

PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL
MINUTES
REGULAR BOARD MEETING
September 18 and 19, 2025
Cordova, Alaska

Members Present

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

Members Absent

Angela Totemoff	Tatitlek Corporation & Tatitlek Village IRA Council
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Committee Members Present

Matt Melton <i>(via videoconference)</i>	OSPR Committee
Tom Kuckertz	TOEM Committee
Kevin Berry	TOEM Committee
Harold Blehm <i>(via videoconference)</i>	TOEM Committee
Davin Holen <i>(via videoconference)</i>	SA Committee
Wei Cheng	SA Committee
John Kennish <i>(via videoconference)</i>	SA Committee
Max Mitchell	POVTS Committee
Ruthie Knight <i>(via videoconference)</i>	IE 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 <i>(via videoconference)</i>	Director of Finance

Jennifer Fleming
 Danielle Verna
 Roy Robertson
 Linda Swiss *(via videoconference)*
 Jeremy Robida
 John Guthrie
 Amanda Johnson
 Maia Draper-Reich
 Nelli Vanderburg *(via videoconference)*
 Jaina Willahan *(via videoconference)*
 Suparat Prasannet

Executive Assistant
 Project Manager
 Project Manager
 Project Manager
 Project Manager
 Project Manager
 Outreach Coordinator
 Project Manager Assistant
 Project Manager Assistant
 IT Coordinator

Ex Officio Members Present

Ytamar Rodriguez
 LCDR Edward Kaaua
 Jonathan Kirsch *(via videoconference)*
 Anthony Strupulis *(via videoconference)*
 Steve Weeks *(via videoconference)*
 Torri Huelskoetter *(via videoconference)*
 Heather Parker *(via videoconference)*

Alaska Dept. of Environmental Conservation
 U.S. Coast Guard MSU Valdez
 Alaska Dept. Fish & Game
 Alaska Dept. of Natural Resources
 Bureau of Land Management
 U.S. Environmental Protection Agency
 Oil Spill Recovery Institute

Others Present

Andres Morales
 Mike Day
 Alyssa Sweet *(via videoconference)*
 Kristen Shake *(via videoconference)*
 Kate Dugan *(via videoconference)*
 Diana Bouchard *(via videoconference)*
 Weston Branshaw *(via videoconference)*
 Suzanne Cunningham *(via videoconference)*
 Brian Bouvais *(via videoconference)*
 Martin Parsons *(via videoconference)*
 Kathy Shea *(via videoconference)*
 Anna Carey *(via videoconference)*
 Mollie Dunkin *(via videoconference)*
 Teresa Melville
 Roy Reiss
 CDR Sarah Rousseau *(via videoconference)*
 LT Bradley Ragan *(via videoconference)*
 Erin Cooper
 Kim Clark *(via videoconference)*
 Lexi Ehresmann *(via videoconference)*
 Andrea West *(via videoconference)*
 Rob Kinnear *(via videoconference)*
 Marshall Blankenship *(via videoconference)*
 Steven Cooley *(via videoconference)*
 Karen Hays *(via videoconference)*
 Tim DiPietropolo *(via videoconference)*

Alyeska Pipeline Service Company
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 U.S. Forest Service
 U.S. Forest Service
 Alaska Dept. of Natural Resources
 Polar Tankers
 Hilcorp
 Hilcorp
 Alaska Tanker Company
 Alaska Tanker Company
 Alaska Tanker Company

Peter Laliberte	Santos
Manmeet Chaabra	Teekay Tankers
Nicholas Schneider	Teekay Tankers
Kevin Pike	Repsol
Joe Levesque, Esq.	Landye Bennett Blumstein, LLP
Elise DeCola (<i>via videoconference</i>)	Nuka Research and Planning Group, LLC
Mayor Kristin Smith	City of Cordova
Wendy Ranney	Citizen
Kelsey Hayden	Citizen
Thea Thomas	Citizen
Tom Copeland (<i>via videoconference</i>)	Citizen
John Williams	Alaska Sea Grant / Commercial Fisherman
Merv Fingas (<i>via videoconference</i>)	Spill Science, LLC
Bill Mott (<i>via videoconference</i>)	Taku Engineering, LLC
Charla Hughes	Prince William Sound Stewardship Foundation

Thursday, September 18, 2025

CALL TO ORDER, WELCOME, AND INTRODUCTIONS

A regular meeting of the Board of Directors of the Prince William Sound Regional Citizens' Advisory Council was held September 18 and 19, 2025, at the Cordova Center in Cordova, Alaska. President Robert Archibald called the meeting to order at 9:00 a.m. on September 18, 2025.

