

PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL
MINUTES
ANNUAL BOARD MEETING
May 1 and 2, 2025
Valdez, Alaska

Members Present

Robert Archibald (via videoconference)	City of Homer
Amanda Bauer	City of Valdez
Robert Beedle	Cordova District Fishermen United
Mike Bender (via videoconference)	City of Whittier
Mike Brittain	City of Seward
Nick Crump	Prince William Sound Aquaculture Corporation
Ben Cutrell	Chugach Alaska Corporation
Wayne Donaldson (via videoconference)	City of Kodiak
Mako Haggerty	Kenai Peninsula Borough
Luke Hasenbank	Alaska State Chamber of Commerce
Jim Herbert	Oil Spill Region Recreational Coalition
Elijah Jackson (via videoconference)	Kodiak Village Mayors' Assn.
David Janka	City of Cordova
Melvin Malchoff	Port Graham Corporation
Dorothy Moore	City of Valdez
Angela Totemoff	Tatitlek Corporation & Tatitlek Village IRA Council
Michael Vigil	Chenega Corporation & Chenega IRA Council
Aimee Williams (via videoconference)	Kodiak Island Borough
Kirk Zinck	City of Seldovia

Members Absent

Bob Shavelson	Oil Spill Region Environmental Coalition
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Committee Members Present

Matt Melton (via videoconference)	OSPR Committee
Tom Kuckertz	TOEM Committee
Sarah Allan (via videoconference)	SA Committee
Davin Holen	SA Committee
Harold Blehm	TOEM Committee
Max Mitchell	POVTS Committee
Cathy Hart	IE Committee
Ruthie Knight	IE Committee
John Kennish (via videoconference)	SA Committee

Staff Members Present

Donna Schantz	Executive Director
Joe Lally	Director of Programs
Brooke Taylor	Director of Communications
Hans Odegard	Director of Administration
Ashlee Hamilton	Director of Finance
Jennifer Fleming	Executive Assistant

Danielle Verna	Project Manager
Roy Robertson	Project Manager
Linda Swiss	Project Manager
Jeremy Robida	Project Manager
John Guthrie	Project Manager
Amanda Johnson	Project Manager
Sadie Blancaflor	Project Manager
Maia Draper-Reich	Outreach Coordinator
Nelli Vanderburg	Project Manager Assistant
Jaina Willahan	Project Manager Assistant
Suparat Prasannet	IT Coordinator

Ex Officio Members Present

Ytamar Rodriguez	Alaska Dept. of Environmental Conservation
Dave Reilly (via videoconference)	Alaska Div. of Homeland Security & Emergency Management
CDR Sarah Rousseau	U.S. Coast Guard MSU Valdez
Jonathan Kirsch (via videoconference)	Alaska Dept. Fish & Game
Anthony Strupulis (via videoconference)	Department of Natural Resources
Liza Sanden (via videoconference)	National Oceanic and Atmospheric Administration
Steve Weeks	Bureau of Land Management
Lisa Fox (via videoconference)	U.S. Department of the Interior
Torri Huelskoetter (via videoconference)	U.S. Environmental Protection Agency

Others Present

Mike Day	Alyeska Pipeline Service Company/SERVS
Alyssa Sweet (via videoconference)	Alyeska Pipeline Service Company
Kristen Shake (via videoconference)	Alyeska Pipeline Service Company
Kate Dugan	Alyeska Pipeline Service Company
Diana Bouchard (via videoconference)	Alyeska Pipeline Service Company
Michelle Egan (via videoconference)	Alyeska Pipeline Service Company
Ryan Morgan (via videoconference)	Alyeska Pipeline Service Company
Kathy Shea (via videoconference)	Alaska Dept. of Environmental Conservation
Anna Carey	Alaska Dept. of Environmental Conservation
Kara Kusche (via videoconference)	Alaska Dept. of Environmental Conservation
Mollie Dunkin	Alaska Dept. of Environmental Conservation
Sarah Moore (via videoconference)	Alaska Dept. of Environmental Conservation
Sonja Mishmash	Alaska Dept. of Environmental Conservation
Weston Branshaw (via videoconference)	Alyeska Pipeline Service Company
Bettie Shelby (via videoconference)	Bureau of Land Management
Andrea West	Polar Tankers
Craig Hyder (via videoconference)	Marathon
Rob Kinnear	Hilcorp
Dan Thorogood (via videoconference)	Fairwater
Mark Curtis (via videoconference)	Fairwater
Ingo Rose	Fairwater
Angelo Dibello	Fairwater
Capt. Chris Mitchell	Southwest Alaska Pilots Association (SWAPA)
Chris Merten	Alaska Tanker Company
Sam Norton	Alaska Tanker Company

Tim DiPietropolo	Alaska Tanker Company
Tony Parkin	Santos
Peter Laliberte (via videoconference)	Santos
Nicholas Schneider (via videoconference)	Teekay Tankers
Kevin Pike	Repsol
Greg LeBeau (via videoconference)	Witt O'Brien's
LCDR Caroline Wilkinson (via videoconference)	NOAA Office of Coast Survey
Austin Love	City of Valdez
Billie Garde (via videoconference)	Clifford & Garde, LLP
Ron Sahu, Ph.D.	PWSRCAC Consultant
Mary Ann Bishop, Ph.D.	Prince William Sound Science Center
Natalie Kiley-Bergen	PWSRCAC Consultant
Floyd Robart	Tatitlek Village IRA Council
Joe Levesque, Esq.	Landye Bennett Blumstein, LLP
Kim Stewart (via videoconference)	Sound Solutions Consulting
Craig Benson, Ph.D. (via videoconference)	PWSRCAC Consultant
C.J. Zane (via videoconference)	Blank Rome, PWSRCAC Legislative Monitor (Federal)
Roy Jones (via videoconference)	PWSRCAC Legislative Monitor (Federal)
Gene Therriault (via videoconference)	PWSRCAC Legislative Monitor (State)
Lisa Fousek (via videoconference)	Agnew::Beck Consulting
Scott Hicks	Public

Thursday, May 1, 2025

CALL TO ORDER, WELCOME, AND INTRODUCTIONS

The annual meeting of the Board of Directors of the Prince William Sound Regional Citizens' Advisory Council was held May 1 and 2, 2025, at the Valdez Convention and Civic Center in Valdez, Alaska. Vice President Amanda Bauer called the meeting to order at 8:15 a.m. on May 1, 2025, and welcomed everyone to the meeting.

A roll call was taken. The following 19 Directors were present at the time of the roll call, representing a quorum for the conduct of business: Archibald (via video conference), Bauer, Beedle, Bender (via videoconference), Brittain, Crump, Cutrell, Donaldson (via videoconference), Haggerty, Hasenbank, Herbert, Jackson (via videoconference), Janka, Malchoff, Moore, Totemoff, Vigil, Williams (via videoconference), and Zinck.

Introductions and brief Directors' reports followed.

Vice President Amanda Bauer reported that a tragic circumstance had prevented President Robert Archibald from attending the meeting in person. He was online and would be participating telephonically, but she would be chairing the meeting in his stead.

Austin Love, Mayor *pro tempore* of Valdez, welcomed all those present to the meeting on behalf of the City Council.

1-0 AGENDA

Vice President Bauer presented the agenda (green-colored sheet) for approval, along with a request to allow the addition of an action item on Friday's agenda, after the President's Report, to approve a sole source contract in the FY2026 budget with the Smithsonian Environmental Research Center.

Mako Haggerty **moved to approve the agenda** with the addition of an action item to approve a sole source contract in the FY2026 budget with the Smithsonian Environmental Research Center to be added after the President's Report on day two of the agenda. Michael Vigil **seconded**. **The motion passed** without objection and **the agenda was approved as amended**.

4-1 PWSRCAC DIRECTOR APPOINTMENTS

As outlined in the briefing sheet (Item 4-1) in the meeting notebook, the Board took up the annual seating of member representatives for those seats expiring at this meeting. Executive Director Donna Schantz read the names of those Directors nominated for appointment to the Board and pointed out that there were no changes to those currently holding their seats.

Dorothy Moore **moved to confirm the appointment** of the selected representatives for each of the member entities listed for two-year terms expiring at the May 2027 annual meeting, as follows:

City of Homer	Robert Archibald
City of Kodiak	Wayne Donaldson
City of Seldovia	Kirk Zinck
City of Seward	Mike Brittain
City of Valdez	Amanda Bauer
Kenai Peninsula Borough	Mako Haggerty
Kodiak Village Mayors Association	Elijah Jackson
Prince William Sound Aquaculture Corp.	Nick Crump
Oil Spill Region Recreational Coalition	Jim Herbert
Tatitlek Corporation & Tatitlek IRA Council	Angela Totemoff

David Janka **seconded** and the **motion passed** without objection.

1-1 MINUTES

Jim Herbert **moved to approve the minutes of the Regular Meeting of the Board of Directors of January 23-24, 2025**. Mako Haggerty **seconded** and the **minutes were approved as presented**.

1-2 MINUTES

Michael Vigil **moved to approve the minutes of the Special Meeting of the Board of Directors of March 19, 2025**. Jim Herbert **seconded** and the **minutes were approved as presented**.

PUBLIC COMMENTS

(None at this time.)

INTERNAL OPENING COMMENTS – PWSRCAC TECHNICAL COMMITTEE UPDATES

SCIENTIFIC ADVISORY COMMITTEE (SAC)

Chair Sarah Allan reported on the Scientific Advisory Committee's activities since the January Board meeting, as follows:

- **Social Science Workshop.** The social science workshop held during the Chugach Regional Resources Commission's 23rd Annual Subsistence Memorial Gathering in March was a success. The workshop was facilitated by SAC member Davin Holen of Alaska Sea Grant and Dr. Danielle Verna of Council staff. There were over 60 people in attendance, including Board members Melvin Malchoff, Michael Vigil, and Ben Cutrell. The workshop included morning and

afternoon sessions with panelists and round table discussions. A complete summary and report will be shared with the Board later this year.

- **Long-Term Environmental Monitoring Project (LTEMP).** Staff Danielle Verna and Jeremy Robida and LTEMP intern Timothy Derbidge deployed passive sampling devices (PSDs) in late April at the Valdez Marine Terminal, Jackson Point, and Gold Creek. These PSDs will be retrieved May 27-29 along with collecting mussels and sediment samples from Port Valdez. Sampling is happening earlier than normal this year due to the low tide window.
- **Transcriptomics.** At the January Board meeting, the Board approved a budget modification and research contribution for the U.S. Geological Survey (USGS) to complete a transcriptomics analysis of blue mussels that had already been collected at ten LTEMP sites. Analysis is underway and a report will be provided to the Board once completed. Separately, the committee had a technical meeting with transcriptomic experts to discuss transcriptomics data utility and interpretation in the context of detecting oil exposure in organisms and evaluating environmental effects.
- **Winter Marine Bird Surveys.** Staff from the Prince William Sound Science Center successfully completed boat-based transect surveys of birds and marine mammals in September and November 2024. Dr. Mary Anne Bishop will be presenting these findings later in the Board meeting, and SAC is recommending this report for Board acceptance on Thursday.
- **Peer Listener Manual Distribution.** In March, contractors from Agnew::Beck Consulting presented a distribution plan and outreach materials for the Peer Listener Manual, which included an audiobook of the manual, social media content, and a toolkit of products. Both SAC and the project team reviewed and provided feedback on these materials. SAC is recommending these materials for Board acceptance on Friday.
- **Marine Invasive Species Internships.** The 2024 student interns in Valdez, Kodiak, and Cordova are wrapping up their internships and subsequent presentations. Interns for 2025 have been selected for Kodiak and Cordova and are getting ready to begin their monitoring. The Council is still seeking a 2025 student intern for Valdez. Interested parties should contact Dr. Danielle Verna.
- **Dispersants.** SAC continues to stay updated on the topic of dispersants, including the current EPA regulations and the new National Contingency Plan (NCP) product schedule that goes into effect in December 2025. The committee recommended a time and materials contract with Dr. Merv Fingas, which will allow him to prepare a report and further update the committee on potential changes to the current dispersant stockpile, new dispersants listed on the product schedule, and their efficacy and toxicity.

INFORMATION AND EDUCATION COMMITTEE (IEC)

Outreach Coordinator Maia Draper-Reich reported on the activities of the Information and Education Committee since the January Board meeting, as follows:

- **Savannah Lewis Resignation.** Longstanding IEC member, Savannah Lewis, resigned from the committee since the last Board meeting. Savannah's insight and knowledge will be missed at future meetings. The committee is very grateful for her contributions and passion throughout her 15 years of dedicated service with the Council.

- **Fishing Vessel Program Community Outreach.** A project team, made up of IEC members Aimee Williams, Trent Dodson, and Jane Eisemann, and staff, has been working on developing an alternative format for an event to deliver outreach and education about the SERVS Fishing Vessel Program to the Kodiak community in fiscal year 2026. The project team has met twice to brainstorm possible alternatives, including receiving input from Alyeska Pipeline Service Company on the ideas generated. They plan to solidify ideas and move toward next steps later in May.
- **Community Outreach.** In March, Board member Jim Herbert and Outreach Coordinator Maia Draper-Reich traveled to Seward to participate as competition officials for the Alaska Ocean Sciences Tsunami Bowl. Also in March, the Council co-hosted a day-long social science workshop and booth at the annual Subsistence Memorial Gathering event. In April, Board member Mako Haggerty presented on the Council at the Kenai Peninsula Borough Assembly meeting with the help of Draper-Reich. Also in April, Board members Aimee Williams and Wayne Donaldson helped host the Council's booth alongside staff at ComFish Alaska in Kodiak. The Council also hosted a community lunch reception in Ouzinkie with the help of Board member Elijah Jackson and taught guests oil spill science lessons at the Ouzinkie school. Staff have coordinated and participated in additional outreach events, which will be detailed further during the Community Outreach Annual Report later in this meeting.

IEC is excited to continue supporting outreach efforts in the upcoming months, including events such as the Prince William Sound Natural History Symposium and associated watch parties.

- **Youth Involvement.** There are ten youth involvement contracts underway with the following contractors: Alaska Marine Conservation Council, Center for Alaskan Coastal Studies, Kenai Mountains – Turnagain Arm National Heritage Area, Alaska Maritime National Wildlife Refuge, Fireweed Academy Charter School, Copper River Watershed Project, and Prince William Sound Science Center. Five of these contracts are on track to be completed by the end of the fiscal year, with the remaining five scheduled to be completed at the end of September.

A Request for Proposals is currently open for projects during the 2025-2026 school year. The deadline is May 9. Anyone interested in submitting a Youth Involvement proposal was encouraged to contact Maia Draper-Reich for more information.

- **Illustrated Prevention and Response System Outreach.** Author and illustrator Tom Crestodina is set to resume work on the Council's book project this spring. If progress proceeds on the book as is currently planned, it will go to print in late summer or early fall.
- **Internship.** The Council's intern, Timothy Derbidge of Prince William Sound College, has been completing work supporting the Council's Long-Term Environmental Monitoring Program, or LTEMP. He continues to be co-supervised by Council staff Maia Draper-Reich and Dr. Danielle Verna, alongside Prince William Sound College professor and IEC volunteer, Amanda Glazier. The college is also funding his tuition costs and facilitating academic credit for the internship. Timothy has been assisting with LTEMP field work and completing a data analysis project that he will be presenting at the Prince William Sound College Environmental Science Symposium on Friday, May 1 in Valdez.

PORT OPERATIONS & VESSEL TRAFFIC SYSTEMS COMMITTEE (POVTS)

Vice Chair Amanda Bauer reported on the Port Operations & Vessel Traffic Systems Committee activities since the last Board meeting:

- The POVTS Committee recently elected a new Chair and Vice Chair.
- The POVTS Committee continues to stay informed about the weather-based projects led by the OSPR Committee and on matters pertaining to the Port Valdez weather buoys.
- The POVTS Committee has been kept informed about new tanker contingency plans being developed in Prince William Sound for companies like Teekay, Santos, Repsol, and SeaRiver.

