began migrating into Knik Arm inhibiting pile driving progress.
- Cook Inlet beluga whales appear to be using Knik Arm in greater numbers than in past years.

Increased Beluga Sightings

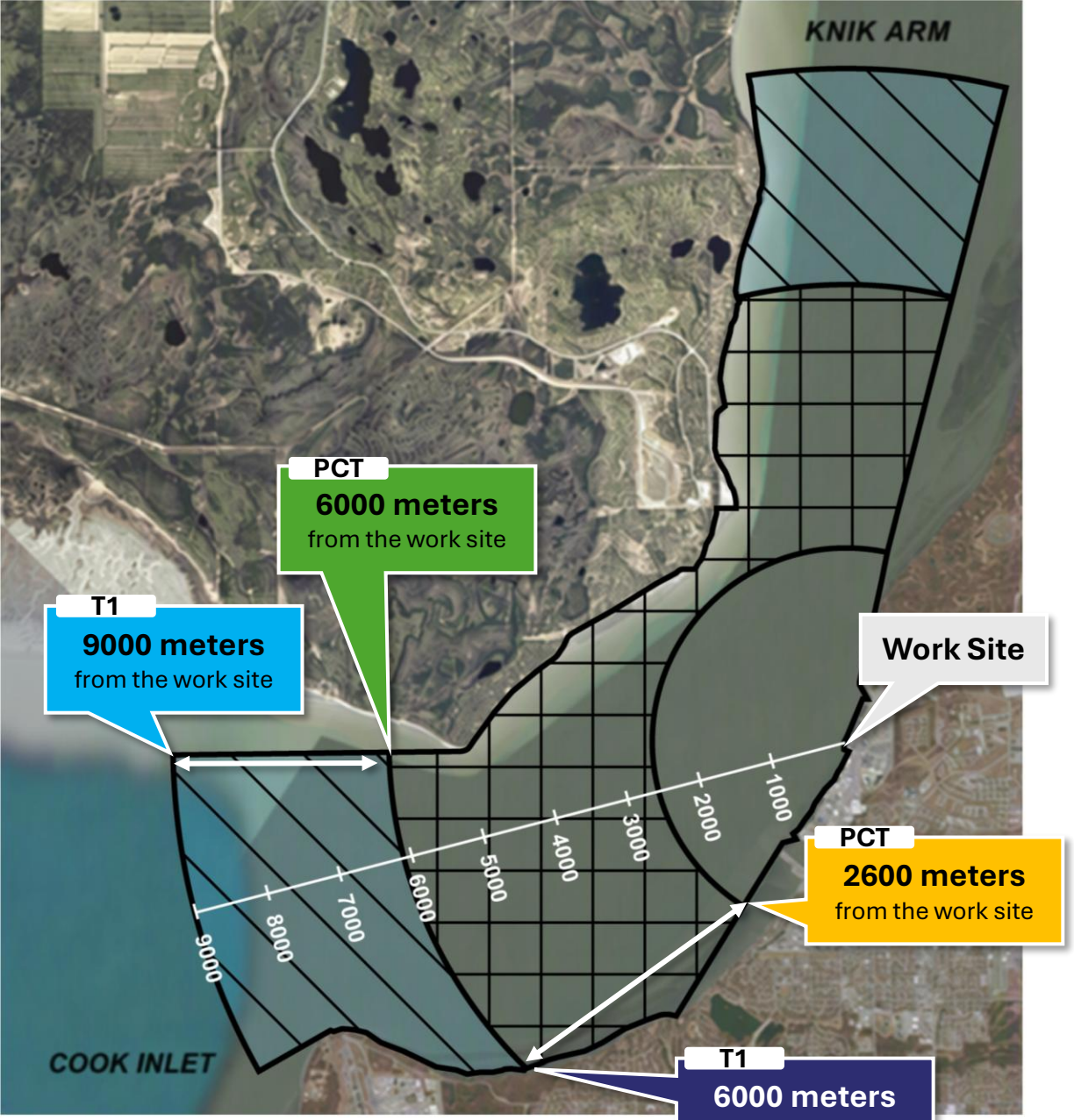


- June through September experienced more beluga sightings than were seen during previous marine work construction.