A roll call was taken. The following 18 Directors were present at the time of the roll call, representing a quorum for the conduct of business: Robert Archibald, Amanda Bauer, Robert Beedle, Mike Bender, Mike Brittain, Nick Crump (*via videoconference*), Ben Cutrell (*via videoconference*), Wayne Donaldson, Mako Haggerty, Luke Hasenbank, Jim Herbert, Elijah Jackson (*via videoconference*), David Janka, Melvin Malchoff, Dorothy Moore, Bob Shavelson, Aimee Williams, and Kirk Zinck. Michael Vigil joined the meeting via videoconference shortly after the call to order at 9:06 a.m.

President Archibald welcomed everyone to the meeting and thanked everyone for their kind words and condolences he received since the last meeting.

Board member David Janka, representing the City of Cordova on the Council, welcomed the Council to Cordova and the land of the Eyak people. Mayor Kristin Smith also delivered welcoming remarks on behalf of the Cordova City Council.

Introductions and brief Directors' reports followed.

1-0 AGENDA

President Archibald presented the agenda (green-colored sheet) for approval. Executive Director Donna Schantz pointed out that Item 4-1 (Update on the Copper River Flats Vicinity GRS Project) was inadvertently indicated as an action item. It will be an information item only.

Jim Herbert moved to approve the agenda and Robert Beedle seconded. The motion passed without objection and the agenda was approved as amended with Item 4-1 as an information item.

1-1 MINUTES

David Janka moved to approve the minutes of the Annual Meeting of the Board of Directors of May 1 and 2, 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)**

Committee member Wei Cheng reported on the Scientific Advisory Committee's activities since the May Board meeting, as follows:

- **Marine Bird Surveys.** The contract with the Prince William Sound Science Center is in place for the third year of fall and early winter marine bird surveys in and around the tanker escort zone. The surveys are scheduled to occur in September and again in November.
- **Long-Term Environmental Monitoring Program.** Samples from the 2025 Long-Term Environmental Monitoring Program (LTEMP) were collected and sent to laboratories in May. Results were received in August. Dr. Morgan Powers with Fjord & Fish Sciences will review the data and present a draft report to the committee by November.
- **Decadal Assessment of Non-Indigenous Marine Species in Southcentral Alaska.** Staff from the Smithsonian Environmental Research Center (SERC) retrieved settlement panels throughout Kachemak Bay to evaluate the presence of marine invasive species in late August. Results and a draft report are expected to be shared with SAC next spring. A workshop was held in Homer on August 22, for Plate Watch community monitors, and a public presentation was given by the managing director of SERC's Marine Invasions Lab at the Kenai Peninsula College on September 6.
- **Marine Invasive Species Internships.** The marine invasive species interns began their fieldwork in Kodiak and Cordova this summer monitoring for invasive green crab. No green crabs have been found in the region to date. Settlement panels were deployed at the Valdez Marine Terminal and in the Cordova harbor and will be retrieved this fall by staff.
- **Social Science Workshop.** Project manager Danielle Verna and SAC member Davin Holen of Alaska Sea Grant have written a report summarizing the successful social science workshop held during the Chugach Regional Resources Commission's 23rd Annual Subsistence Memorial Gathering this past March. SAC has reviewed the draft report and is recommending it for Board acceptance at this meeting.
- **Dispersants.** Council contractor Dr. Merv Fingas has drafted a report reviewing the current EPA dispersants regulations, the newly listed dispersants on the National Contingency Plan Product Schedule that will go into effect in December, and the changing dispersant stockpile in Alaska. In July, Dr. Fingas and Council staff met with the Marine Spill Response Corporation (MSRC), Marine Preservation Association, Alyeska/SERVS, and Polar Tankers to discuss the Council's questions about the changing regulations and new stockpiles. An update on this topic will be provided at this meeting.

- **Transcriptomics.** Council contractor Dr. Liz Bowen at USGS has been working on the transcriptomics analysis of the blue mussel samples that were collected at 13 LTEMP sites in 2023 and 2024. Dr. Bowen will present her findings to the committee this winter.

In 2025, blue mussels were collected and dissected at four LTEMP sites for potential future transcriptomics analysis. Since there is currently no timeline or funding designated for these samples, they were shipped to Dr. Bowen for storage.

- **Science Night.** The Council's annual Science Night is scheduled for December 4, 2025, at the Embassy Suites in Anchorage. The theme this year is "Echoes from the Spill: Science that Shaped a Region." The Council is looking forward to presentations by Jeff Short, Beks Rumley, and Gary Shigenaka. The committee encouraged everyone to attend this fun and informative event, and to look for the email invite next month and RSVP in advance.