Project updates:

- Miscommunication in Maritime Contexts (8520). The contract for Phase 3 of this project has been approved and outreach has begun on finding maritime operations stakeholders to participate in the surveys and interviews necessary to complete the project.
- Assessing Non-Indigenous Species Biofouling on Vessel Arrivals (8250). Natalie Kiley-Bergen gave a presentation on the NIS biofouling issue on vessel arrivals in Prince William Sound to the committee. The committee accepted her written report and recommends it for Board approval which will be on the agenda later in this meeting under Item 4-4.

TERMINAL OPERATIONS & ENVIRONMENTAL MONITORING COMMITTEE (TOEM)

Vice Chair Amanda Bauer reported on the activities of the Terminal Operations & Environmental Monitoring Committee (TOEM) since the last Board meeting:

- The TOEM Committee met to discuss the recommendation by Billie Garde to establish a Human Factors Committee. The committee decided that TOEM is the technical committee best suited for this role. The Human Factors Committee would advise the Board on the status of risks to the operation and maintenance of the Valdez Marine Terminal (VMT) posed by human factor risks, such as loss of institutional knowledge, staffing issues, transition issues, and fatigue. TOEM agreed to continue discussions about what this committee's roles and responsibilities would entail.
- The TOEM Committee selected Mears Group, Inc., through the RFP process to review VMT cathodic protection system testing protocols. Taku Engineering, LLC, was also selected to help provide support as needed for this project on an *ad hoc* basis.
- The TOEM Committee recommended Board acceptance of the report titled "Report on the VOC Emissions from the Snow Removal Incident at the APSC VMT East Tank Farm in Early 2022" as meeting the terms and conditions of contract number 5057, pending any contractor review and any response to Alyeska's GL 60176, which was received immediately prior to the March 7, 2025 TOEM meeting. The TOEM Committee also recommended Board approval of the transfer of funds from contingency in the amount of \$20,000 for a budget modification for contract 5057.25.01 related to follow-up on Alyeska's feedback for the VOC Emissions Report, follow-up on NESHAP-OLD, and expenses associated with Dr. Sahu's in-person presentation at a Board meeting.

- The TOEM Committee recommended Board acceptance of the report titled “Review of Electrical Leak Location and Electrical Resistivity Tomography Pilot Study of the Secondary Containment System at the VMT West Tank Farm Conducted July 2024,” as meeting the terms and conditions of contract number 6512 and for distribution to the public. The TOEM Committee also recommended Board approval of the transfer of funds from contingency in the amount of \$7,000 and authorized the Executive Director to enter a sole source contract with Dr. Joe Scalia and/or Dr. Craig Benson for the same amount for continued follow-up related to the Alaska Department of Environmental Conservation’s (ADEC) condition of approval regarding the testing of the secondary containment liner at the VMT.
- TOEM reviewed Dr. Ranajit (Ron) Sahu’s technical analysis of Preliminary Approval for Minor Permit: AQ0082MSS06 Alyeska Pipeline Service Company Valdez Marine Terminal, and PWSRCAC’s submitted public comments to the Permit Intake Clerk for the ADEC Air Permits Permitting Program on March 24, 2025.
- TOEM transmitted the final “2022 Tank Pressure/Vacuum Pallet Damage: Crude Oil Storage Tank Headspace Gas Assessment” report by Taku Engineering, LLC, to Alyeska on February 11, 2025. This report was approved at the January 2025 PWSRCAC Board meeting.
- PWSRCAC would like to express its appreciation for Alyeska’s work to improve the response time to TOEM’s requests for additional information in support of their projects and work. TOEM continues to have outstanding requests for information from Alyeska needed for projects funded for FY2025. This includes information related but not limited to, the Storage Tank Maintenance Review of Tank 93 project.

OIL SPILL PREVENTION & RESPONSE COMMITTEE (OSPR)

Chair Jim Herbert reported on the activities of the Oil Spill Prevention & Response Committee since the last Board meeting:

- The OSPR Committee continues to receive updates on Area and Regional planning efforts. All of Alaska’s Area Plan contents are in the process of being reorganized to match the framework used in the rest of the country. The Arctic and Western Alaska Plan was completed first, and PWSRCAC submitted comments in early March. The Prince William Sound Plan is next in line. The Inland and Southeast Plan will come after that. In addition to the re-organization of plan contents, the Area plans will include and point to the Regional Stakeholder Committee (RSC) job aids built by the Alaska Regional Response Team (ARRT)-initiated Task Force. There is a job aid for Liaison Officers who will help manage the RSC process, and one for RSC members themselves. PWSRCAC was glad to be part of the Task Force and is pleased with the completed RSC resources.
- VMT C-Plan Renewal. ADEC’s five-year renewal of the VMT Plan was issued in November 2024 and expires in 2029. In November, the PWSRCAC Board approved filing a Request for Informal Review on the condition of approval regarding the secondary containment liner evaluation at the VMT. Following the ADEC/SPAR director’s decision on that informal review, the Council requested an adjudicatory hearing, which has been denied. The Board will receive a briefing on the adjudicatory hearing issue later in this meeting.
- The OSPR Committee reviewed and accepted the 2024 Annual Drill Monitoring Report; it is on

the agenda for Board action later in this meeting. The committee also reviewed and accepted various drill/exercise reports.

- The committee has been kept updated on various weather-related projects, including repair and maintenance on the Port Valdez weather buoys and the Council's several Prince William Sound and Gulf of Alaska weather stations. The buoy at the Valdez Marine Terminal was inspected in March by Global Diving and Salvage. The committee learned the previous day during the tour of the USCG Vessel Traffic System that USCG would really like to see consistent and reliable data coming from the Seal Rocks weather buoy for those conditions that warrant closing Hinchinbrook Entrance for outbound laden tanker traffic. The committee recognizes the importance of the Seal Rocks weather buoy's information and has been working with Alaska's congressional delegation on this issue, and it is something the committee has as a high priority.
- The committee has received updates on the Copper River Delta Flats vicinity GRS development project. The project started in early 2025, and has been proceeding along at the anticipated schedule. There has been interest and support from regulatory and partner agencies and workgroup. Outreach meetings are scheduled to take place in Cordova this fall.
- The committee has also been kept updated on the Seal Rocks and Cape Cleare weather buoys in the Gulf of Alaska. These buoys were supposed to be replaced/serviced in April 2025, but that timeline was pushed back to June 2025.
- The committee is continuing to work on finding a permanent solution to the Coast Guard's application of vessel inspection certification requirements on uninspected fishing vessels of opportunity (VOOs) when working alongside mini and micro barges during exercises or an actual spill.
- Section 5 in this meeting's notebook lays out more detail and information on all OSPR projects.

INTERNAL OPENING COMMENTS – BOARD SUBCOMMITTEES

BOARD GOVERNANCE COMMITTEE (BGC)

Chair Luke Hasenbank reported for the Board Governance Committee on its activities since last Board meeting:

- There were no pressing issues needing immediate committee attention, so the committee has not met since the January Board meeting.
- The committee plans to review and discuss the Board Bylaws at the end of the year to determine if any updates need to be made.
- The committee encourages any Board members interested in joining the committee to reach out to staff or share their interest during agenda item H – Annual Board Committee Appointments – on the following day's agenda.

FINANCE COMMITTEE (FC)

Treasurer Mako Haggerty reviewed the Finance Committee's activities since the last Board meeting:

- **Review March 31, 2025 Financial Statements.** The committee reviewed and discussed the financial statements for the nine months ending on March 31, 2025. Committee members had no pressing concerns on the statements.
- **Review of Fiscal Year 2026 DRAFT Budget.** The committee reviewed the draft budget for FY2026, which is before the Board at this meeting under item H. Director of Finance Ashlee Hamilton will preview the draft budget under said agenda item. The Finance Committee recommends the Board adopt the budget as presented.
- **Document Retention Policy Update.** The committee reviewed proposed revisions to the Council's Document Retention Policy. The updated policy more accurately reflects current storage practices, including the digitization of records and the use of cloud-based storage. These changes will also facilitate the disposal of many physical documents in preparation for the Anchorage office relocation. The proposed edits are detailed in Section 3-6 of the consent agenda. The committee recommends the Board approve these changes as presented.
- **Budget Modifications.** The committee discussed the proposed FY2025 budget modifications listed under section 3-8 on the consent agenda. All these modifications would return funds to contingency. The committee voted to recommend Board approval of these modifications.
- **Board Travel Expenses.** The committee examined the Board meeting travel expenses over the last few fiscal years and initiated discussions of potential ways to cut back these costs, such as the possibility of combining Anchorage events or conducting the January meeting virtually.
- **Ad Hoc Committee for New Salary Structure.** The committee is hoping to stand up an *ad hoc* committee with at least two Board members to discuss possible new salary structures and the upcoming Request for Proposals for the updated compensation study.
- **Budget Software Update.** Staff have been working with Velixo representatives to address PWSRCAC's budgetary software needs. While implementation is still pending, there is optimism that the FY2027 budget will be built using this software.

LEGISLATIVE AFFAIRS COMMITTEE (LAC)

Dorothy Moore reported on the Legislative Affairs Committee's activities since the last Board meeting:

- The Alaska legislative session began on January 21. LAC has met biweekly since, mostly project team meetings.
- **Government Accountability Office Review.** The Government Accountability Office (GAO) is performing their review of regulatory oversight at the Valdez Marine Terminal (VMT). The Council's legislative monitors in Washington, D.C., are working with the Alaska Delegation members and staff to determine if they have seen the GAO's report yet. Based on the last update from the GAO, the report is going through the review process with the regulatory agencies and is estimated be released in May.
- **Gulf of Alaska Weather Buoys.** The Council's legislative monitors in Washington, D.C., and PWSRCAC staff continue to conduct outreach with the Alaska Delegation's staff, the National Oceanic and Atmospheric Administration (NOAA), and the National Data Buoy Center (NDBC)

regarding the Gulf of Alaska weather buoys, all of which continue to experience issues such as inoperable wind and wave sensors. The current NDBC repair plan for the Alaska weather buoys, including Seal Rocks, is scheduled to take place in June. Senate Joint Resolution (SJR) 12 (encouraging federal action for repair and maintenance of weather buoys) has passed the Senate and is working its way through the House. PWSRCAC has supported the passage of SJR 12 by providing a letter of support and public testimony.

- **Coast Guard's Application of Vessel Inspection Regulations to the SERVS Response Fleet.** The Council has been concerned with the potential serious impacts to the Alyeska/SERVS uninspected response vessel fleet since 2020 when the issue of the Coast Guard potentially applying vessel inspection regulations to the more than 350 uninspected vessels (vessels of opportunity, or VOOs) that form the backbone of the SERVS oil spill response system first arose. The Council continues to work with their Washington, D.C., legislative monitors and as part of an industry/stakeholder workgroup that was stood up to develop legislative language to resolve this issue permanently with the Coast Guard.
- **State Legislative Issues.** ADEC/SPAR Budget: The Governor is proposing status quo funding for the Alaska Department of Environmental Conservation's Spill Prevention & Response (SPAR) Division. Legislation has been drafted and introduced in the state House and Senate (HB 191 and SB 174) that would establish an Alaska Invasive Species Council; however, they have not been scheduled for hearings yet. PWSRCAC and LAC have been advocating on this issue for the past few years.

Moore thanked the other committee members for their work on legislative matters of interest to the Council. She also encouraged other Board members to volunteer for the Legislative Affairs Committee.

EXTERNAL OPENING COMMENTS – EX OFFICIO MEMBERS

ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION (ADEC)

Ytamar Rodriguez, the Interagency Coordination Manager for the Spill Prevention & Response (SPAR) Division, Prevention, Preparedness & Response (PPR) Program of the Alaska Department of Environmental Conservation (ADEC) reported on ADEC/SPAR/PPR activities since the January Board meeting.

- **Staffing.** The Central Region is fully staffed and employee retention has remained stable as of May. Two longtime members recently retired, effective April 30, and hiring is underway. Commissioner Emma Pokon left ADEC on February 5 for the U.S. Environmental Protection Agency (EPA) as the Regional Administrator of Region 10, which covers Alaska, Idaho, Oregon, Washington, and 271 tribal nations. Christina Carpenter is Acting Commissioner and Megan Kohler is Acting Deputy Commissioner.
- **Training.** A statewide training event was held in Anchorage, bringing together all staff from across the state.. There were educational presentations in the mornings covering various topics like Geographic Response Strategies (GRS), training on disasters, inspections, tanks and pipes, and defensible decision-making, and in the afternoons, there was training and familiarization with equipment, for example, with SPAR's newly acquired radios.
- **PPR Program:** Webpages are being updated to make links and documents American Disabilities Act (ADA) compliant. There will be no changes to the content. PPR staff recently

attended the National Institute for Storage Tank Management Conference in Florida and will be attending the Small Unmanned Aircraft systems' (SUA) Beyond Part 107 National Institute of Standards training that is taking place in Valdez this summer.

- **Upcoming exercises:**
 - Polar Tankers full scale exercise, Valdez: May 13-15.
 - Alyeska VMT equipment deployment of self-propelled skimmers and mini/micro barges: July 23.
 - Full VMT exercise October 8.
- **Spill Responses:** There were none to date in the Central Region.
- **Prince William Sound Area Plan Updates:** ADEC has started moving the Prince William Sound Area Contingency Plans (ACPs) into the main structure. The Western Alaska and U.S. Arctic plans [also known as the Arctic and Western Alaska Plan] were moved during the first week of September last year. This collaborative effort between the ADEC, the Coast Guard, and EPA allowed ADEC to complete the move. It is hoped that the plan will be ready to go out for public review next month.
- The Prince William Sound Area Committee meeting took place April 9 in Valdez, in person and virtually. Rodriguez expressed appreciation to Jeremy Robida, as well as other PWSRCAC staff, for their collaborative effort. ADEC has also been participating in the Copper River GRS development workgroup and steering committee meetings.
- **Arctic and Western Alaska Area Plans:** ADEC has received all of the public comments for this plan and the State On-Scene Coordinators will meet to review the comments on May 6. The final plan will be signed in June and available on the website when it has been reviewed for ADA-compliance.
- **Prince William Sound Tanker and VMT oversight activities:** Staff have continued completing inspections at the VMT and tank vessel inspections for vessels that call to the VMT.
 - Planning is underway for Polar Tanker's Prince William Sound Shipper exercise that will take place later in May.
 - The new Prince William Sound Shipper c-plans are under review for Santos [Oil Search Alaska doing business as Santos], TeeKay Services Ltd., and SeaRiver Maritime. These reviews include the shippers' individual vessel response plans, the Prince William Sound core plan, and the SV-140 (SERVS Technical Manual) that will make up each of the new Prince William Sound Shippers' c-plans. The focus of the new plan reviews will be on the individual company's vessel response plan and notifications for public comment periods will continue to be made through the ADEC's listserv.
 - VMT Plan. Staff is reviewing results from the West Tank Farm pilot study for the testing method to evaluate the secondary containment liner. Alyeska submitted a report to ADEC on February 28 with the final selection method to complete the secondary containment liner evaluations in the East Tank farm at the VMT. ADEC has requested additional information from Alyeska regarding that report.

- **Regulation Updates:** ADEC has submitted two regulation projects for updates (Articles 1 and 4) and both packages are still with the legislative review attorneys. When that review is complete, they will go out for public review sometime during 2025, and ADEC looks forward to PWSRCAC's participation in the public review process for both sets of regulation updates.
- **Brochure on Reporting Oil Spills:** Rodriguez distributed a brochure titled "Reporting Oil Spills" which was developed by the Alaska Department of Fish and Game (ADF&G) with support from SPAR's PPR Program. It has information for the public on what and how to report if you see or suspect spilled oil, estimating all coverage percentages with some pictures.