National Marine Fisheries Services Requirements

- NMFS Letter of Authorization requires each pile driving activity has a defined Harassment Zone and Shutdown Zone.
- Pile driving must stop when the whale swims into the Shutdown Zone.
- These zones are designed to protect the marine animals from the noise associated with pile driving.
- These shut down requirements have significantly affected pile driving progress.
- The Terminal 1 zones are larger than the zones for the PCT that we successfully worked with.

Harassment and Shutdown Zones



Without bubble curtain

- **Terminal 1** zone for vibratory hammer (72-in pile)
- **PCT** zone for vibratory hammer (48-in pile)
- Variance

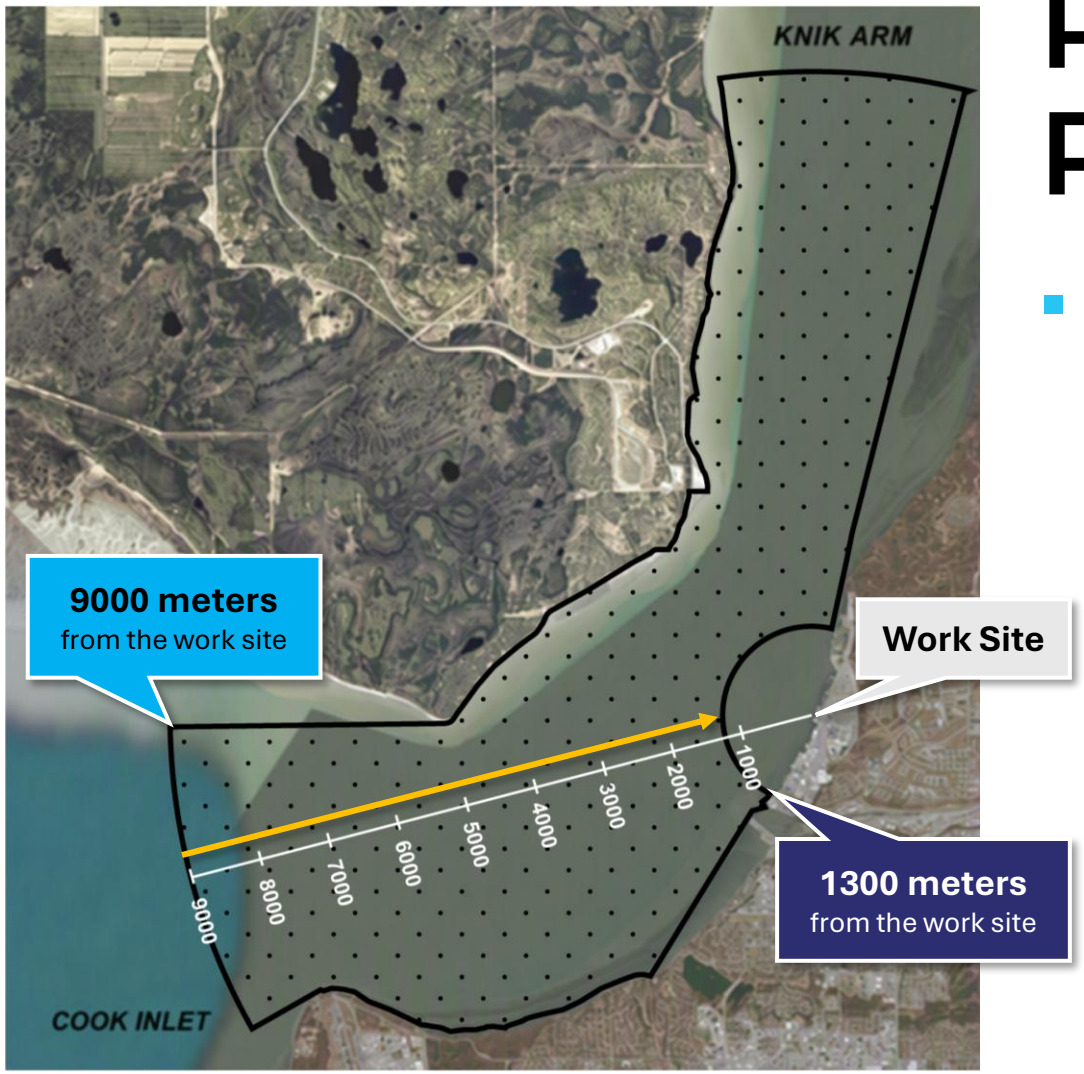
With bubble curtain

- **Terminal 1** zone for vibratory hammer (72-in pile)
- **PCT** zone for vibratory hammer (48-in pile)
- Variance

Actions Supporting Schedule Goals

- Contractor plan provides a reasonable path to completing the work by August 2028.
  - With the modified template, pile installation efficiency has improved.
  - The contractor is planning an early start next year to both extend the work season and drive pile before the belugas migrate into Cook Inlet.
- Request to NMFS to reduce shutdown zone sizes.
  - Smaller zone sizes allows larger windows for pile driving.
  - Data collected this construction season will support our request.