PORT OPERATIONS & VESSEL TRAFFIC SYSTEMS COMMITTEE (POVTS)

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

- The POVTS Committee recently added a new member, Richard Frost, who has over 40 years of diversified experience in the maritime industry.
- 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, SeaRiver, Santos, and Repsol.

Project updates:

- Miscommunication in Maritime Contexts (8520). The contract for phase 3 of this project has been approved and outreach continues on finding maritime operations stakeholders to participate in the surveys and interviews necessary to complete the project. The Prince William Sound tanker companies and Southwest Alaska Pilots Association have all been contacted but partners are still being sought. At this time, only Teekay Tankers has confirmed their participation. The project manager and contractor are also planning to solicit participants on social media websites.
- Tanker-Mounted Thermal Imaging Camera (8060). The project manager has reached out to a subset of the Prince William Sound tanker companies to gauge their interest but is still in search of a partner willing to participate in this project by installing a WhaleSpotter camera on one of their tankers, with the goal of learning about the frequency of whales in the tanker traffic lanes and reducing vessel whale strikes.

OIL SPILL PREVENTION & RESPONSE COMMITTEE (OSPR)

Chair Jim Herbert summarized the OSPR Committee's mission, which is to minimize the risks and impacts associated with oil transportation through strong spill prevention and response measures, adequate contingency planning, and effective regulation. He thanked the good support the committee receives from Council staff and the guidance they receive from the public and from industry.

Herbert went on to report on the activities of the committee since the last Board meeting, as follows:

- The OSPR Committee has continued to receive updates on Area and Regional planning efforts. 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 (AWA) Plan went out for comments first, followed by the Prince William Sound (PWS) Plan. The Council submitted public comments on both the AWA and PWS plans. The Inland and Southeast Alaska plans will be the next ones to be updated.
- Valdez Marine Terminal (VMT) C-Plan Renewal: ADEC's five-year renewal of the VMT Plan was issued in November 2024 and expires in 2029. PWSRCAC's comments on the renewal were mainly focused on the secondary containment liner at the VMT. The Council requested an adjudicatory hearing regarding the secondary containment liner, which was denied, and the decision was remanded back to the Spill Prevention and Response (SPAR) Director. Alyeska was required to submit a plan to ADEC for how they would use Electrical Leak Location (ELL) to test the secondary containment liner; ultimately, the plan they submitted abandoned the use of ELL in favor of a hydraulic test (flood test) method. An update to the Board on this change is scheduled for later in this meeting's agenda.
- The OSPR Committee reviewed the Alaska North Slope Crude Oil Properties Report and recommended it for Board acceptance. There will be a presentation by Merv Fingas on this report on the following day's agenda.
- The OSPR Committee reviewed and accepted various drill/exercise reports.
- The committee received a presentation from Mike Day of Alyeska on the Tanker One Plan. There will be more about this topic in the Alyeska/SERVS Activity report later in this agenda.
- 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 Prince William Sound and Gulf of Alaska weather stations.
- The committee has received updates on the Copper River Delta Flats Vicinity GRS Development Project. The project started in early 2025 and began with a series of workgroup meetings with various agencies and other stakeholders. Two open-house style public workshops took place in Cordova the previous week, as well as some field survey work that was abbreviated due to intense weather. There will be a presentation on this topic later in the meeting.

TERMINAL OPERATIONS & ENVIRONMENTAL MONITORING COMMITTEE (TOEM)

Chair Tom Kuckertz reported on the TOEM Committee activities since the May Board meeting:

- The TOEM Committee received a presentation from Alyeska about seasonal and maintenance projects at the VMT this year and wished to thank Alyeska for providing that information. The committee also heard a presentation from Marathon Petroleum Corporation about the operational philosophy called Human and Organizational Performance (HOP). Marathon's presentation provided an overview of how they have incorporated HOP into how they design, execute, evaluate, and improve work, as well as the benefits of using it, including a reduction of accidents caused by human error.

- The TOEM Committee continues to discuss the recommendation by Billie Garde to establish a Human Factors Committee, including what this would entail should TOEM decide to include this recommendation in future work plans.
- The committee reviewed the Taku Engineering report titled "Review of Ballast Water Tank 93 Out-of-Service Inspection Report and Tank Repairs" and has recommended Board acceptance. There will be a report on this later in the meeting.
- The committee is involved in reviewing and providing input on the recent proposal by Alyeska to conduct a hydraulic test to verify the integrity of the VMT's East Tank Farm secondary containment liner in lieu of Electrical Leak Location testing. There will be more about this later in the meeting.
- The committee continues to discuss differences between air emissions reports from Dr. Ron Sahu and John Beath Environmental.
- The committee continues to track outstanding requests for information from Alyeska needed to support projects funded for FY2026.
- The TOEM Committee is pleased to welcome new member Kevin Berry, who was in attendance at this meeting.
- Sadie Blancaflor resigned from her position as the Terminal Operations and Environmental Monitoring Project Manager in August. The TOEM Committee thanked her for her work and wished her the best of luck in all of her future endeavors. The position is currently being advertised. Kuckertz urged Council members to spread the word on this vacancy to anyone who may be interested and qualified.