Following Rodriguez's report, the Board asked questions on other ADEC issues.

Jim Herbert asked about updates on ADEC/SPAR funding. Rodriguez reported that to his knowledge it would be a status quo budget from the previous year, and he was not aware of any proposed new or increased revenue sources.

As to ADEC's decision on the c-plans for the new shippers, ADEC's Anna Carey reported that PWSRCAC's comments on two of the planholders' submittals had been received by SPAR for review but SPAR was waiting on the third. Carey also reported that a decision could be expected 60 days after the close of public comments on each individual plan.

Amanda Bauer took the opportunity to emphasize to Rodriguez the need for ADEC to issue an updated air quality permit for the Valdez Marine Terminal and pointed out that the previous one had expired many years before and the residents of Valdez deserved to have the VMT operating under an updated permit.

BUREAU OF LAND MANAGEMENT (BLM)

Steve Weeks pointed out that the federal government is undergoing some changes. Statewide BLM has lost approximately 49 personnel since January to early retirements or separations, four of which are with the Pipeline Monitoring & Environmental Compliance Section and mostly in the upper leadership positions. Staff from the Anchorage office have backfilled the open positions when needed. The field-going staff consists of him in Valdez and a couple in Fairbanks, and Greg Bjorgo is still in the Oil Spill Program. Meanwhile, they are making do with what they have. The agency is also undergoing restructuring and a hiring freeze which will last until at least July. He recognized that everyone has questions about future staffing and he was trying to keep Executive Director Schantz informed as things change.

Jim Herbert asked for an update on the status of Native hire compliance. Weeks reported that Eileen Oliver who reported in the past at the Council's Board meetings had retired in 2024. Weeks was able to report that the overall percentage of Native hire was relatively steady at 23.7%, but he did not have a breakdown of that percentage. He would provide the most recent breakdown of compliance percentages to Executive Director Schantz after the meeting for dissemination to the Board. Herbert asked Weeks to follow up with providing the information to the Council as there were deficiencies in Native hire compliance by some of the subcontractors in the past.

In response to an inquiry from Mako Haggerty as to when the JPO meets and how many are in attendance, Weeks reported that they typically have monthly meetings, the most recent of which was the previous week which he attended virtually from Valdez. Erika Reed has moved from being the

Designated Authorized Officer for TAPS to being the Acting State Deputy Director for BLM in Alaska. Bettie Shelby is filling in for Paul Degner. He also shared that there are approximately 400 personnel working for BLM in Alaska, so the loss of the 49 recently would represent an approximate loss of 10% to their Alaska workforce.

Break: 9:35 a.m. – 9:50 a.m.

EXTERNAL OPENING COMMENTS – EX OFFICIO MEMBERS (Continued)

UNITED STATES COAST GUARD (USCG)

CDR Sarah Rousseau thanked Council members and staff for attending the Coast Guard's Vessel Traffic System tour the previous day. She reported on MSU Valdez activities since the Council's last Board meeting.

- **Changes in the Port:** The Cutter Liberty was decommissioned in a ceremony in Valdez on April 29. She was the last of the cutter Island class. She was commissioned in 1989 and was in Alaska for 35 years. She is the only ship of the Island class that never left Alaska. Many of the others had to go to the Lower 48 for some maintenance, but the Liberty was able to stay her entire life with the Coast Guard in Alaska. She departs the harbor tomorrow down to Columbia, in South America. A new ship is expected to replace the Liberty by mid-July.
- **Changes in personnel:** As noted by other federal agencies at this meeting, the federal government is going through a lot of changes. MSU Valdez will be losing civilian Marine Inspector Bill Wise and because of a hiring freeze that position will not be filled immediately. Chief Warrant Officer Dan Mitchell will fill in for Wise until he leaves Alaska this summer, and another Warrant Officer will be coming in from Florida. The current Prevention Department head, LCDR Ben Shen and Senior Investigating Officer LT Brad Edens will remain in Valdez.

This summer will see the usual personnel rotation. Incident Management Division Chief LT Shelby Frasca will be replaced by LT Brad Reagan from Sector Corpus Christi who has a lot of experience in emergency management and planning. District 17 will be losing Admiral Megan Dean. Admiral Bob Little will be coming to replace Admiral Dean as the new District 17 Commander.

Area C-Plans: Area c-plans will be going out for public comment this month. CDR Rousseau thanked Jeremy Robida for his work on the Geographic Response Strategies (GRS) development in the Copper River Delta vicinity and appreciated the amount of work and coordination that involved.

She distributed a brochure showing how the five different USCG Valdez units work together to support the USCG presence in Valdez.

Mako Haggerty asked for an update on the maintenance/repair of the presently non-functioning Seal Rocks weather buoy and whether the new cutter coming in the summer – the U.S. Coast Guard Cutter Blacktip – would be able to assist with repairs. CDR Rousseau explained that the buoy is owned and operated by the National Data Buoy Center (NDBC) which is part of NOAA. The NDBC is solely responsible for the buoy's maintenance and repair. When a problem with the buoy occurs, USCG reports that to District 17 because they deal with all of the buoys at once and they are the ones who maintain those relationships with MSU Valdez's other federal partners. The NDBC sets the

maintenance schedule, prioritizes funding for repairs, and coordinates with District 17, which has jurisdiction over the Coast Guard assets made available to support those repairs. The best cutter equipped to do that, if there were going to be one, is the Cutter Fir. The Cutter Fir maintains a memorandum of agreement to provide X number of hours every year in support of NOAA/NDBC weather buoy support. They budget how many hours the Coast Guard will donate to the maintenance of whatever buoy they are trying to repair, so USCG/MSU Valdez does not work with them individually. District 17 handles that scheduling. CDR Rousseau stated she is aware that the Cutter Liberty has been there to help at times with the maintenance of Seal Rocks weather buoy in particular, but the replacement vessel coming in may not have the tools/equipment necessary to do the bigger maintenance/repairs. The Cutter Fir has deck cranes and other equipment capable of lifting buoys and performing larger maintenance tasks. The ability to conduct this work depends on the nature of the maintenance and the vessel's availability, which is coordinated by District 17 Waterways in Juneau, in collaboration with the Coast Guard and NOAA/NDBC.

Jim Herbert pointed out that those who rely on the Seal Rocks weather buoy data know how important it is for the buoy to be functioning. Herbert also pointed out that one of the OSPR projects was to request permission to put a wind gauge at the day marker on Seal Rocks itself, but that project was presently stalled. CDR Rousseau stated that such permission would come from District 17 Waterways (Contact: CDR Dan Davies) if it is on USCG-owned land, and that would be the place to start. PWSRCAC Director of Programs Joe Lally pointed out that PWSRCAC had made several requests to District 17 Waterways, but the request seemed to have been misplaced between different commanders and PWSRCAC had never received a definitive answer. CDR Rousseau asked Lally to forward to her some of the latest correspondence exchanges between PWSRCAC and District 17 Waterways in an effort to facilitate an answer.

Lastly, Herbert asked about the size of the Cutter Blacktip crew and whether it was smaller or larger than that of the Cutter Liberty, such that it would have an impact on housing for the crew and dependents. Rousseau stated that the Cutter Liberty had a crew of approximately 17; the Cutter Blacktip will have a crew of approximately 12-14, so there would be little appreciable difference to housing needs.

Robert Beedle asked for the latest status on the uninspected fishing vessel fleet/vessel of opportunity (VOO) issue. CDR Rousseau was able to report that the District 17 Admiral's directive is that USCG is not applying vessel inspection regulations to the uninspected vessel fleet at the present time until a better solution is found.

Michael Vigil thanked CDR Rousseau and USCG for their security surveillance of Chenega.

Mike Bender thanked CDR Rousseau/USCG for all they do. As a suggestion, he wondered if it would be viable to have a partnership with a private entity to provide maintenance, whether it is on an annual or biennial basis, to pull the weather buoys and check the anchoring systems to the ocean floor because they come loose, and then someone has to find and retrieve the buoys. He suggested that the SERVS vessel Ross Chouest is probably more than capable of handling that, and they are probably only six miles away from where Buoy 46061 (Seal Rocks) was. He suggested it would be important to explore that as an avenue of regular maintenance and it would save everybody a lot of angst over buoys coming loose and having to be retrieved.

NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)

LCDR Caroline Wilkinson of the NOAA Office of Coast Survey reported (via videoconference) as follows:

The motor vessel Bluefin is in the eastern Pacific presently working her way up to Alaska. She's expected to get to Seal Rocks in June 2025 to conduct the repairs on the Seal Rocks weather buoy and then on to Cape Suckling around the same time to conduct those repairs.

Speaking specifically to Mike Bender's question/suggestion about using a private contractor for buoy maintenance/repairs, Wilkinson confirmed that NOAA/NDBC normally services these buoys through a private contract. It is one of the five-year contracts that are listed on Gov.biz. She pointed out that their funding is very limited and there is only so much maintenance they can fund on an annual basis. She offered to direct Bender/PWSRCAC staff to someone at the NDBC who could help answer those questions. She noted that they do have a close partnership with the Coast Guard and NOAA/NDBC appreciates all the help USCG is able to give but recognized it is help outside of USCG's normal mission and it is not always possible for USCG to support.

Beedle noted the critical importance of the buoys, not only for the safe transportation of oil, but for fishermen, boating, tourism, and other on-water activities, but there does not seem to be any kind of scheduled repair and maintenance. He asked if PWSRCAC could help NOAA get the buoy on a schedule, noting that there are a lot of buoys around the state that are in need of repairs, and they are likely just as important in those regions because people come to rely on them.

In response to Beedle, Wilkinson pointed out that the NDBC can only do what it is currently funded to do. It is not allowed to advocate for more funding on its own behalf and it cannot politically campaign for its own work. It appreciates anything external partners are willing to do to advocate for more funding so NOAA/NDBC can service these buoys more than what they are currently funded to do at the present time. Amanda Bauer pointed out that PWSRCAC has been advocating for more funding through Alaska's congressional delegation for quite some time.

David Janka pointed out there is already a new buoy in Cordova in the USCG yard and a committed buoy tender at the dock ready to go, but there is a historic disconnect in communication and coordination between the NDBC and the USCG and therein lies the problem to get the buoy serviced. He also pointed out that Prince William Sound has a committed buoy tender already in the Sound but the agencies do not coordinate buoy maintenance.

Wilkinson went on to report on other NOAA issues, including reporting for Liza Sanden, NOAA's representative for the Office of Response and Restoration.

She asked for PWSRCAC's patience as NOAA adjusts to new staffing levels and a new budget reality and to the loss of approximately a thousand staff members throughout the agency. She is working diligently to get the new Whittier cruise ship pier on the charts and hoped it would appear on the chart in the next week or two for future cruise ship stops in Whittier. She asked that organizations let her know when a new pier or a new facility is going in, so she can make sure it gets updated on the chart. They did receive some new data on the pier in Kodiak and that should be appearing on the chart soon and they will be working offshore in Kodiak this summer collecting some data in collaboration with USGS on some of the sea mounts there.

Valdez Harbor and the Narrows are expected to be surveyed this summer through a joint partnership between NOAA and the City of Valdez. She thanked Erin at the Emergency Response Office for working diligently to help NOAA move the project forward.

Reporting for Liza Sanden (NOAA Scientific Support Coordinator) of the Office of Response and Restoration, Wilkinson reported that they are still planning to do training this year but are unable to set a date given the staff reductions and budget constraints. That training includes the Shoreline Cleanup Assessment Technique (SCAT) training and the Science of Oil Spills. Wilkinson emphasized that they are committed to having that training, but it may be delayed.

One area of focus at this time is under a few different projects: they are updating Arctic ERMA (Environmental Response Management Application) which is NOAA's GIS platform for response management and preparedness, and one project that she is tracking particularly closely is an intern at the University of New Hampshire Coastal Response Research Center who is compiling all of the Alaska tsunami inundation areas and pulling them into ERMA.

Following her report, Wilkinson was available for questions:

Mike Bender asked if the barge Cordova Provider that was recently scuttled has been noted on any chart yet. He said he saw some black cod buoys out there really close to it the other day and was curious. Wilkinson reported she believed a local Notice to Mariners had gone out that her office picked up, but she was unsure if it had actually made it on the chart yet. It should show up in the next week or so. She will check and report back to PWSRCAC.

ALASKA DEPT. OF NATURAL RESOURCES (ADNR)

Tony Strupulis reported via videoconference that his office is currently focused on spring budgeting for trips and field work for the fiscal year starting July 1. All inspections for TAPS are scheduled and the office anticipates a busy field season.

ALASKA DEPT. OF FISH AND GAME (ADF&G)

Jonathan Kirsch, ADF&G's liaison to the Joint Pipeline Office, noted his presence via videoconference but had no specific comments for the Council at that time.

ALASKA DIV. OF HOMELAND SECURITY & EMERGENCY MANAGEMENT (ADHS&EM)

No report.

U.S. FOREST SERVICE (USFS)

No report.

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

No report.

U.S. DEPT. OF THE INTERIOR (DOI)

No report.

OIL SPILL RECOVERY INSTITUTE (OSRI)

No report.

EXTERNAL OPENING COMMENTS – TRANS ALASKA PIPELINE SYSTEM SHIPPERS, OWNER COMPANIES, AND PILOTS

FAIRWATER

Ingo Rose and Mark Curtis (virtually) reported for Fairwater. Rose announced that Fairwater CEO Dan Thorogood would also join the Fairwater report virtually and give an overview to the Council of Fairwater as an organization.

Rose reported that the last two ships, the California and the Washington, had completed their transitions from Crowley Alaska Tankers to Fairwater. The Washington completed her transition on March 9 in Hawaii and the California on March 19 in Anacortes, Washington. The two ships have loaded and delivered just under 10 million barrels of oil between January 1 and April 30, 2025.

Mark Curtis apologized for not being able to attend this meeting in person. He introduced CEO Dan Thorogood who spoke (virtually) about the company's operational standard of care and its commitment to safety and transparency, and he assured the Council that that standard would continue. He expressed appreciation to Angela Totemoff and the community of Tatitlek, and said Fairwater was proud to be supporting the upcoming annual cultural festival and was looking forward to getting the company's name and presence recognized in the local communities.

Jim Herbert welcomed Thorogood/Fairwater to the Council meeting and the TAPS trade. He asked where Fairwater generally did most of its transportation runs and whether Fairwater anticipated any scheduled maintenance and shipyard time over the next few years. Thorogood stated that the main trade lane is loading crude oil in Valdez and heading south to the various refineries on the U.S. West Coast, discharging the loads and then heading back to Valdez. Occasionally, they would head to Hawaii, but generally they would go to a refinery in Oregon, Washington, or California. Both tankers have been through a full regulatory survey recently in Singapore and received new bottoms and they will not need further service work until their next scheduled maintenance in 2-5 years, depending on where each vessel is on their regulatory cycle.

Herbert thanked Thorogood/Fairwater for their support of the annual culture week.

POLAR TANKERS

Andrea West reported on Polar Tankers activities since the Council's last Board meeting:

- Polar Tankers successfully loaded 34 loads and delivered 26.4 million bbl. of crude YTD 2025 from the Valdez Marine Terminal.
- Polar Tankers Bridge Resource Management class was currently in progress and there will be another in the fall. The location was moved to Houston, Texas.
- The Polar Endeavour was currently enroute for its regulatory shipyard in South Korea and, upon her return, the Polar Discovery will depart for her shipyard in South Korea and return in late October.