Request for NMFS Permit Modifications



Reduction in the vibratory hammer shutdown zone

- We are asking for a reduction in the vibratory hammer shutdown zones.
  - Data collected this season shows belugas swim towards pile driving when using a vibratory hammer. No clear avoidance response was observed during these events.
  - Current vibratory hammer shutdown zones are larger than the impact hammer shutdown zones.
  - Belugas swim away when the impact hammer is used.

Request for NMFS Permit Modifications

- Separately, we are asking for a recalibration of all shutdown and harassment zone sizes.
    - Based on hydroacoustic data, specifically for our 72-in piles.

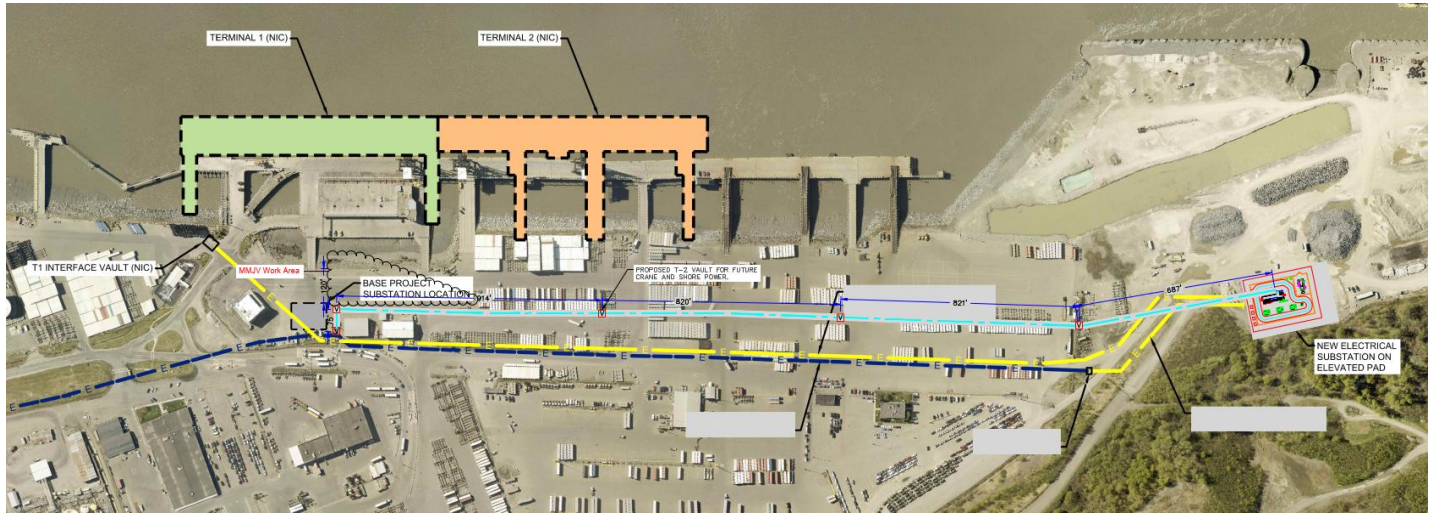


NFMS Permit Modifications Timeframe

- Modifications are being requested now. Hydroacoustic data has been collected and is being analyzed.
- Modification request is significant and requires a public comment period.
- Anticipating a decision in spring 2027.