David Janka asked if Alyeska has discussed or planned to use a tracer dye in the hydraulic testing. Kuckertz stated that the proposal of using a hydraulic test is in its early stages and the technical aspects of how such a test would be performed had not been decided. He added however that he had been present when Alyeska did a hydraulic test of its industrial wastewater sewer system about 20 years ago and he did not believe they used any dye; they basically looked for changes in volume of water levels in the manholes to determine if there were any leaks. Kuckertz added that if they were to put in a tracer dye, then they would have to determine where the water goes, and it is not clear how they would detect that dye because they cannot see underneath the liner. It would be good if they could, but there is no way to do that.

INFORMATION AND EDUCATION COMMITTEE (IEC)

Board member Aimee Williams reported on the IEC's activities since the May meeting:

- **Fishing Vessel Program Community Outreach.** An IEC project team has continued working on an alternative format event to deliver outreach and education about the SERVS Fishing Vessel Program to the Kodiak community in fiscal year 2026. The project team is waiting on detailed information from Alyeska/SERVS on what is logistically possible with their training schedule.
- **Community Outreach.** In May, two staff members joined Board member Angela Totemoff at the Peksulineq Festival in Tatitlek. In June, Board president Robert Archibald, Board member Robert Beedle, IEC member Kate Morse, and various staff members attended the annual Copper River

Nouveau gala in Cordova. While in Cordova, they also attended a Fisheries Achievement Award reception for SAC member Scott Pegau. In August, POVTS member Max Mitchell helped Outreach Coordinator Maia Draper-Reich with the Council's booth at Salmonfest. Robert Archibald, Robert Beedle, and IEC member Trent Dodson also attended and stopped by the Council's booth.

Council staff have coordinated and participated in additional outreach events, and have presented to groups including regional teachers, college students, and local tour guides.

- **Youth Involvement.** IEC accepted three final reports from the following contractors: Alaska Maritime National Wildlife Refuge, Center for Alaskan Coastal Studies, and Fireweed Academy Charter School. At its next meeting, the committee will vote on acceptance of a project that was completed at the end of June by the Kenai Mountains – Turnagain Arm National Heritage Area. Five additional contracts are ongoing with the Alaska Marine Conservation Council, Center for Alaskan Coastal Studies, Copper River Watershed Project, Kenai Mountains – Turnagain Arm National Heritage Area, and Prince William Sound Science Center.

The most recent Youth Involvement RFP cycle received three proposals, which have been evaluated by a project team. Based on the project team's recommendations, the committee voted to fund two of the three proposals.

- **Communities in Focus.** The Communities in Focus project was included in the approved budget for fiscal year 2026. An RFP has been released to find a contractor to complete this work.
- **Illustrated Prevention and Response System Outreach.** Author and illustrator Tom Crestodina has resumed work on this project. Once an updated draft is received, it will be sent to the project team and industry representatives for additional review. Staff have been researching self-publishing options and should have a selection made ahead of the book being finalized.
- **Internship.** The Council's intern, Timothy Derbidge of Prince William Sound College, has completed his work supporting the Long-Term Environmental Monitoring Program. His internship was co-supervised by Council staff, and Prince William Sound College professor and IEC member Amanda Glazier. Derbidge had overall positive and helpful feedback during his exit interview.

Williams thanked everyone who helped with the Become a Master of Disaster event the previous day.

Robert Beedle inquired as to the expected completion date of Tom Crestodina's work. PWSRCAC's Director of Communications, Brooke Taylor, explained that Crestodina had a delayed start to his work in the spring, but staff were awaiting a completely revised draft, which will have to go back to the project team and industry for review. After that review by the project team and industry, it will be close to completion.

INTERNAL OPENING COMMENTS – BOARD SUBCOMMITTEES

FINANCE COMMITTEE (FC)

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

- The Finance Committee held their annual in-person meeting in August at the new Anchorage office.