Amanda Bauer inquired of Polar Tankers' decision about the dispersant it will use in the future now that Corexit is no longer being manufactured. West reported Polar Tankers had just made the decision to use Dasic EcoSafe. Timing and logistics still needed to be worked out for the switchover, but it will all be in place by the deadline of December 2025.

ALASKA TANKER COMPANY (ATC) /OVERSEAS SHIPHOLDING GROUP (OSG)

Chris Merten gave the update on Alaska Tanker Company and OSG activities since the last Board meeting:

- There are four Alaska Class vessels now operating. The Alaskan Legend and the Alaskan Navigator are operating in the TAPS trade. They have made approximately 14 voyages YTD 2025, carrying approximately 14 million bbl. from the Valdez Marine Terminal. They also operate the Alaskan Explorer and the Alaskan Frontier in the U.S. East Coast trade, and they have made six voyages each carrying approximately 5.5 million bbl.
- Alaska Tanker Company has an excellent safety performance record YTD, with zero lost time injuries, zero loss to sea, and zero loss to containment greater than five gallons.
- The Alaskan Explorer is currently in shipyard in Brest, France, undergoing her special survey #4 and it is hoped she will be back in service on the East Coast in approximately one week's time. During that shipyard, she will be undergoing her normal drydock maintenance but also finishing up the lifecycle upgrade of her main engines. She will also receive significant upgrades to her propulsion control systems software, etc.
- The Alaskan Navigator will have a shipyard in the 4Q this year. She will be departing the West Coast in October and likely heading to South Korea for similar upgrades as the Alaskan Explorer.
- The Overseas Houston is expected back into the Alaska trade on May 11 on charter to Marathon.
- The Alaskan Frontier will be returning to TAPS trade in July. (She was laid up in Malaysia for six years.) She has undergone a huge six-month shipyard and received her upgrades to come back to the Alaska trade.

In response to a question from Jim Herbert as to where the Overseas Houston's routes would be, Merten said she would be jumping around on the West Coast coming up to Nikiski, Valdez, and Kenai, carrying both crude oil and clean product for Marathon.

Robert Beedle asked about OSG's cybersecurity protections in light of the cybersecurity breach in 2024. Merten reported it is a constant problem as the perpetrators become more sophisticated. OSG has taken steps to ensure there are separation barriers between things that control the ship (operational technology) and systems that involve email, for example. OSG keeps those systems separated and the ships safe from cyber-hacking.

Amanda Bauer asked about the company's plans to replace Corexit and how it will be disposed of. Merten said that it would be the same as Polar Tankers. They were all in the same group working on a solution for the selection of a replacement product to Corexit. He deferred to Andrea West of Polar Tankers for the current status of that decision and disposal of the Corexit. Andrea West reported that it will go into Marine Spill Response Corporation's (MSRC) possession but she was unsure what they will do with it from there. She pointed out that MSRC would be present for Polar Tankers' drill and could answer questions about Corexit at that time.

Mako Haggerty pointed out the importance of the Alaska Ocean Observing System (AOOS) and the information it provides to all mariners, particularly the weather buoy at Seal Rocks, and he asked if the shippers convey concerns about the non-functioning navigational equipment to Alaska's congressional delegation, particularly since funding for the AOOS has been dwindling. Merten said that the shippers, Alyeska, and the marine pilots, etc., are definitely aware of it, mostly through PWSRCAC's highlighting the issues. The group is concerned about it and want the system to work, but he was unsure what could be done externally besides talking about it to those who will listen.

Executive Director Schantz explained that PWSRCAC had recently received notice from the AOOS about cutbacks to the Integrated Ocean Observing System (IOOS). She will share that information with the shippers and others. The AOOS/IOOS is requesting letters of support from the mariners of the region as to why these maritime weather reporting systems are so important for safety and other reasons. PWSRCAC is working through its LAC to request letters of support from its member entities to Alaska's congressional delegation supporting these weather reporting systems. Merten said he was not aware that this effort was underway, and that if PWSRCAC shared the notice with the shippers, Merten was confident they would provide input, as they recognize the importance of the system.

Amanda Bauer thanked ATC/OSG and Hilcorp for the reception the previous evening.

HILCORP

Rob Kinnear reported that YTD 2025 Hilcorp had loaded approximately 14.5 million bbl. of Alaska crude oil in Valdez. In addition, they have used two spot charters – the Sonangol Huila and the Rio Spirit - totaling an additional two million bbl.

He reported Hilcorp had recently completed acquisition of Eni's assets on the North Slope -- the Nikaitchuq and Oooguruk fields -- which had boosted production somewhat and was the primary driver for their need for spot charters this year.

Hilcorp was able to work with OSG and Alaska Tanker Company to bring the Alaskan Frontier back to Alaska under time charter. She will be back in Valdez in late July. That has changed Hilcorp's outlook for the use of spot charters going forward, and they do not now anticipate the need for any additional spot charters for the next couple of years as the situation stands right now. As mentioned by Chris Merten, having the Alaskan Frontier back in the rotation will allow Hilcorp to avoid any additional spot charters.

David Janka asked how the shippers are swapping out aqueous film forming foam (AFFF-firefighting foam). Chris Merten stated that they have replaced the AFFF that contains PFAS chemicals, etc., on two vessels already during their shipyard visits: the Alaskan Frontier in Singapore and the Alaskan Explorer during her current shipyard work.

Jim Herbert asked of all the shippers if they are finding good crew replacements at the level they are accustomed to replace exiting mariners. Merten reported it is always a huge challenge. ATC and OSG have been able to maintain what they have, and it is the same industry-wide, but it is a challenge to get the younger recruits through the academies and to sea, as there are other opportunities shoreside, such as the military, etc., but they are working hard and diligently to show that it is a good opportunity and career to get into.

MARATHON

Craig Hyder (via video conference) reported that Marathon had completed six transits YTD 2025 throughout Prince William Sound, carrying approximately 1.7 million bbl. In addition to the Overseas Houston that Chris Merten mentioned, Marathon added the Overseas Anacortes that may call in Prince William Sound in the future.

Marathon is looking forward to a renewed relationship with OSG. Marathon has a great relationship with Fairwater, which technically operates Marathon's four owned vessels (the Texas, the Louisiana, the West Virginia, and the Ohio).

He gave kudos to Roy Robertson and the PWSRCAC team that attended Marathon's Prince William Sound worst case discharge drill last October. The feedback from the team was valuable and much appreciated, and Marathon has already implemented some of those suggestions. One of the discussions during this drill was about potential places of refuge. They hope to carry over that discussion to their Cook Inlet worst case scenario drill that will be held later this year and hoped PWSRCAC team members would participate in that discussion. It was a good education process for some of their newer incident management members. It was also a refresher for some of the marine industry partners that Marathon works with.

Marathon will also be working on continued proficiency for wildlife response coordination. Hyder reported that they have seen some attrition and retirement from some of its long-term wildlife response team members and its incident management team. They are now working to strengthen coordination and agency partnerships with new incident management team members who are focused on wildlife response.

Hyder said Marathon was looking forward to growing the proficiency of the incident management team.

He hoped some PWSRCAC personnel would participate in Marathon's drill in October (in Cook Inlet) and engage in more discussions around potential places of refuge in Prince William Sound. It is a key issue to their incident management team, and they are looking forward to talking about it more.

SOUTHWEST ALASKA PILOTS ASSOCIATION (SWAPA)

SWAPA's Vice President, Captain Chris Mitchell, reported that SWAPA has 18 pilots currently, 12 of which are Valdez-qualified, and they anticipate adding six more in 2026 that are currently in training.

SWAPA is keeping a close eye on increased oil production projected for 2026, which could increase the number of tankers calling at the VMT, as well as more cruise ships visiting Prince William Sound. Besides the possibility of having a third pilot on station in Valdez fulltime, the organization is also looking to add another pilot boat, similar to the Emerald Island, and the final design proposal for that vessel is almost done. If that proposal for the new boat is finalized, it could be in service in Valdez in 2028.

Mitchell went on to explain when and where the SWAPA pilots board different vessels with different route destinations as they come into Prince William Sound.

For the Good of the Order

Agenda item J Alyeska/SERVS Report was brought forward on agenda.

ALYESKA/SERVS ACTIVITY REPORT

Mike Day, SERVS Operations Manager for Alyeska, based in Valdez, gave the Alyeska/SERVS activity report for the 1st quarter 2025:

VMT Operations:

- Operations: (*as 1Q 2025*)

	<u>YTD 2025</u>
○ Tankers Loaded	54
○ Tankers Escorted	56
○ Barrels Loaded	41,848,536

	<u>Since start up</u> (as of 1Q 2025)
○ Tankers Loaded	23,766
○ Tankers Escorted	15,099
○ Barrels Loaded	18,152,591,053

- Safety (TAPS): (as of 1Q 2025)

○ Days away from work cases	0
○ TAPS Combined Recordable Rate %	0.43

- Environment (Valdez): (*as of 1Q 2025*)

○ Spill Volume (Gallons)	0
○ Number of Spills	0

Fishing Vessel Availability by Port (1Q 2025):

<u>Port</u>	<u>Tier 1</u>	<u>Tier 2</u>
Valdez	29	11
Cordova	24 (+7 Rapid Resp.)	124
Whittier	5	19
Seward	0	27
Homer	0	45
Kodiak	0	43
Totals	65	269

2025 (1Q) Contingency Plan Activities:

- Amendment 2025-1: A minor edit to Volume 1, Section 2.1.1.6, was made to maintain compliance with DOT/PHMSA regulation 49 CFR Sec. 194.117(b).
- VMT IMT Training Exercise, 03/16/25.

2025 (1Q) Training & Exercises Completed:

- 2/6/25 Unannounced Q1 Notification Exercise.
- 2/13/25 Mooring/Hatchery Buoy System Work with Ross Chouest.
- 2/19/25 Cordova Unannounced Rapid Response Vessel Callout.

- 3/13/25 Emergency Tow and Tether Exercise.
- 3/14/25 Escort Tug U/J Boom Exercise.
- 3/15/25 Otter Rehabilitation Training.
- 3/26/25 VMT Training Exercise.
- 3/26/25 Unannounced IMT Notification Test.
- 3/28/25 Escort Tug U/J Boom Exercise.
- 3/29/25 Current Buster 8/Crucial Skimmer Task Force Training Exercise.
- 3/29/25 Emergency Tow and Tether Exercise.
- 3/30/25 Fishing Vessel Training, Kodiak.

2025 Major Maintenance.

- Tank 5 Internal API 653 Inspection.
- 48-inch In Line Inspection (ILI) of Crude Oil Branch Lines to Tank 5.
- BWT Inspect West Manifold to B-header Termination Vault (879 ft.).
- Marine Structures Coating Repairs Berth 5.
- Reef Island Power Improvements.
- Berth 4 Foam System Transition.
- Barge 500-2 Refurbishment.

Additional items in 2025

- Removal of Tank 92 from VMT.
- Removal of structures on Berth 1.
- Vapor Control Project - demolition of existing incinerators on the VMT in preparation for the installation of new thermal oxidizers in the next few years.

In conclusion, Day expressed appreciation for all the effort and cooperation put in by USCG/MSU Valdez staff and PWSRCAC Board members and staff on the regulation of the VOOs issue that could have serious impacts to the SERVS fishing vessel response fleet and SERVS' ability to respond to an oil spill.

Day took questions from the Board:

In response to a question from Robert Beedle, Day reported the biggest project for Alyeska for 2025 will be the vapor control project and incinerator replacement project work that starts this year.

Amanda Bauer asked if the JPO was still doing the oversight work on major engineering changes at the VMT as they did in the past. Bauer also asked whether the incinerator replacement work is regulated and if JPO will have oversight of that work. Day responded that he was sure there would be certain thresholds that will require regulatory review and, if required, he was sure they would be done but he did not have specifics since he was no longer involved with those activities at the VMT.

David Janka spoke of a recent lightning strike on a SERVS escort tug and whether the fuel the tug was using was deemed to have been the attractant for the lightning. Day did not have specific detail, only that they did not lose engine control or navigation systems or control of the vessel, but there was some damage to components that needed to be repaired on the tug. Day's recollection of the incident was that the tug continued on its escort and SERVS replaced it, and the tug came back to town under its own power. That is the only incident that Day was aware of and he did not have any further

information as to whether SERVS made any changes to its tugs, such as installing additional lightning rods.

Jim Herbert expressed appreciation to Alyeska/SERVS for the bump in pay scale for the fishing vessel fleet. He commented on the better preparedness of the TCC presenters during the fishing vessel training. He also asked how the tankers are chosen to participate in exercises, to which Day responded that they ask for a volunteer vessel, and it depends on Alyeska/SERVS' schedule and which tankers are inbound that week. Herbert thanked Alyeska/SERVS for the informative tour of the VMT the previous day.

Mako Haggerty asked about staffing, particularly those who have been released during the recent federal cutbacks. Day said in general from his section's perspective, they have not had any issues getting positions approved, posted, and filled. He was of the opinion that staffing at the VMT was a similar experience. He also noted that there are some restrictions on where former regulators of TAPS can be hired on with Alyeska. Lastly, Haggerty expressed his appreciation to Alyeska for its commitment and effort to moving the oil safely through Prince William Sound and the partnership with PWSRCAC to further that goal.

Amanda Bauer also spoke of the issue of staffing. She recognized that Day was only the "messenger" at this meeting and so she was not looking to him for answers at this time, but when she looked at the list of the leadership positions that were recently vacated at Alyeska, it stands out that it is all female. Not only was she concerned with the loss of operational and oversight experience that these senior management leaders brought to Alyeska, but it begged the question of whether, despite Billie Garde's report and the changes Alyeska has made in light of that report, as well as Alyeska President John Kurz's assurance that things were better since his tenure began in 2023, there is still possible mistreatment of women, as well as other minority groups, within Alyeska's corporate culture, and perhaps those women left their positions because of that treatment. She wanted Alyeska to know that there is a perceived issue at Alyeska/VMT about the treatment of women and minorities. She would like Alyeska to give the Council a presentation of what is being done to change any of that remaining company culture at Alyeska.

Lunch Break: 11:56 a.m. – 1:00 p.m.

APPROVAL OF FY2026 BUDGET

Director of Finance Ashlee Hamilton presented the proposed FY2026 budget for Board adoption, noting that this was discussed in depth during the Budget Workshop held on April 25, 2025.

Mako Haggerty **moved for adoption** of the FY2026 budget as presented during the Budget Workshop on April 25, 2025, with total expenses of \$5,177,664 and a contingency of \$75,000. The budget includes a 2.5% salary increase for the Executive Director. Wayne Donaldson **seconded** and **the budget was adopted as presented** without objection.

CONSENT AGENDA (3-1, 3-2, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8)

There were eight items for Board consideration on the consent agenda. Briefing sheets for each item and their corresponding attachments were included in the meeting notebook.

Robert Beedle **moved to approve the consent agenda consisting of eight items (3-1 through 3-8) as presented.** Melvin Malchoff **seconded** and the **motion passed**, without objection.

- **3-1 APPROVAL OF RESOLUTION DESIGNATING PWSRCAC CHECK SIGNERS**

Adoption of the resolutions provided by First National Bank Alaska to update the list of authorized individuals to sign checks and conduct financial transactions on PWSRCAC's account.

- **3-2 APPROVAL OF FY2026 CONTINGENCY PLAN CONTRACTOR POOL**

Authorization for individual contracts with Nuka Research and Planning, LLC., and Attorney Breck Tostevin for professional services with the aggregate total not to exceed the amount approved for 6510 - Contingency Plan Reviews in the final FY2026 budget, and delegation of authority to the Executive Director to enter into individual contracts with the selected consultants.