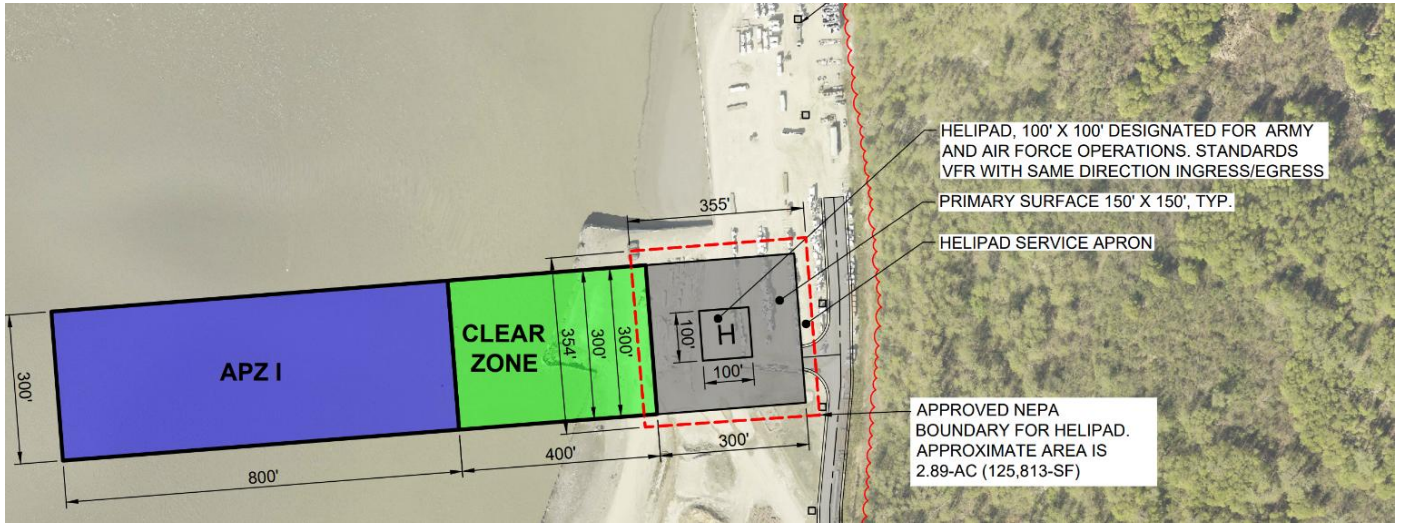
Electrical Substation Project – North Extension Location

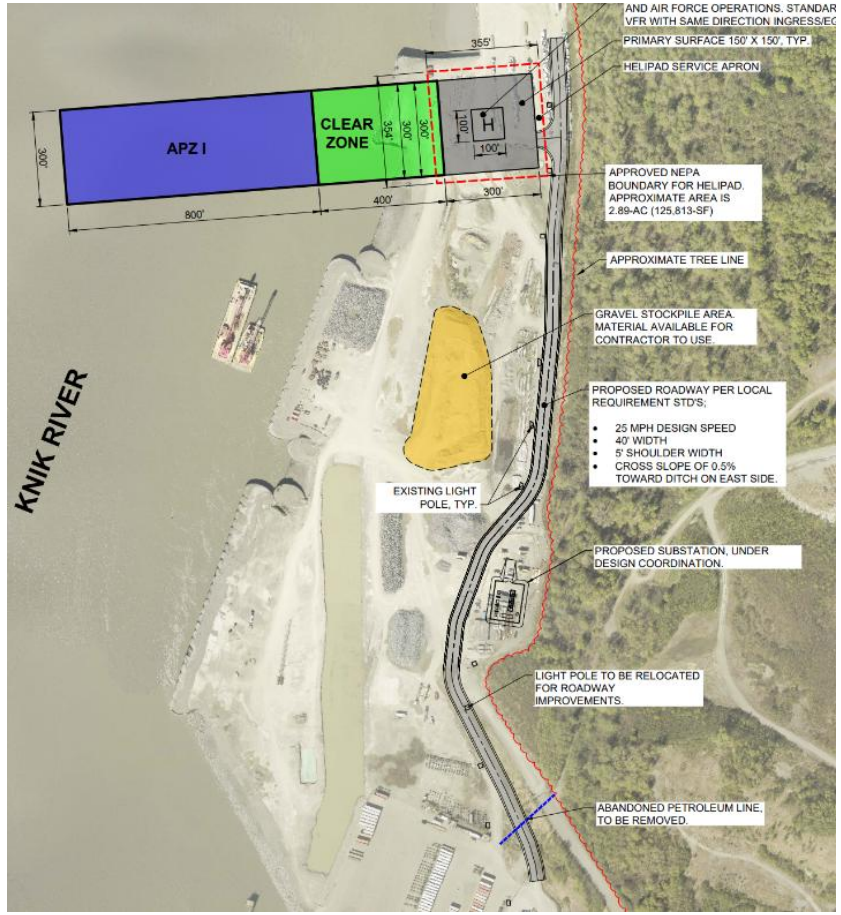
- Substation civil pad complete and BESS concrete foundation construction has started.
- Electrical 95% design submittal due late December.