- The committee reviewed and discussed the June 30, 2025, financial statements. These statements are the last of FY2025. Committee members had no pressing concerns. Based on these year-end financials, it appeared the Council will have approximately \$300,000 in net assets.
- Council auditor, Porter & Allison, joined the committee in person, and discussed the upcoming audit and Form 990 preparations for the FY2025 audit. The audit should be concluded by the end of October, with the Form 990 set to be completed shortly thereafter.
- Negotiations with Alyeska should start in early 2026 on the next three-year contract funding.
- A project team made up of committee members and management staff reviewed the eight proposals received from the compensation study RFP. Staff interviewed the project team's top two companies and debriefed the committee on their takeaways. The committee moved to contract with Valliant Consulting Group for the study. A final report is expected to be completed by November. The committee will meet to review the final report before it is presented to the Board at a future meeting for acceptance.
- The committee received an update on the Anchorage office move, including a timeline, photos of the process, and a list of potential upcoming projects with estimated costs. The committee supports expanding the office's back conference room to better accommodate in-person meetings and workshops but will not vote on recommending any budget modifications for Board consideration on office improvement projects until after the audit is complete. Staff plans to hold an open house of the new space in conjunction with the December events. In the meantime, the committee encourages anyone passing through Anchorage to visit the new office at 2525 Gambell Street, Suite 305.
- The committee learned that the migration of the Council's server to a cloud server called Egnyte is ahead of schedule. Staff ensured that this migration will keep all Council documents as secure as possible and will allow the Council to decommission the physical servers and eliminate the need for a Virtual Private Network (VPN), which will help reduce future server-related expenses.
- Director of Finance Ashlee Hamilton has been testing a new payroll software and hopes to transfer to a new platform by January 2026.
- The committee examined the Board meeting travel expenses over the last few fiscal years and discussed potential opportunities for cost savings, including combining the December events with the January Board meeting, holding the December or January LRP project ranking workshop virtually, or holding the January meeting virtually. A list of pros and cons will be presented to the Board, with further discussion on this item during the executive session at this meeting.
- Travel expenses were slightly lower than in the previous year.

LEGISLATIVE AFFAIRS COMMITTEE (LAC)

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

FEDERAL

- **Government Accountability Office Review.** In June, the Government Accountability Office (GAO) released their report reviewing regulatory oversight at the Valdez Marine Terminal. After reviewing the report, the Executive Committee approved a letter to the Alaska Congressional Delegation members asking them to:
 - Work with the Department of the Interior/Bureau of Land Management to address potential risks to the Valdez Marine Terminal as quickly as possible;
 - Request that the Bureau of Land Management address the GAO's report recommendations expeditiously; and
 - Seek answers from the GAO for the outstanding questions from the original request by the Delegation.
- **Gulf of Alaska Weather Buoys.** The Gulf of Alaska weather buoys, several of which experienced operational issues or unmooring over the past year, were repaired or replaced this summer. The Council conducted considerable outreach to Alaska Congressional Delegation staff, the National Oceanic and Atmospheric Administration (NOAA), and the National Data Buoy Center (NDBC) that is believed to have positively influenced the timing of these repairs.

At the State level, Senate Joint Resolution 12 (encouraging federal action for repair and maintenance of weather buoys) passed the Senate and the House. The Council supported the passage of the resolution 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 Vessels of Opportunity (VOO) fleet due to the Coast Guard's potential application of vessel inspection regulations to the more than 350 uninspected vessels that form the backbone of the SERVS oil spill response system.

An industry/stakeholder workgroup, which includes the Council, was stood up to promote resolution of this issue. A provision to exempt VOOs for Western Alaska and Prince William Sound is currently included in the House version of the U.S. Coast Guard Authorization Act bill. The Senate version of the bill does not include an exemption, but the committee is hopeful the exemption will prevail after both houses work to resolve the differences. The Council will continue to track and strongly support the VOO exemption as it makes its way through the legislative process.

Jim Herbert asked for clarification that the current admiral of the USCG 17th District, Admiral Little, would not be enforcing the rules for the VOOs at the present time as the issue moves through the legislative process. LCDR Kaaua confirmed that is the case at present.

Mako Haggerty suggested that NDBC should become an ex officio of PWSRCAC so the organization does not have to go through NOAA to get action on buoy issues.

BOARD GOVERNANCE COMMITTEE (BGC)

Chair Luke Hasenbank reported on the Board Governance Committee's activities since the last Board meeting:

- There have been no pressing issues needing immediate committee attention, so the committee has not met since the May 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 results of this review will be shared at the January Board meeting.

EXTERNAL OPENING COMMENTS – EX OFFICIO MEMBERS**ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION (ADEC)**

Ytamar Rodriguez, ADEC's Interagency Coordination Manager for the Spill Prevention & Response (SPAR) Division - Prevention, Preparedness & Response (PPR) Program, reported on ADEC/SPAR/PPR activities since the May Board meeting, and acknowledged that SPAR Director Teresa Melville was in attendance and would answer questions following his report.

- **Staffing and personnel changes.** The Central Region of SPAR, which oversees Prince William Sound, is fully staffed and the 2Q FY2026 employee retention has remained steady at 95%.