- **3-3 FY2026 LTEMP CONTRACT AUTHORIZATION**

Authorization for individual contracts with Pace Analytical Services and Fjord & Fish Sciences with the aggregate total not to exceed the amount approved in the final FY2026 LTEMP budget (Project 9510) for contract expenses, and delegation of authority to the Executive Director to enter into individual contracts with the aforementioned consultants.

And

Authorization for contract work to commence prior to the start of FY2026, as approximately \$20,000 of these funds will need to be expended in April and May 2025.

- **3-4 FY2026 MARINE BIRD FALL AND EARLY WINTER SURVEYS CONTRACT AUTHORIZATION**

Authorization for the Executive Director to enter into a sole source contract with the Prince William Sound Science Center to conduct Project 9110 – Marine Bird Fall and Early Winter Surveys in 2025, in an amount not to exceed \$80,060.

- **3-5 ANNUAL TECHNICAL COMMITTEE MEMBER APPOINTMENTS**

Appointment of committee members to two-year terms on their respective committees.

Scientific Advisory Committee (SAC)

Wei Cheng	Renewal
John Kennish	Renewal
Dorothy Moore	Renewal
Roger Green	Renewal
Wayne Donaldson	Renewal
Scott Pegau	Renewal

Note: The committee consists of eight members including renewals.

Directors on SAC: Dorothy Moore, Wayne Donaldson.

Terminal Operations and Environmental Monitoring Committee (TOEM)

Harold Blehm	Renewal
Mikkel Foltmar	Renewal
Steve Goudreau	Renewal
Tom Kuckertz	Renewal

Note: The committee consists of six members including renewals.

Directors on TOEM: Amanda Bauer.

Marine Terminal. This report titled “Marine Bird Winter Surveys” describes the methods and findings of those surveys and recommendations for continued monitoring. This was the first of four proposed years of the surveys during fall and early winter. Dr. Bishop presented the report to the Board and was available to answer questions.

Ben Cutrell **moved to accept** the report titled “Marine Winter Bird Surveys in Prince William Sound” by the Prince William Sound Science Center, dated March 12, 2025, as meeting the terms and conditions of the contract [Contract 9110.25.01] and for distribution to the public. David Janka **seconded** and the **motion passed** without objection.

4-2 REPORT ACCEPTANCE: REGARDING THE SECONDARY CONTAINMENT LINER

PWSRCAC's Project Manager for the TOEM Committee, Sadie Blancaflor, introduced this agenda item to provide the Board with:

- An update on the results from a pilot study undertaken by Alyeska in July 2024, to evaluate if electrical leak location (ELL) and/or electrical resistivity tomography are feasible methods to evaluate the integrity of the catalytically blown asphalt (CBA) liner of the secondary containment liner (SCL/SCS – secondary containment system) at the Valdez Marine Terminal.
- An overview of Alyeska's February 28, 2025 testing plan, titled “VMT-East Tank Farm Secondary Containment System Final Evaluation Method Selection,” and
- Dr. Benson's (PWSRCAC's contractor) recommendations for Alyeska's testing plan.

In addition, the Board would be asked to accept the report titled “Review of Electrical Leak Location and Electrical Resistivity Tomography Pilot Study of the Secondary Containment System at the Valdez Marine Terminal West Tank Farm Conducted July 2024,” by Dr. Joseph Scalia and Dr. Craig Benson which was attached to the revised briefing sheet 4-2 in the meeting notebook.

Blancaflor introduced Dr. Benson who reviewed these updates and the draft report and answered questions from the Board.

He pointed out that one area in Alyeska's testing proposal with which he fundamentally disagreed is that of only testing 5% of each SCL because it misunderstands the whole idea behind estimating a large enough area to reduce the uncertainty of the measurement. He stated the percentage of area to be examined has to be 20%. Measuring only 5% would likely not identify any defects. In addition, there is Alyeska's recommendation to calculate this overall “pseudo permeability” of each dike cell and then compare it to the 10^6 cm/s standard. How Alyeska planned to do it, and the procedures and methodology Alyeska would use needed to be outlined in detail and validated against industry standard methods and reviewed carefully to make sure that the proposed actions are reasonable. As proposed, it is an idea without any detail of how it is actually going to be accomplished.

He said he liked the idea that Alyeska is going to use electrical leak location survey, but he does not like the proposed 5% area over which it will be applied. He stated that amount of area is too small and there are too many exceptions, and that it would be akin to guessing where the defects are.

Past known defects also need to be examined in testing. Finally, Dr. Benson noted that there needs to be clarity on how the data from the testing will be used to draw a calculation about the effectiveness of the system in containing the liquid – essentially, the leakage rate. This leakage rate would then need to be compared with the accepted standard that everyone has agreed on as a community.

Ben Cutrell asked whether Alyeska gave their rationale for why they proposed testing 5% per dike cell, as opposed to the 20%. Dr. Benson said that Alyeska talked about this estimate of statistical uncertainty (which he admitted he did not completely understand) but if they feel strongly about that 5%, they needed to delineate and explain that with a lot more rigor. Benson pointed out that from his previous work the likelihood of detecting zero with only a 5% area test is really high, even though defects are present, because the test area is too small.

Robert Beedle asked about the varying thickness of the CBA liner and whether that is a problem. Dr. Benson said he is less concerned about exactly how thick it is than knowing it is intact. Sadie Blancaflor added that the issue is not how thick it is, but where and how many defects there are, and how large they. She noted that it was supposed to be installed at a thickness of 5/16 inch, which is in the report, but there is wide variability because it was sprayed in. It is difficult to make sure that it was an even application. Dr. Benson noted that with most of these systems, these CBA-type liners tend to oxidize overtime. They get hard, they get brittle, and they crack. But even though he had heard about things self-healing in his career, he had not seen any facts showing that occurs and he discounts that premise. As to patching a defect, he said if it's just an isolated hole, some type of asphalt sealant is probably going to be sufficient.

Executive Director Schantz reported that with respect to the issue of the 5% test area, ADEC sent a letter to Alyeska on April 21, and asked how they came up with the 5% and how it would achieve statistically significant results. Alyeska has until May 21, 2025, to respond. It is hoped the response will explain some of these unanswered questions that were discussed here.

Mako Haggerty asked to explain whether Alyeska would be testing in each dike cell, and if so, the importance of doing so. He specifically directed this question toward Blancaflor, who explained that each dike cell has its own operational history; in order to understand the condition of the secondary containment liner as a whole, there needs to be representative sampling from each dike cell.

Jim Herbert cited the sufficiently impermeable standard established in 1992 that the system should achieve (10^{-6} cm/s). Dr. Benson pointed out that in terms of leakage rates that standard is high and is 10x higher than what anyone would consider today, and actually more like 100x higher, and he could not imagine anyone building a lining system today that would consider that leakage flow rate acceptable.

Ben Cutrell **moved to accept** the report titled "Review of Electrical Leak Location and Electrical Resistivity Tomography Pilot Study of the Secondary Containment System at the Valdez Marine Terminal West Tank Farm conducted July 2024," by Dr. Joseph Scalia and Dr. Craig H. Benson, in fulfillment of contract 6512.24.01. Angela Totemoff **seconded** and the **motion passed** without objection.

4-12 UPDATE ON ADJUDICATORY HEARING REQUEST ON THE SECONDARY CONTAINMENT LINER

Project Manager Linda Swiss provided background and an update on the status of PWSRCAC's Request for Adjudicatory Hearing on ADEC's Condition of Approval (COA) #1 of the Valdez Marine Terminal C-Plan related to the secondary containment liner decision.

A briefing sheet 4-12 was included in the meeting notebook with a timeline of actions through April 9, 2025:

Nov 6, 2024 ADEC issues VMT C-Plan approval.

Nov 26, 2024	PWSRCAC files Request for Informal Review.
Dec 3, 2024	ADEC (SPAR) determines PWSRCAC's Request for Informal Review has merit.
Feb 24, 2025	ADEC (SPAR) issues final decision on PWSRCAC's Informal Review request.
Mar 1, 2025	Deadline for Alyeska to submit final report of secondary containment liner testing method to be used in satisfaction of COA #1A.
Mar 26, 2025	PWSRCAC submits Request for Adjudicatory Hearing on ADEC's decision on Request for Informal Review.
Apr 1, 2025	Deadline for Alyeska to submit a timeline outlining dates for key deliverables and project milestones, with completion of liner by November 2028 required.
Apr 7, 2025	Acting ADEC Commissioner issues decision on Request for Adjudicatory Hearing.
Apr 9, 2025	Acting ADEC Commissioner issues revised decision clarifying Apr 7, 2025 decision.

As explained by Swiss, the April 7, 2025 decision by the Acting ADEC Commissioner denied PWSRCAC's and Alyeska's hearing requests but allowed hearings on some of the City of Valdez's requests. The Acting Commissioner remanded the issues raised by PWSRCAC in their Request for Adjudicatory Hearing back to the SPAR Director based on her November 6, 2024 COA 1 decision. PWSRCAC believes this means the SPAR Director is tasked with either going back to the original COA 1 issued November 6, 2024, or revising that COA. In addition, the Acting Commissioner directed a public review to take place, which was also part of PWSRCAC's request. The Acting Commissioner also directed the parties to confer on the issues related to the secondary containment liner.

Regarding the City of Valdez's request, the Acting Commissioner denied the City's hearing request on removing the 60% prevention credit for the secondary containment liner and vacated and remanded that decision back to the SPAR Director for further consideration.

On April 9, 2025, the Acting Commissioner clarified the decision on the prevention credit for the secondary containment liner by removing the word "vacated," and therefore only remanded this decision back to the SPAR Director for further consideration.

Moving forward, PWSRCAC will contact ADEC and Alyeska for additional information on a testing plan and schedule. (A letter was sent on April 24 from PWSRCAC's consultant attorney Breck Tostevin to Alyeska's attorneys requesting this information.) PWSRCAC will obtain technical input from PWSRCAC's subject matter experts (including Dr. Benson and Dr. Joseph Scalia) and prepare a letter to the SPAR Director with technical feedback on Alyeska's testing plan.

Director of Programs Joe Lally pointed out that with the remand back to the SPAR Director there is no deadline for a revised decision to come back. Staff will keep the Board apprised of any developments.

(This was an information item. No action was requested of the Board.)

NOMINATIONS OF OFFICERS AND EXECUTIVE COMMITTEE MEMBERS-AT-LARGE

Amanda Bauer announced it was appropriate to take nominations for Officers and Executive Committee Members-at-Large for the coming year and opened the floor for nominations.

President: Mako Haggerty nominated Robert Archibald. Archibald accepted.
Hearing no additional nominations for President, nominations were closed.

Vice President: Angela Totemoff nominated Amanda Bauer. Bauer accepted.

Hearing no additional nominations for Vice President, nominations were closed.

Secretary: Mako Haggerty nominated Bob Shavelson (pending his acceptance).
Hearing no additional nominations for Secretary, nominations were closed.

Treasurer: Jim Herbert nominated Mako Haggerty. Haggerty accepted.
Hearing no additional nominations for Treasurer, nominations were closed.

Members-at-Large: Mako Haggerty nominated Jim Herbert.
Jim Herbert nominated Ben Cutrell.
Michael Vigil nominated David Janka.
Ben Cutrell nominated Angela Totemoff.

The election was held electronically; the result to be announced the following day.

Break: 2:37 p.m. – 2:50 p.m.

4-4 REPORT ACCEPTANCE: VESSEL BIOFOULING

This project provided an update on non-indigenous (NIS) species biofouling risk characteristics from vessels arriving in Prince William Sound and the EVOS region. By assessing six major vessel classes within the EVOS region, including tankers, this project assessed the relative risk of biofouling NIS arriving in the region from tanker activity compared to other vessel types. Rather than focusing on ballast water discharges, this project focuses on NIS biofouling on vessel hulls. Taking a comprehensive look at vessel activity in the region will highlight priorities for additional research and additional monitoring efforts.

PWSRCAC's Maritime Operations Project Manager, John Guthrie, and consultant Natalie Kiley-Bergen of Alaska Pacific University presented the resulting project report titled "Assessing the likelihood of non-indigenous species biofouling on vessel arrivals within the Exxon Valdez Oil Spill Region" by Natalie Kiley-Bergen dated February 2025.

Mako Haggerty **moved to accept** the report titled "Assessing the likelihood of non-indigenous species biofouling on vessel arrivals within the Exxon Valdez Oil Spill Region" by Natalie Kiley-Bergen dated February 2025, as final and for distribution to the public. Robert Beedle **seconded** and the **motion passed** without objection.

4-5 REPORT ACCEPTANCE: 2022 VALDEZ MARINE TERMINAL CRUDE OIL STORAGE TANK VENT INCIDENT

A Crude Oil Storage Tank Vent incident, in 2022, at the Valdez Marine Terminal (VMT) East Tank Farm resulted in several tank vents being severely damaged or sheared off entirely, due to excessive snow load and ice accumulation resulting in Volatile Organic Compound (VOC) and Hazardous Air Pollutant (HAP) emissions being released into the surrounding atmosphere. These emissions may pose adverse environmental and health impacts to residents of Prince William Sound, necessitating the need to better understand the volume of VOC and HAP emissions that were released. The Council commissioned Dr. Ranajit (Ron) Sahu, an air quality subject matter expert, to look at and address concerns raised by the public relative to the release of the VOC and HAP emissions, and the inadequate removal of excessive snow and ice buildup that led to vents being damaged or completely sheared off the crude oil storage tanks.

PWSRCAC Project Manager Sadie Blancaflor introduced Dr. Sahu, who presented his findings and report titled 'Volatile Organic Compound (VOC) Emissions from the Snow Removal Incident at the Alyeska Valdez Marine Terminal East Tank Farm in Early 2022' to the Board. These findings are intended to provide perspective on the impacts to air quality as a result of this incident for terminal employees and Valdez residents.

As outlined in a Memorandum from Executive Director Schantz preceding Dr. Sahu's report (attached to the briefing sheet 4-5), Schantz notes that in 2022, PWSRCAC requested information from Alyeska to better understand the 2022 tank vent incident. Alyeska's feedback and collaboration were solicited on both the draft report and throughout the finalization process, but additional input was not provided. As such, this study is based primarily on information received from State of Alaska regulatory agencies with oversight responsibilities at the terminal. This damage resulted in the aforementioned emissions, though an estimated amount of those emissions has not been provided to the Council by Alyeska or regulators.

This study satisfies the Council's role of monitoring the actual and potential environmental impacts of the VMT.

At the conclusion of his report presentation, Dr. Sahu acknowledged that he received feedback from Alyeska in the form of a letter disagreeing with some of his assumptions, without citing any specific examples of disagreement. Alyeska did ask for his tank data inputs which he provided, but Alyeska did not provide any actionable comments that he could address. He stated emphatically he felt comfortable that the emissions were at least as much as he estimated and likely considerably more.

Responding to a question from Robert Beedle, Dr. Sahu explained the engineering of the tanks and the vent system/vapor recovery that keeps the psi pressure of the tanks to only .3 psi differential from that of atmospheric pressure (14.7 psi) in order to contain the emissions within the tanks. Dr. Sahu emphasized that the tanks are atmospheric tanks and not designed to withstand much change in differential pressure from inside to outside of the tank walls. It is a delicate balance that has to be maintained. There are structural features inside the tanks for stability but, nonetheless, the walls are not designed to handle a change in differential pressure. The pressure relief valves are designed to either keep air/vapors from coming in or going out, so the pressure is maintained within a very tight tolerance and the emissions have no place to go other than to the powerhouse – where they should go. But if the vents are damaged, the emissions are not going to the powerhouse; they are going to the path of least resistance which is to the outside atmosphere.