North Extension Helipad Project

- Negotiations are complete.
- Submitting recommendation of award for Assembly approval November.
- Construction will be in 2027.





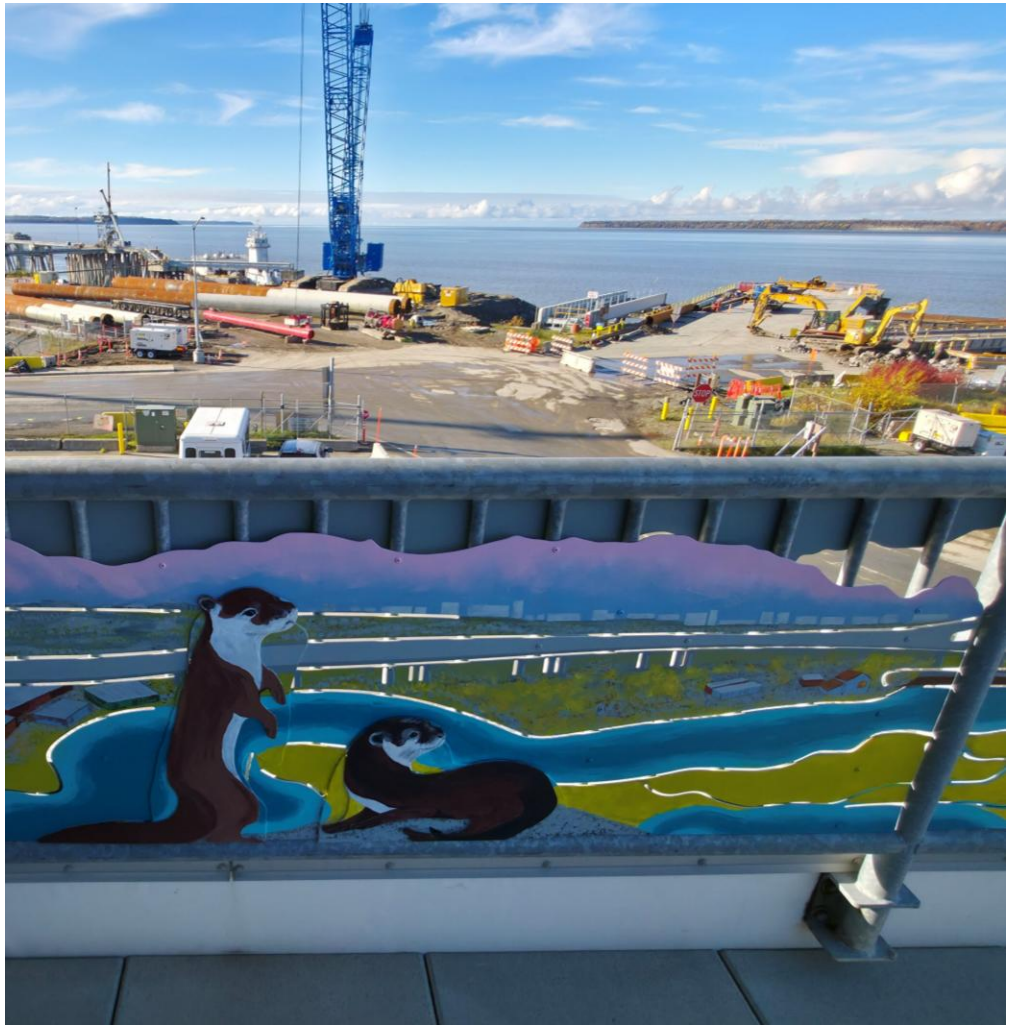
Terminal 2 Design

- 35% design received and reviewed; comments being addressed.
- Stakeholder review effort planned for October.
- Specifically looking at construction phasing to minimize disruption to operations.



Upcoming meetings

- EEUOC – October 15th





Thank You