Gaye Harpole, a SPAR longtime employee, retired and Sunny Foster was hired as her replacement. Foster has approximately four years of PPR experience, including some with Cook Inlet exploration and production facilities. She will be based in the Anchorage office.

Shortly after the May Board meeting, Governor Dunleavy appointed Randy Bates as ADEC's Commissioner-designee. He returns to ADEC after a long and accomplished career in State service, where he previously served as the Director of the Division of Water and, prior to that, he was Director of the Division of Habitat at the Alaska Department of Fish and Game.

In May, Deputy Commissioner Christina Carpenter accepted a position at the EPA as the Region 10 Chief of Staff. Her last day with ADEC was May 30. Crystal Koeneman was appointed to replace Carpenter as Deputy Commissioner; Koeneman has spent almost 20 years working in Alaska State government, including serving as ADEC's legislative liaison. She started working in her capacity as Deputy Commissioner on July 9.

- **Prince William Sound Area Plans.** Prince William Sound area plans closed for public comments on August 2. The planning team is going through the review process for adjudicating all the public comments that were received and is making good progress. Once the review process is completed and final edits are made, the plan format will be made American Disabilities Act (ADA) compliant to ensure it is fully accessible before posting to ADEC's website.
- **Training.** During the summer, Sonja Mishmash of PPR staff in the Valdez office, along with three other staff members, attended a drone training and certification provided by the National Institute of Standards. Mo Radotich, also from the Valdez office, is at the OHMSETT training facility this week attending an American Petroleum Institute (API) dispersants workshop and there are 11 staff members attending a five-day Science of Spills training

course during this week, which is hosted by the National Oceanographic and Atmospheric Administration (NOAA) in Anchorage.

- **Upcoming exercises.** Upcoming exercises can be viewed on ADEC's spill response exercise schedule on ADEC's website. The calendar is updated regularly. Exercises and meetings in the Prince William Sound area currently on the calendar include:
 - The upcoming Petro Star Valdez Petroleum Terminal exercise, scheduled for September 23.
 - Alyeska VMT functional exercise scheduled for October 8.
 - The Fairwater full-scale exercise will take place May 12-14, 2026.
- **Spill responses.** ADEC has been engaged in the response to the F/V Sea Ern, which grounded in Izhut Bay, in the Kodiak Island area. Part of this coordination was done with the U.S. Coast Guard. The vessel ran aground September 1 and resulted in the release of an estimated 3,000 – 3,500 gallons of diesel from a punctured tank. Protective boom was deployed near the Kitoi Bay Hatchery as a precautionary measure and the Alaska Department of Fish and Game released an advisory announcement on the day of the incident closing commercial salmon fishing in the outer Kitoi Bay and Eastwood Bay sections of the Afognak District. Alaska Chadux Network was secured for the pollution response and cleanup. The salvage contractor arrived on scene September 3 and began assessing the stability of the vessel, the condition of the fuel tanks, and the temporary patching of the gash that the vessel sustained. A tow plan was developed and submitted to both USCG and ADEC, and with that approval the vessel was towed to Kodiak and eventually arrived in Kodiak Harbor at approximately 7:00 a.m. on September 5, finishing the transit under its own power. The vessel was dry-docked at the City of Kodiak shipyard at 11:00 a.m. on September 5, 2025. Commercial salmon fishing is no longer impacted by this incident and has returned to normal. The effects on the environment, as far as ADEC can tell, were minimal. Shoreline assessments were conducted and there were no actionable impacts observed.
- On July 25, during rounds, Petro Star Valdez Refinery staff found oil spraying out of a 4-inch crude oil slot line that leads to Petro Star's crude tank. Petro Star closed the appropriate valves, put a temporary patch on the line, and shut down the refinery operations while permanent repairs were made. The estimated 5,000-gallon crude oil spill went to soil in the main processing area and adjacent yard. Berms and absorbent booms were used to limit migration to the facility area and the spill did not reach water. Vacuum trucks were on site and began recovering product the day the spill happened. Excavations of the contaminated area were later conducted and the cause of the spill was determined to be corrosion under insulation.
- **Prince William Sound tanker and VMT oversight activities.** Staff have continued to complete inspections at the VMT and tank vessel inspections for vessels that call at the VMT.
 - Staff attended the 3-day Polar Tankers Prince William Sound Shipper exercise in May that included a field deployment for vessel decontamination and an incident management team tabletop exercise.
 - Planning is also underway for the Fairwater Prince William Sound Shipper exercise that will take place in May of 2026.