Jim Herbert reminded everyone that there was a time when a lot of those vapors were vented directly to the atmosphere, which was remedied to a certain extent by putting in those vents and installing the vapor recovery system and other mitigation efforts. He emphasized PWSRCAC's hope that there will be a renewal or reexamination of Alyeska's Clean Air Act permit, which has been in abeyance for a long time. Herbert also pointed out how disconcerting it is to the Council that PWSRCAC had to go through ADEC, instead of being given the requested information directly from Alyeska, to get the baseline information for Dr. Sahu's analysis. He acknowledged that those on the VMT tour the previous day got a good introduction to the maintenance and inspection of the tanks and those that have been taken out of service and not replaced, but even the whole in and out of vapors through the two pipes, did not seem like a good idea to him.

Dr. Sahu agreed that the nitrogen blanketing pipe and the main header out pipe are very close to each other and they might even be short circuiting. There is only one pressure monitor for the entire

tank, which is not sufficient to influence pressure, such that if there is a hole in the wall, emissions are going to escape there before the system can pull it to where it is to go (vapor recovery system). That is what is happening at the tank farm.

Herbert thanked Dr. Sahu for sharing his insights into why he made the minimal assumptions in his report and for his good work on this analysis.

Responding to a question from Robert Beedle about when ADEC would conclude its investigation/enforcement case against Alyeska, ADEC's Ytamar Rodriguez said he reached out to ADEC's Air Quality Division in preparation for this meeting to inquire as to progress being made with the active investigation. He was told that because it is an active investigation/enforcement case, they could not comment much more than to state that when it comes to enforcement cases in general, the State of Alaska can take anywhere from days to years, depending on the complexity of the case, and what actions the party that received the Notice of Violation has taken to address the issue. Rodriguez stated it is always ADEC's desire to get the quickest resolution possible and not have these types of cases drag out for years on end. He acknowledged that it happened in 2022, and still there is an ongoing case here in 2025. But, he assured the Council it would get resolved because everybody needs to know what they are expected to do next. The desire of ADEC is always to gain resolution to any active enforcement and they want to resolve it in a way that meets ADEC's regulations and protects the environment.

Jim Herbert **moved to accept** the report titled "Volatile Organic Compound (VOC) Emissions from the Snow Removal Incident at the Alyeska Pipeline Service Company's Valdez Marine Terminal East Tank Farm in Early 2022," as meeting the terms and conditions of contract 5057.24.01 with Dr. Ranajit (Ron) Sahu. Robert Beedle **seconded** and the **motion passed without objection.**

4-10 REPORT ACCEPTANCE: 2024 ANNUAL DRILL MONITORING REPORT

PWSRCAC Drill Monitor Project Manager Roy Robertson provided an overview of the 2024 Drill Monitoring Annual Report which summarizes the drills and exercises attended by PWSRCAC staff in 2024.

The report recommends the following areas to focus on for future exercises:

- Allison Creek Barge and Valdez Star
- Darkness and fog
- Tanker and tether towing exercises
- Large and small vessel decontamination
- Fishing/contracted vessels
- Non-mechanical response
- Open water deployments
- Valdez Marine Terminal
- Sensitive area protection
- Nearshore response
- Unannounced exercises

A briefing sheet and a copy of the report were included in the meeting notebook under Item 4-10. Staff requested Board acceptance of this annual report and allow distribution to the public.

Jim Herbert moved to approve the 2024 Annual Drill Monitoring Report for distribution to the public. David Janka seconded and the motion passed without objection.

ANNUAL VOLUNTEER RECOGNITION

The following volunteers were recognized for their years of service on the Council:

- 5 years: Ben Cutrell, representing Chugach Alaska Corporation.
- 10 years: Trent Dodson, IEC member.
Robert Archibald, Board Member representing City of Homer.
Mike Bender, Board Member representing City of Whittier.
Wayne Donaldson, Board Member representing City of Kodiak.
Mako Haggerty, Board Member representing Kenai Peninsula Borough.
Michael Vigil, Board Member representing Chenega Corporation and
Chenega IRA Council.

RECESS

The meeting recessed for the day at 4:45 p.m. to reconvene the following day at 9:00 a.m.

Friday, May 2, 2025

CALL BACK TO ORDER

Vice President Amanda Bauer called the meeting back to order at 9:02 a.m. on May 2, 2025. A roll call was taken. There were 16 Directors present at the time of the call back to order: Archibald (via videoconference), Bauer, Beedle, Brittain, Crump, Cutrell, Donaldson (via videoconference), Haggerty, Hasenbank, Herbert, Jackson (via videoconference), Janka, Malchoff, Moore, Vigil, and Zinck. Williams joined via videoconference immediately after the roll call at 9:05 a.m. *(17 Directors present.)*

4-6 FEDERAL & STATE GOVT AFFAIRS UPDATE

Director of Programs Joe Lally led an update on developments and prospects in Juneau and Washington, D.C., relative to PWSRCAC's legislative priorities. Lally was joined by Gene Therriault, PWSRCAC's state lobbyist, and C.J. Zane of Blank Rome Government Affairs and Roy Jones, PWSRCAC's federal legislative monitors.

Lally thanked the Legislative Affairs Committee (LAC) (Chair Dorothy Moore, Vice Chair Robert Beedle, Robert Archibald, Mako Haggerty, Kirk Zinck, and Elijah Jackson) for all of their work and for meeting every two weeks since the Alaska State legislative session started in mid-January. He also thanked PWSRCAC's State Lobbyist Gene Therriault for all the support he provided to the Council and LAC in support of state issues, such as ensuring stable and sustainable funding for ADEC's SPAR Division, the maintenance/repair of weather buoys in Prince William Sound and the Gulf of Alaska, and supporting Sen. Forrest Dunbar's Senate Joint Resolution 12 that stressed the importance of the weather boys, as well as the establishment of an Invasive Species Council in Alaska.

On the federal side, Lally thanked longtime legislative monitor Roy Jones for his continued support and the Blank Rome team comprised of C.J. Zane, Genevieve Cowan, David Jansen, and many others at Blank Rome Government Relations. He noted their extremely valuable contributions to the Council as they work on important issues like the Coast Guard inspection of vessels of opportunity (VOO) issue in trying to get that resolved permanently, providing support on the NOAA National Data Buoy Center (NDBC) buoys and ensuring that NOAA has the funding to keep those buoys up and running, and the Government Accountability Office review that is currently being worked on. He thanked

everybody involved with LAC and for all the work they have done during the year, including staff Project Manager Assistant Nelli Vanderburg.

State Update

Gene Therriault reported on the following legislation making its way through the Alaska Legislature

- **ADEC/SPAR Budget.** The Governor introduced primarily a status quo funding for the SPAR Division that has been included in both the House and Senate versions of the budget. General fund dollars are getting very tight, but it appears those funds going to SPAR are safe at the present time.
- **Senator Dunbar Resolution.** A resolution by Sen. Forrest Dunbar highlighting the support of the federal government needed to maintain the weather buoys and how that has an impact on the safe transportation of oil out of the Valdez Marine Terminal. He noted that testimony on that issue has helped introduce/reintroduce PWSRCAC to new members of the legislature and a number of them have come to rely on PWSRCAC staff and the expertise that they bring to some of these issues. It appears the resolution will advance and will ultimately be passed. It then sends a strong message to certain members of the federal government supporting the adequate funding and the maintenance of these weather buoys so they are working and providing the information that is needed. It has also had the impact of generating headlines as different news media have reported on the advancement of that information to Alaska's congressional delegation so when they go to interact with federal entities, they have press coverage that they can point back to, to say this is an important issue in the state of Alaska.
- **Invasive Species Task Force.** Senate Bill 174, also introduced by Sen. Dunbar, had its first hearing in the Senate Resources Committee earlier that week. There was just enough time during the hearing for them to introduce the bill, go over a sectional analysis, and take some invited testimony. It will come up sometime within the next couple weeks for another hearing. Whether there is enough time in this legislature to get it all the way through the process is unclear, but Sen. Dunbar is working closely with Rep. Rebecca Himschoot, who has introduced the bill on the House side. Her staff have indicated they do intend to work that issue in both bodies, which increases its chance for ultimate passage this year.

Federal Update:

C.J. Zane reported his team is continuing to work on two important pieces of legislation in Washington, D.C. One is the "vessel of opportunity" (VOO) clarification provision which they have good reason to believe will be included in the House USCG Reauthorization bill that is expected to be introduced sometime in May and a legislative markup to it by late May-early June. They have been working with Rep. Begich's office on this. They have also been working with the VOO working group (consisting of PWSRCAC and other stakeholders who are aligned on the legislation) on the Senate side and they believe both Alaska's senators will support the provision when the bill comes over from the House to the Senate.

Likewise, the VOO working group has been working to resolve USCG enforcement of the documentation requirement for "non-operating individuals" on vessels (the USCG put out a notice that because of a requirement as to documentation for non-operating individuals on vessels had expired, the USCG had to enforce it.) Sen. Sullivan sent a letter to USCG asking them to stand down on that issue as well as implementation of the Work Instruction relative to the VOO

requirements. The working group has asked the House to include language to make a permanent fix to the non-operating individual provision. However, there is already a Senate-passed bill that carries that prohibition on enforcement of that Merchant Mariner Credential requirement applicable to non-operating individuals.

Zane stated there is a very good chance in May that the House will pass the already passed Senate Coast Guard bill, without amendment. If that occurs, Zane opined that, at a minimum, the non-operating individual issue will be resolved for a two-year period giving more time for work on a permanent fix in the next Coast Guard bill that the House is getting ready to introduce/move.

Zane reported that Sen. Sullivan's letter on both issues has been very helpful and USCG seems to have taken the request to stand down to heart on both issues and efforts to resolve these issues permanently were in a much better position now than they were this time last year.

Jim Herbert reported PWSRCAC has heard that the Admiral in District 17 has in fact given verbal orders that USCG is not to enforce either the VOO Work Instruction or the non-operating merchant mariner credential issue at the present time.

Zane reported that the current pause in enforcement is not ideal, but it is hoped that a permanent fix will be possible and included in the next Coast Guard bill that will be introduced in the House soon. He also reported that while there is support for permanent fixes to both issues, there is also support from others outside the working group for a requirement that, absent merchant mariner credentials, non-operating individuals go through a safety briefing.

Lally asked for an update on the Coast Guard appropriations for FY2026 that PWSRCAC supported. Zane reported that the appropriations process is only just beginning and he did not expect to see an appropriations bill until at least this coming September.

Lally asked if there were any updates to the Government Accountability Office (GAO) review, Zane reported that Blank Rome had received an interim response from Sen. Sullivan's staff that the GAO gave a pre-brief to Sen. Sullivan and Sen. Murkowski's staffs but he did not have the details. He noted that this occurred before the full agency review process was completed and that requesting members are entitled to get a report before it is released. However, there was no indication of when the final report would be released.

Wayne Donaldson asked if there was a need to call out the VOOs with what is on the table at the present time, would they be called out. Zane stated that there is nothing in the USCG provisions that would prevent the VOOs from responding to the callout.

For the Good of the Order – NOAA UPDATE:

Executive Director Schantz relayed an update from LCDR Caroline Wilkinson of NOAA Office of Coast Survey to questions the previous day about the buoys, as follows:

- The Seal Rocks Buoy (#46061) will be a complete exchange.
- The Cape Cleare Buoy (#46076) is fully functional therefore it will not be serviced during this cruise. Office of Coast Survey is resource-limited and this cruise can only service buoys that are non-functioning in some way.
- Cape Suckling – will be serviced at this time.

4-7 COMMUNITY OUTREACH ANNUAL REPORT

Outreach Coordinator Maia Draper-Reich and Director of Communications Brooke Taylor presented an overview of the Council's Strategic Communications and Outreach Plan (SCOP), an annual report to the Board of PWSRCAC's outreach events since May 2024, as well as work accomplished by the Fishing Vessel Program Community Outreach (Project 3410) and Youth Involvement (3530), Internships (3903) projects during FY2024.

Taylor led the presentation with a high level overview of the SCOP and briefly outlined its four subplans of: Advertising, Earned Media, Social Media, and Outreach. She noted that the plans are looked at annually and adjusted accordingly, as needs dictate.

Michael Vigil said he felt it was important for the Council to keep front and center to the younger generations how the EVOS upended life in Prince William Sound for a long time. He would like to see the Council's outreach personnel come to visit Chenega again and to other small rural communities and do some joint events with Chenega Village Corporation or Chugach Regional Resources Commission (CRRC) or even the Prince William Sound Science Center in Cordova, where there are younger generations very much focused on keeping their environment healthy today and for future generations.

Taylor responded that PWSRCAC has started a new partnership this year with CRRC and they do strive to get out into the rural communities. They cannot get to every community every year, but they do reach out to learn what those communities would like PWSRCAC to be involved with.

Maia Draper-Reich gave a review of the Community Outreach Program and activities since the last report in May 2024, where the Council visited, and the target audiences they have engaged with over the past year.

Taylor gave kudos to Draper-Reich for her presentation at this meeting and the extensive outreach efforts she accomplished. She also commended Project Manager Amanda Johnson for her behind-the-scenes work on communication and outreach efforts.

Mako Haggerty raised a suggestion of reaching out to the cruise ships that come into Prince William Sound with a presentation. Taylor explained that staff had not had an opportunity to develop something for cruise ship audiences, and it was perhaps not quite the audience PWSRCAC usually targets. It would involve a tremendous amount of staff time to develop and present. She suggested something along the lines of PWSRCAC's Train the Trainer information might be a better fit for a tourist-type audience.

Amanda Bauer added that the smaller cruise ships do have people on board that make presentations and they do cover some of the EVOS history.

Taylor added that she was impressed with the orientation presented to passengers on Stan Stephens Cruises on the history of the spill and the impacts to the region and spill response aspects.

David Janka added that unless there was a profit to be made for the cruise industry, he doubted they would be interested much in what PWSRCAC had to offer.

Haggerty followed up that staff time and effort aside it was important to raise awareness of what happened in Prince William Sound in 1989; that cruise ships benefit immensely from taking tourists

through Prince William Sound, and the cruise ship industry should help remind people about the EVOS because it is complacency that makes these things happen.

Donna Schantz announced that she had just received a message from Alyeska's Scott Hicks, former VMT Manager, who was present in the audience at that time but also a passenger on board the outbound cruise ship departing Valdez that evening. He shared that he was about to attend a one-hour presentation on EVOS as the ship passes Bligh Reef later that evening.

Break: 10:32 a.m. – 10:45 a.m.

4-8 ADDRESSING RISK AND SAFETY CULTURE AT THE VALDEZ MARINE TERMINAL

PWSRCAC Project Manager Sadie Blancaflor led a status update on the issues and recommendations raised in the 2023 "Assessment of Risks and Safety Culture at Alyeska's Valdez Marine Terminal" report (Report) authored by consultant Billie Garde of Clifford & Garde.

Garde (via videoconference) made an in-depth presentation on Alyeska's response to her Report and the current status of the recommendations she made to address the risk, safety, and culture issues that gave rise to her investigation of employee concerns at the Valdez Marine Terminal (VMT).

She acknowledged Alyeska's Scott Hicks' presence at this meeting. She also commended him for his integrity and commitment to safety during his tenure with Alyeska.

An attachment to the briefing sheet in the meeting notebook (Item 4-8) laid out the seven recommendations from her Report. Also included in the meeting notebook under Item 4-8 was Alyeska's Management Action Plan Closeout Report which laid out the actions taken by Alyeska to address those recommendations designated for them.

For today's update, she concentrated on speaking about her findings relative to Alyeska's Management Action Plan (MAP) and discussed what has happened in response to those recommendations. At the conclusion of her update, she presented a revised recommendation for the Council's consideration, which incorporated some of the actions taken and decisions made by Alyeska and the regulators over the past two years and also addresses continued employee concerns coming directly to the Council in the future. Those revised recommendations were for information only and the Board was not asked to take them up for acceptance at this meeting.