- PPR has also been working on new Prince William Sound Shipper c-plans for Santos, Teekay Tankers, and Sea River Maritime. These reviews include the shipper's individual vessel response plan, the Prince William Sound core plan, the SV 140 documents that will make up each of the new shipper's c-plans, and the focus of the new plan reviews will be on the individual company's vessel response plans. Response plan notifications for public comment periods will continue to be made through the department's listserv. The Santos plan was recently approved.
- For the VMT plan, staff continued to work with Alyeska Pipeline on the final selection method to complete the secondary containment liner evaluations at the East Tank Farm at the VMT. ADEC has requested additional information from Alyeska regarding the report. Alyeska's response is due September 19.
- ADEC has been directed to confer with the City of Valdez and PWSRCAC on the Secondary Containment Evaluation Method report, and ADEC will notify the parties when the report is complete to coordinate the conferring process.
- The VMT plan renewal was approved on November 6, 2024. The renewal incorporated the 2023 Article 4 regulatory updates along with other general updates. The SPAR Director issued her decision on an informal review request ADEC received regarding the approval on February 24, 2025. Following that decision, PWSRCAC, the City of Valdez, and Alyeska requested an adjudicatory hearing, which the Commissioner denied and remanded the decision back to the SPAR Director. ADEC was directed to update the VMT Basis of Decision document to include additional information on sensitive gauging equipment used at the VMT. ADEC completed this process and issued an update on August 8, and the outcome for any remaining issues from the City of Valdez has not yet been determined. The SPAR Division will follow the commissioner's letter on any remaining issues.
- **Regulatory updates.** Governor Dunleavy issued two administrative orders recently, Administrative Order 359 and 360. Both are designed to improve government efficiency, transparency, and effectiveness. Key elements of the order include:
 - Streamlining permitting processes across the ADNR, ADEC, and the ADF&G.
 - Reviewing and streamlining existing regulations, guidance documents, and materials incorporated by reference, and agencies were directed to reduce regulatory requirements by 15% by the end of 2026, and 25% by the end of 2027, establishing and following clear permitting timelines.

Rodriguez noted with regard to the SPAR Division, PPR already has clear timelines in regulations for contingency plan reviews and approvals, and generally meets those timelines during plan renewal and amendments. ADEC is continuing to discuss internally the expectations and impacts of these administrative orders on its program, and for how past work on Articles 1 and 4 may be incorporated into Administrative Order 360. Also, in accordance with the Governor's Order 360 specifically, SPAR is opening all of its 18 AAC 75 regulations (on oil and other hazardous substances pollution control), and 18 AAC 78 (on underground storage tanks), and 18 AAC 79 (on illegal drug manufacturing sites) for public input. This is not a formal rulemaking process and there are no proposed changes at this time. Rodriguez said ADEC welcomes all recommendations from

stakeholders and the public, and input will help shape future decisions about how the regulations are refined.

The comment period for Chapter 75 will close on October 8, 2025. In addition to accepting written comments, ADEC will hold virtual public meetings to accept verbal comments. For Chapter 75, that will be September 30, 11:00 a.m. to 2:00 p.m., and that information is also contained on ADEC's website.

Following his report, Rodriguez was joined by SPAR Director Teresa Melville to answer questions from the Board.

In response to a question by Jim Herbert directed to LCDR Kaaua about the cause of the Sea Ern grounding, LCDR Kaaua stated the cause was yet to be determined.

Herbert asked Director Melville how SPAR is calculating its baseline from which to achieve the Governor's order for a 15% reduction in regulations by the end of 2026, etc.

Director Melville explained that SPAR looked at every one of its regulations to see what it was requiring from outside entities, and where it required significant signatures or significant actions, etc. They did that manually. That was the number they used as their baseline and then looked at achieving a 15% reduction from there. They looked at whether there were any duplicative asks or things that were being asked for that are not 100% necessary, and they used this process to determine if requirements were perhaps not as necessary as they had believed. Ultimately, it was trying to figure out how SPAR could streamline its regulations so that it is not as restricting to the public to be able to follow them. Melville commented that SPAR had started several years ago taking out duplicative or outdated requirements so they were already on the path to update its regulations. Melville added that SPAR had already done much of the cleanup and that reduction work has already been put into the calculation. She also noted that there will be points where SPAR is not going to meet that 15% reduction number, but the division was already ahead of the curve with its review, and it does not want to lose the meaningfulness of its regulations or what requirements it needs to keep and is already standing its ground.

Herbert asked about a provision of the Governor's order that if certain actions were not taken in an appropriate timeframe those requirements would be eliminated automatically. Melville stated she believed that provision was not aimed specifically at ADEC's regulations because it had taken previous regulatory review actions, but rather it was aimed at some departments that need more work than others. However, she the Governor does want all the agencies on the same path.