Recommendation 1. Recommend that the PWSRCAC request Congress to initiate a Government Accountability Office (GAO) audit to determine the adequacy of present regulatory oversight of Alyeska's VMT operations by federal agencies with responsibility over the VMT, including compliance with the Federal Grant of Right-of-Way and Stipulations, and the State Lease.

Current Status. In October 2024, the Alaska Delegation requested the GAO to review the JPO. The GAO has completed its investigation and the GAO report is pending.

Recommendation 2. Recommend that the Council request the federal Occupational Safety and Health Administration (OSHA) conduct or commission a full independent audit of the VMT systems for compliance with process safety management (PSM).

Current Status. In April 2023, PWSRCAC transmitted to the U.S. Department of Labor the request for OSHA to conduct or commission a full independent audit of applicable VMT systems for

compliance with PSM per the Report recommendations. OSHA responded it had decided to handle the request as a Complaint Against State Program Administration (CASPA) about the Alaska Department of Occupational Safety and Health (AKOSH). On March 25, 2025, OSHA provided a final determination letter to the Council after auditing AKOSH about PWSRCAC's 2023 concerns. OSHA's investigation compressed the concerns into two allegations:

Allegation 1 was that "AKOSH did not follow their policies and procedures for processing and inspecting employee complaints at the Alyeska Service Pipeline Company Terminal (VMT) after inspection 1449993 was contested." Allegation 2 was that "On May 26, 2023, inspection 1449993 was subject to a Notice of Dismissal for lack of prosecution by the State of Alaska's Office of Attorney General. The failure of the State to pursue this case calls into question the effectiveness of the entire AKOSH oversight function, and the ability of Alyeska to avoid meaningful oversight of AKOSH and Process Safety Management (PSM) requirements."

OSHA's substantiated allegation 1, and their recommendation was that AKOSH must ensure that their complaint policies and procedures are followed in accordance with the AKOSH Field Operations Manual. Garde stated that this is important because if AKOSH follows their manual, employee concerns will be handled in accordance with the higher standards, including retaliation standards, that are in the OSHA manual and expectations. Allegation 2 was not substantiated. Garde reported the second allegation was somewhat ambiguous in that it did not acknowledge that it was subject to the notice of dismissal for lack of prosecution. Garde stated that the failure of the State to pursue this case calls into question the effectiveness of the entire AKOSH oversight function, and the ability of Alyeska to avoid meaningful oversight of AKOSH and Process Safety Management (PSM) requirements. However, after the Report was issued, the State Attorney General got back on the case and it is active again now. But this is between Alyeska and the State of Alaska, and PWSRCAC has no role in that. However, Garde said PWSRCAC should monitor this as best it can because the foundation of that inspection were employee concerns and those concerns remain open.

Recommendations 3, 4, and 5 were all directed at Alyeska.

Recommendation 3. Asks for an audit of safety management systems to determine whether there were any gaps between their API standard and their own standards.

Recommendation 4. Requests an independent audit of all the deferred maintenance at the VMT, including deferred work listed on all the backlog lists and looking at the risk ranking. Garde noted the tremendous amount of work Scott Hicks and Alyeska did in this area and said she believed Alyeska now has this under control.

Recommendation 5. That Alyeska provide mandatory training for all supervisory and management personnel on their responsibilities to promote a strong safety culture, upholding a compliance culture, and not tolerating harassment, intimidation, retaliation, or discrimination (HIRD). This training should also be part of all new manager orientation and be provided on at least a biennial basis to all managers.

Garde emphasized that the reason this is so important is because Alyeska still adheres to a work environment and culture that was started under former President Bob Malone and referred to as "the open work environment." That is where employees feel free to raise concerns, without fear of retaliation, and are encouraged to raise concerns before they become an issue, so they can be

discussed openly. Garde pointed out that Alyeska has gone through many changes over the years, including Hilcorp coming in. Hilcorp was not even part of the TAPS executive committee during EVOS or the many quality control inspections, congressional hearings, allegations of a quality control breakdown, the mandatory audit of the entire pipeline and all the angst that went along with that, or the Wackenhut issues, and none of the Hilcorp employees have lived through that. But more and more Alyeska has been bringing in non-pipeline, non-oil and gas leaders into their organization, who not only do not have experience of the lessons learned from those bad experiences but do not have experience of how the oil and gas industry in Alaska operates. Garde recognized that new employees with new visions and experiences coming into an organization can be good, but what is not good is managers who are brought in that do not have that same work culture experience and understanding, or respect for the open work environment/no retaliation expectations of Alyeska's culture. Garde said that in her experience the newest managers are the most capable of damaging the open work environment culture without even understanding it. Therefore, her recommendation here was to make sure people were trained on what open work environment means, why it exists, and what it is for.

Current Status - Recommendation 3,4 & 5. Alyeska's reaction and response to the Report was stated as:

"Be accountable and focus on review and improvements for the VMT and TAPS."

"Address the Report's three recommendations to Alyeska and look for learning opportunities."

"Use the Management Action Plan (MAP) process to understand issues, recommend changes, and take action."

Garde said she appreciated how Alyeska and particularly Betsy Haines received the Report. She recognized it was hard hitting, took some people aback, and some were upset by it, but Betsy Haines received it professionally and recognized that Alyeska had something to learn. Alyeska formed a Management Action Plan (MAP) and put Scott Hicks in charge. Under this MAP they were determined to address the Report's recommendations and look for learning opportunities. Garde acknowledged that it could have been received differently and she appreciated the professionalism with which it has been considered.

Using Alyeska's MAP closeout report (under Item 4-8), Garde went through each section with the Board and highlighted those items she felt warranted further follow up on their completion status or needed clarification from Alyeska:

- **Alyeska Safety Management System.** Alyeska has budgeted and has committed to doing an API 1173 assessment in 2025. It has also committed to implement a human factors program to be phased in beginning in 2025 or 2026. She hoped the assessment would provide even more insight into ways they can improve their safety and efficiencies.
- **Process Safety Management.** Process safety management (PSM) is an OSHA regulation that only applies to a few aspects of VMT operations, not the entire terminal, and Alyeska must follow PSM that applies to the places that are required to be covered. Garde pointed out, however, that it seems Alyeska has taken credit for following PSM across the entire terminal. In the audit report that Garde reviewed, it states that PSM is being voluntarily applied by Alyeska across all terminal processes. However, that was not what she was told. She said it remains a mystery to her what actually is covered. Garde also questioned whether the items, such as corrective actions and adjustments from the PSM audit that are listed as being completed by December 2024, were in fact completed or closed.

- Maintenance Backlog & Engineering Query. Garde found nearly all the items identified and actions taken by Alyeska as to these procedures to be positive and tremendously important. What continues are the improvements underway to better manage engineering work order prioritization and disposition. She would like to see an update that would show that the priority schedule of work has really been finalized, and that as work comes through review for assignments that it has a prioritization system consistent with PSM principles.
- Open Work Environment (OWE)/Employee Concerns Program (ECP). Garde noted that she was less pleased with the changes and commitments made here and pointed out that Alyeska says it met commitments to the 1994, 1997 TAPS Improvement Plan (which she has reviewed) and this kind of open statement does not seem to make sense to her given what that plan says. The TAPS Improvement Plan is one of the things PWSRCAC asked the GAO to look at. She did not know if they did, but it is important to make sure that whatever commitments Alyeska made to Congress, that they are complying with them.

She pointed out that having the ECP report to the legal department (on the company's organization chart) rather than directly to the president is not best practice, even though Alyeska has added a dotted line to the president. She said that while she liked the program she is concerned about the functionality of that aspect. The fact that employees are still reaching out to PWSRCAC and in some cases to her with concerns indicates that the speak-up culture is not yet where it needs to be. She noted she was also able to review the Dittman work environment survey that was done in the third quarter 2024, the open work environment survey, and there were a lot of issues in that survey that are important for Alyeska to actively respond to and put more support into in creating a safe speak-up culture and work environment.

- Audits. Alyeska has prioritized, increased the frequency, and broadened the audits of deferred maintenance and PSM audits, which are all positive actions on Alyeska's part, but she still has concerns with the PSM audits, as previously noted.
- Training. Alyeska has made good commitments on training. Training is required within 90 days of employment. That addresses the concern about making sure that people coming into the organization are trained into what open work environment and a HIRD is all about for Alyeska. This is Alyeska-specific training on what was learned from what was done wrong and how to prevent it from happening again. Alyeska has done leadership intensive sessions around TAPS in 1Q 2024 for all Alyeska leaders and she heard good feedback about that. She noted that ongoing plans to replace the HR system is probably causing a lot of angst within the company. She noted that where people rely on HR and it is changing, there are opportunities for mistakes, and bad morale, and the process really needs an ombudsman-type person on board to troubleshoot throughout those changes. In her experience when companies change big systems and processes, if there is not a single point of accountability that a worker or management can go to that knows what is going on and can get something fixed, the result is really bad morale. Then people feel like they are not being listened to and changes are being made only for the bottom line. She cautioned that a company can lose a lot of people that way who they do not want to lose, and they will have already lost more than they need to in terms of institutional knowledge.
- Stakeholder Engagement. Garde felt the "updates as needed" comment under Work Continues category was light on substance in terms of the aspects of the MAP that are still ongoing, pointing out that Garde's Report and PWSRCAC have given Alyeska a lot of information, only to get this one

statement back and nothing else, and that is the concern she has about the relationship between the Council and Alyeska, which she will address at the end of her update.

Recommendation 6. Consider the establishment of a PWSRCAC Human Factors advisory committee to advise the Council on the status of the risks to operations and maintenance of the VMT created by Human Factor risks, as recognized by PSM requirements and industry experts, such as the loss of institutional knowledge, staffing, transition issues, fatigue, training, and safety culture issues.

Garde explained that a lot of the issues she heard when she was working on her Report are issues that are now defined as “human factors.” Basically, human factors is the study of what about people goes wrong that affects safety (e.g., safety culture, communication incident investigations, managing non-compliance, identifying errors, managing fatigue and staffing issues, effective meetings). API has now rolled human factors assessment into their PSM, so now it is known as PSM and Human Factors, all of which recognizes that avoiding the big mistake is a combination of mechanics, technical things, and people. The people issue is usually the wild card, and as we look at those well done reports about incidents and investigations, they all come back to the human factor. She pointed out two examples in her Report where Alyeska managers or supervisors told Alyeska employees not to worry about that non-compliance because it has never happened before. She emphasized that those words are exactly the words that lead to a major disaster (the loss of the Challenger space craft, as an example). This is known within industries as the “normalization of deviance,” which she talked about in her Report, which is the kind of human factor interface with PSM that is critical to understand so there are employees who will say “no, I’m not doing that” or “we don’t do that here,” and say no when they need to say no. She pointed out that these kinds of human mistakes are always at the bottom of these accident investigations, and we owe it to all of them and to ourselves and our communities to make sure that Alyeska’s system for PSM and for identifying and measuring human factor issues is up to speed. She stated emphatically she does not think Alyeska’s system is there yet and in her opinion it is one that Alyeska should not push off until later.

Current Status. On March 7, 2025, at a scheduled public meeting, the PWSRCAC TOEM Committee tentatively agreed to oversee the process for the Garde recommendation to create a Human Factors committee to analyze risks at the VMT created by human factors, pending further discussions about what their role would be and key factors to address. The Committee voted to continue discussions about what this would entail but requested assistance for a framework to analyze risks at the VMT created by Human Factors. She explained that her Report recommendation came through working with the Council to help construct a human factors assessment tool that allows the Council to manage the information it is getting from Alyeska in a way that is more than just incidental information. The information that is already being shared are indicators, and Alyeska should be able to work with that. She stated she would like to see the relationship between Alyeska and the Council become better established in terms of both focusing on real information to be able to make real judgments and have discussions and get the value and input that is available to Alyeska from the Council. Alyeska has got to be able to work those recommendations and the Council has to be able to work with real data, not just the incidental employee that comes and raises concerns. She opined that both organizations would benefit tremendously from having that relationship develop that way and she was hopeful that they would. She noted she had been part of a couple of different set-ups like this within other organizations and the ones that have worked well are amazing. But the ones where people do not really want to cooperate

with each other become a big waste of everybody's time and, more importantly, a missed opportunity.

Recommendation 7. Consider the establishment of an appropriate Concerned Individual (CI) protocol for PWSRCAC for the handling of any employee concerns it may receive from concerned VMT employees or contractors in the future.

Current Status. Garde pointed out that this recommendation was not for the Council to have its own employee concerns program but there currently is no process available to PWSRCAC staff to deal with the concerns from Alyeska employees that come to it unless the employee says it is an issue of imminent safety, in which case then regulators or Alyeska are notified. Garde is working with PWSRCAC staff to come up with a process to deal with these concerns, but if there is not a way to work it with Alyeska, then PWSRCAC would have to contact the regulator who has responsibility for such an issue, and if the concerned worker comes to PWSRCAC and says they have been retaliated against, then PWSRCAC would have to point them to the law that protects them. Garde pointed out that this is not the best way to deal with such information from concerned Alyeska employees, but it may be the only way.

Garde's Outstanding Concerns.

1. Loss of institutional knowledge, and the loss of five key female executives. Whether they are male or female it is still a loss of 110+ years of operational and organizational oversight experience since January 1, 2025. That is a tremendous loss. It is a new team that is running Alyeska now without a lot of that institutional knowledge, and in the absence of that institutional knowledge, Alyeska has to slow down and make sure that there are a lot of other processes in place to make sure that there are no mistakes.
2. PSM applicability at the VMT is not yet clarified on the scope of voluntary versus mandatory coverage for VMT operations and process activities. If it is clear to Alyeska, it is not clear Garde.
3. The continued lack of resources within Quality and Integrity Management and their lack of visibility within the management organization. The MAP did not seem to address those issues at all, although they were included throughout Garde's Report. Quality and Integrity Management are just not addressed and she does not know why and that continues to concern her.
4. Continued employee concerns to PWSRCAC and Report's author.
5. Patchwork regulatory oversight and gaps in present regulatory coverage, with at least some areas with no regulatory coverage at all (i.e., tank farm bottom processing).
6. Inconsistent cooperation by Alyeska with PWSRCAC information requests and consequential impact on PWSRCAC's ability to perform its responsibilities.
7. Loss of opportunity from the current relationship between Alyeska and PWSRCAC.
8. Some of the results of the Dittman Open Work Environment Survey show decline in scores in safety culture/work environment.

Only four questions asked in 2024 were also asked in 2022. All the responses to those questions showed worse outcomes than 2022 and 2020.

“Most importantly, Alyeska employees and contractors show accountability, direction and culture, and budget/spending.”

The response to the question whether the respondents “were confident in Alyeska’s ability to achieve zero accidents and spills” and “achieve zero operational upsets” was alarming, scored in the “red,” and lower scores than two years ago.

Updated Observations and Recommendation. Garde summarized her observations and proposed a new recommendation.

Process Safety Management (PSM) and Human Factor metrics and performance indicators are the leading tools for maintaining safety and integrity in a proactive manner. A robust voluntary PSM program has taken the place of the 1980-1990s Quality program, and the 2000s Integrity Management processes.

Garde has a lack of clarity on whether Alyeska is implementing the PSM practices, on a voluntary basis, across the entire VMT (e.g., all operations and maintenance activities that present inherent). If so, are the triennial audits reviewing the entirety of the VMT operations and maintenance activities that present safety inherent risks in the operations of the VMT?

Garde also understands that Alyeska has delayed or deferred the implementation of Human Factors Assessment Tools beyond 2025. These two processes, PSM and Human Factors assessment, provide significant enhancement to maintaining safety and integrity in high-risk industries and operations. It provides the benchmarks upon which any incident or accident will be assessed and is “best in class” for managing such operations.

In response, Garde proposed that PWSRCAC develop performance indicators from the American Petroleum Institute (API) Process Safety Performance Indicators and Human Factors Standards (API 754) to use to track leading/lagging indicators in a proactive manner on Alyeska’s safety performance.

Updated Recommendation. “PWSRCAC should undertake the development of performance indicators to utilize during information exchange with Alyeska in order to have an objective framework for a more useful dialogue.⁽¹⁾ Ideally, Alyeska will agree to the use of providing information relevant to these performance indicators during regularly scheduled PWSRCAC-Alyeska meetings. In addition, PWSRCAC should develop a protocol for the receipt and evaluation of those employee concerns provided directly to PWSRCAC, using the same indicators.”

⁽¹⁾These performance indicators would be developed using the API Process Safety Performance indicators and Human Factors Standard 754 (Tier 1 and 2), which would permit the evaluation of indicators that the industry and oversight agencies utilize to measure safety performance and indicators of potential risks and trends.

Following her status report, Garde took questions from the Board.

Jim Herbert asked Garde how she would grade Alyeska's response, whether she had a sense of the morale of the organization now, and whether she was still hearing from the employees that started the investigation.

Garde responded she would give a B-/C+ grade overall on the response but emphasized that Alyeska did do a lot of important things and she did not want to diminish any of the things they did. She commended Scott Hicks for a masterful job getting a handle on the issues, which was critically important to the workers who talked to her, and she gave Alyeska/Hicks kudos for hopefully getting that under control. As to employee morale now, she reported she has heard from some of the same people, as well as some new people whom she did not talk to during the investigation but who have since read the Report, and their view is that they had a lot of hope that things were going to get better, but they do not have that so much anymore because of the loss of the executives over the last year and a half and the continual nonstop budget pressures that are still there -- they do not see any relief. It is just too much work and not enough hope. In her opinion, when people start new at Alyeska, they are very excited and they have very good morale, but the ones that have been there and are hoping for change, they are losing hope, and there is disappointment instead of relief.

Amanda Bauer asked Garde if she thought the safety culture assessment which appears to be going in the wrong direction on the MAP would even out as more institutional knowledge is lost and new people come on who do not know how it could have been.

Garde responded that Alyeska had a really high watermark for its open work environment and people were really proud of it and were proud to say, "we don't do that here; that's not what our organization is about." In her opinion, there are enough people left to see how they would like it to be again, or they are reaching the conclusion it will never be that way again and leaving.

Bauer thanked Garde for her detailed update and engagement with the Board.

(This was an information item. No action was requested of the Board.)

Lunch Break: 11:55 a.m. – 1:00 p.m.

4-9 REPORT ACCEPTANCE: PEER LISTENER MANUAL DISTRIBUTION PLAN

PWSRCAC Project Manager Dr. Danielle Verna, along with Lisa Fousek (virtually) of Agnew::Beck, presented the Council's Peer Listener Manual distribution plan.

The Board was asked to accept the distribution plan and outreach materials for the Peer Listener Manual finalized by Agnew::Beck Consulting in April 2025. The Peer Listener Manual is an appendix to the Council's "Coping with Technological Disasters – A User Friendly Guidebook" which was originally developed in the 1990s, and subsequently updated, and revised to reflect the current understanding of mental health and community resiliency. In this project, a distribution plan was developed and outreach tools were created to aid Council staff and others when sharing and broadening the reach of the manual within the Council's region and beyond. These outreach tools include a one-page version of the manual, a rack card, social media posts, and an audio version of the manual.

Lisa Fousek of Agnew::Beck Consulting led the Council through the manual and the outreach materials and answered questions.

Mako Haggerty **moved to accept** the Peer Listener Manual distribution plan and outreach materials prepared by Agnew::Beck Consulting, Inc., dated April 2025, as meeting the terms and conditions of contract number 6560.25.01, and for distribution to the public. Robert Beedle **seconded** and the **motion passed** without objection.

ELECTION OF OFFICERS AND MEMBERS-AT-LARGE TO THE EXECUTIVE COMMITTEE

Amanda Bauer announced the election results of officers and members-at-large to the Executive Committee for the coming year:

President:	Robert Archibald
Vice President:	Amanda Bauer
Treasurer:	Mako Haggerty
Secretary:	Bob Shavelson
Members-at-Large	Ben Cutrell, David Janka, Jim Herbert

4-11 ANNUAL BOARD COMMITTEE APPOINTMENTS

The annual appointment to Board subcommittees was led by Executive Director Schantz and Vice President Amanda Bauer. A briefing sheet was included in the meeting notebook as Item 4-11 which outlined each of the committee's functions. The following Directors volunteered to serve on each Board committee and **were confirmed by a motion made by Jim Herbert, seconded by Ben Cutrell, and passed** without objection. (It was agreed that Directors who want to serve on a subcommittee but were not present at this meeting could be added later.)

FINANCE

Mako Haggerty (chair), Angela Totemoff, Jim Herbert, Robert Archibald, Wayne Donaldson.

LONG RANGE PLANNING COMMITTEE

Chairs of the technical committees, Jim Herbert, Amanda Bauer, Aimee Williams, Robert Archibald, and Cathy Hart (of the IEC Committee).

BOARD GOVERNANCE COMMITTEE

Luke Hasenbank, Dorothy Moore, Robert Beedle.

LEGISLATIVE AFFAIRS COMMITTEE

Dorothy Moore, Robert Archibald, Robert Beedle, Elijah Jackson, Mako Haggerty, Kirk Zinck.

DIRECTOR OF FINANCE'S REPORT TO THE BOARD.

Director of Finance Ashlee Hamilton thanked the Finance Committee for their support and for those who agreed to continue to serve. She also thanked Treasurer Mako Haggerty, individually, for his support, and to the Anchorage-based check signers, Luke Hasenbank and Ben Cutrell, for taking the time out of their schedules to sign checks for the organization.

- **FY2026 Budget.** Hamilton reported that her time since the January meeting had been mostly devoted to developing the FY2026 budget and preparations for the Anchorage office relocation. She thanked Project Manager Assistant Jaina Willahan who helped to build the budget book. Hamilton reported that she continues to refine the format of the budget book to improve clarity and efficiency while ensuring that all critical information remains intact. She pointed out that when she first joined PWSRCAC, the budget book was approximately 300 pages and she has trimmed it down to 92 pages currently. Noting

that the FY2026 budget was approved under agenda item H the previous day, she thanked everyone who contributed to the effort and provided useful feedback at the Budget Workshop the previous week.

- **Budgeting Software.** Hamilton reported she was continuing to work with representatives from Velixo to identify a software solution that will meet PWSRCAC's budget development and financial reporting needs. While implementation has not yet occurred, she is optimistic that the FY2027 budget will be built using this system. She met with a representative that week to review a draft of the software Velixo is building specifically for PWSRCAC.
- **Anchorage Office Move.** Planning for the Anchorage office move is underway. She worked closely with staff Hans Odegard and Brooke Taylor on logistics, budgeting, and document management strategies to ensure a smooth transition. This includes aligning efforts with updates to PWSRCAC's document retention policy and exploring options for reducing physical storage. The movers are scheduled on May 9 and the hope is to start unpacking at the new location on May 14. She encouraged any volunteer who is in the Anchorage area to come and visit the new office.
- **Document Retention Policy.** Hamilton, along with staff Hans Odegard and Jennifer Fleming, collaborated with the Finance Committee to review proposed revisions to the Council's Document Retention Policy. These updates reflect current practices, including the digitalization of documents and the use of cloud storage. These updates were approved under the consent agenda the previous day.
- **Board Travel Expenses.** As touched on briefly by Treasurer Haggerty the previous day, the Finance Committee is exploring ways to reduce Board travel expenses. Board members who may have ideas on how to do so were encouraged to bring them to the committee.
- **Salary Structure Review/Compensation Study.** She is also working with the Finance Committee on the formation of an *ad hoc* group to evaluate potential updates to PWSRCAC's salary structure and assist with the development of an RFP for a new compensation study. This group would include at least two Board members.
- **ACH payments/reimbursements.** She encouraged volunteers who had not signed up for ACH travel reimbursements to let her know and she would send a sign-up link via an e-mail so they could do so.

EXECUTIVE DIRECTOR'S REPORT TO THE BOARD

A detailed written report from Executive Director Schantz was previously circulated to the Board via email. She supplemented that written report with the following observations:

She briefly recapped the history of how the regional citizens advisory councils under OPA 90 were created and the importance of the roles they have played for the past 36 years in ensuring oil can continue to be transported safely through Alaska to markets. This has benefitted the people of the State of Alaska, the nation, and also protected the environment and people.

OPA 90 calls for the citizens to "foster the long-term partnership of industry, government,

and local communities in overseeing compliance with environmental concerns in the operation of crude oil terminals." OPA 90 also states that "only when local citizens are involved in the process will the trust develop that is necessary to change the present system from confrontation to consensus." Under the Council's contract with Alyeska, its role is to monitor and provide advice regarding the actual and potential environmental impacts of the VMT, oil tanker operations, and oil spill prevention and response.

She acknowledged that some of the presentations and report approvals at this Board meeting may have been somewhat uncomfortable to hear, including the air emissions report by Dr. Sahu, the secondary containment liner testing by Dr. Craig Benson, the update from Billie Garde on the recommendations contained in her report that addressed risks and safety culture at the VMT, and the talk about recent leadership resignations at Alyeska, and there is more work the Council needs to do on all of these topics.

She emphasized that the Council certainly does not want to be in a situation where Alyeska can say that PWSRCAC got it wrong, and not being provided the information necessary for PWSRCAC to adequately perform its role is not a good position to be in. But even if PWSRCAC does not have access to the full information, it is still important to make sure the Council raises its concerns so they are out in the open - because that is the only possible way they can be addressed. She commented that the Council needs to do this in a manner that is respectful, and as technically sound as possible, and from her perspective, the Council did this very well at this meeting.

She said that when information is withheld from the citizens, especially when the information can be obtained through a public records request to the regulatory agencies, it does not help build that trust. She pointed out that PWSRCAC has been trying to improve the relationship with Alyeska and its access to information, and while it seemed like things were improving about a year ago, that progress has stalled and she believes that is because all of PWSRCAC's requests for information have to go through Alyeska's legal department, and that has been a struggle in terms of the information PWSRCAC has been provided. She would like to work on improving that relationship for getting access to information, which may mean both organizations will have to work on a different approach.

Another big, uncomfortable, concern that is shared by many is how the recent federal cutbacks in personnel and funding, including early retirement offers and hiring freezes, may negatively impact the safe transportation of oil, and there are more cutbacks slated to come. This is all happening at the same time as federal initiatives are being promoted to increase energy production, especially for Alaska. If increased energy production is going to be achieved in the U.S., the need for oversight and the resources to provide that oversight to ensure safe operations to the maximum extent possible are even more important. She recognized that no one wants another oil spill disaster, but during a time of promoting increased energy production is not when cutbacks on oversight designed to prevent an accident should occur. From her perspective, these recent developments make the Council even more important than ever.

She emphasized the importance of the Council's role. Everyone needs to continue to do the best they can to provide advice and have these uncomfortable conversations, with the goal of making sure the system is as safe as it can possibly be. However, the Council cannot do it alone. It also needs strong involvement by federal and state leaders, Alyeska, the shippers, and the entire Board.

She acknowledged the amazing team of Board and committee volunteers, and an excellent staff that make up PWSRCAC, and thanked everyone for their time, effort, and dedication to the Council's work

and mission. She recognized that the Council already asks a lot of its volunteers but urged everyone to be as strong and engaged as possible in light of the threats and challenges that the Council is facing through the unraveling of many of the safety systems designed to protect the people and environment. She pointed out there was a lot of work ahead for the Council, and any Board members not already on one of the committees were encouraged to attend some meetings to weigh in and help staff and committees develop projects, advice, and recommendations. The Council needs that help to be stronger in the face of adversity.

She thanked the Board for its support, and all volunteers and staff for the role they play in keeping the Council's work moving forward.

PRESIDENT'S REPORT TO THE BOARD

President Archibald reported (virtually) and added to Donna Schantz's comments about the Council's power to influence environmental protection through its work and its voice. He thanked the Board for electing him President of the organization for another year.

For the Good of Order

The Board took up the item added to the agenda to approve a sole source contract in the FY2026 budget with the Smithsonian Environmental Research Center.

ADDITION TO AGENDA: SOLE SOURCE CONTRACT WITH SMITHSONIAN ENVIRONMENTAL RESEARCH CENTER - PROJECT 9520

Project Manager Danielle Verna explained that one of the projects that was approved in the FY2026 budget was Project 9520, a project for the Smithsonian Environmental Research Center to do a survey of invasive species in Southcentral Alaska. Typically, in anticipation of the budget being approved, staff would have added a briefing sheet to the consent agenda asking for the Board to authorize a contract with the Smithsonian, and that would have been approved on the consent agenda the previous day. Through an oversight, staff missed adding this contract approval to the agenda and it was added to the meeting as an amendment to the agenda. It is an action item requesting the Board to authorize a sole source contract with the Smithsonian Environmental Research Center to complete the portion of this project that the Council is supporting which will begin in July or August. Staff was requesting Board approval now so that the contract can be authorized before that scope of work begins.

Jim Herbert noted the large dollar amount of the contract and asked for some details about what they propose doing, where it will be done, how it involves PWSRCAC's staff, and what the final product will be. He stated that he would need to have a lot more information before he could vote for this contract authorization.

Verna explained that Phase 1 of the project will take place in June of this year. Phase 1 will involve deployment of settlement panels similar to those deployed from time to time throughout Kachemak Bay. Phase 1 is being funded by the Bureau of Ocean Energy Management. PWSRCAC is not contributing to that, but they are a funding partner. PWSRCAC is supporting Phase 2, which is to retrieve the settlement panels this fall and to do a morphological assessment of whatever organisms are found on the panels and also to support a public citizen science workshop this summer or fall, following the Plate Watch protocols, so the public can learn about the project and the analyses that they will do. SERC is collaborating with its funding partners on selecting sites and reaching out to communities in the region, and then they are going to do the analysis at the Kasitsna Bay Lab. The cost of PWSRCAC's involvement for Phase 2 is \$151,000.

Verna did not have site information on hand where the panels will be deployed, but it is likely to be Lower Cook Inlet communities like Seldovia, Port Graham, and/or Nanwalek, because they have fixed or floating docks that are required to deploy the panels, and there are sites on both sides of Kachemak Bay. She said she would provide the actual deployment sites after this meeting.

In response to a question from David Janka, Verna stated that to her knowledge, the Cook Inlet RCAC (CIRCAC) is not contributing any funding, but they might be a partner in some other capacity. PWSRCAC will receive a final report and SAC will review materials along the way before it comes to the Board.

Jim Herbert stated he would have liked to have seen a little more advanced notice on this issue. He had heard about it but was not prepared for it to be on this agenda, and the Board should have been made aware of it in the budget cycle because of the dollar amount.

Verna clarified that it was included in the FY2026 budget and there was an explanation of the project prepared. It was discussed at the December workshop, and part of it was included in the LRP materials.

Mako Haggerty **moved to authorize** a sole source contract in FY2026 with the Smithsonian Environmental Research Center in an amount not to exceed \$151,344 for project 9520: Decadal Assessment of Non-Indigenous Marine Species in Southcentral Alaska. Michael Vigil **seconded**. **The motion passed. (Herbert abstained.)**

CONSIDERATION OF CONSENT AGENDA ITEMS

(None.)

CLOSING COMMENTS

Directors were given the opportunity to make closing comments.

ADJOURNMENT

There being no further business to come before the Board, and hearing no objections, the meeting was adjourned at approximately 2:29 p.m. on a motion made by Ben Cutrell and seconded by Robert Beedle and passed by general consent.

Secretary