Herbert thanked Director Melville for the clarifications she was able to share, and he emphasized that the Council supports ADEC/SPAR's work and would continue to do so.

Robert Beedle raised concerns about the advanced age, and possible deterioration and/or leaking of the secondary containment liner (SCL) under the crude storage tanks at the VMT. He pointed out that the SCL is over 50 years old. Over the years, there have been leaks and some repairs to the liner, but there is no way to test what is going on underneath the gravel overburden that covers the liner. It is, however, something that is required and Alyeska gets a 60% prevention credit for having it. But there is concern about its integrity and whether they deserve the credit. He suggested the prevention credit be revisited until the integrity of the SCL can be determined.

Melville responded that ADEC should receive Alyeska's report the following morning and they are working with Alyeska to find a proper testing method. When ADEC gets the report, they will have further discussions. She acknowledged everyone's concerns about the SCL integrity and noted that the prevention credit is a discussion that is always on the table. Melville reiterated that ADEC/SPAR has the same concerns as the Council but at this point they are trying to get the testing method nailed down with Alyeska and then they will work forward from there.

Beedle countered that SPAR's answer was not the assurance he was looking for because Alyeska wants to drag out the question of the liner's integrity for more years with more discussions with ADEC/SPAR, meanwhile he feels the protection for which Alyeska gets the prevention credit is not there.

Mike Brittain stated his agreement with Jim Herbert's concerns with loosening of the SPAR regulations and cautioned ADEC not to conflate loosening of regulations with reducing them. With regard to the SCL issue, he concurred with Robert Beedle and emphasized that complacency with regard to the SCL is the enemy of the prevention measures at the VMT, and something had to be done, and the sooner the better. The tanks are sitting there and are 50 years old. He urged SPAR to get something under the tanks that can be tested, tracked, and monitored. He also suggested that Alyeska should tear down the old empty tanks, perhaps one a year, and replace them with new tanks with a contemporary secondary containment system that has detection built in that can be monitored.

TOEM Committee Chair Tom Kuckertz added that if something is not reasonably maintainable then you have to replace it on a schedule – maybe 10-20 year intervals – which is a long time to muck out tanks, replace the floors, etc. These are maintenance items, but it still has to be done, and the same type of efforts should be made with respect to this SCL. He concurred that Alyeska needs to expose one of the liners and inspect the whole liner to see how much it has deteriorated and then fix any damage found. This needs to be done on regular basis. Depending on what is found in the first one, some type of regular inspection interval should be established, yearly or every two years, where the liner in the other dike cells is exposed and inspected, and then perhaps the observability of the liner itself could be improved when the maintenance is done by putting in sensors or taking measurements to see if leaks are occurring. This is something that should be considered by ADEC and Alyeska. Kuckertz said most people agree that Alyeska has something that is required by regulation that is not maintainable. Basically, Alyeska has to uncover it, inspect it, and then they get to say, I told you so, it's perfect. But we do not know that at the moment.

Archibald pointed out that the timeframe for public comment on ADEC's review is short on these regulation reductions and asked if there was any consideration for extending that timeframe. Melville stated that the proposals are just the first run-through. SPAR is putting them out for public comment to narrow down a scope of where they need to focus their energies and that is what they are working on at the moment. Depending on what comments they get back and where the concern is, they will look at those comments or those regulations specifically and then dig deeper. Therefore, this is only the beginning of that process, not the end. SPAR wants the public to tell them where their concerns are, have a conversation about it, and then SPAR will move on from there.

(Break: 10:45 a.m. – 11:00 a.m.)

For the Good of the Order

President Archibald acknowledged that Michael Vigil had joined the meeting virtually and gave him an opportunity to make some comments. Vigil explained the technical problems that kept him from joining earlier and commended staff for their assistance in finally getting him connected.

He spoke of the loss of the fishing holes to the local fishermen, and the threat in Prince William Sound from trawlers raking the bottom and taking all the fish. He acknowledged this is a personal concern, not an issue that is in the purview of PWSRCAC or his representation of Chenega Corporation/Chenega IRA Council on the PWSRCAC Board; he simply wanted to alert everyone to this issue.

BUREAU OF LAND MANAGEMENT (BLM)

Steve Weeks gave the BLM update via videoconference in the absence of Bettie Shelby. He said BLM was still reeling from the many personnel cuts it had experienced in recent months and there were many personnel in temporary positions, including Bettie Shelby who is the Acting Authorized Officer for BLM for TAPS. He was glad to be able to attend this meeting virtually and would be available to answer questions.

In response to an inquiry from Jim Herbert about the current statistics on Alaska Native hire quotas for TAPS, Weeks stated that he did not have the information because the position had not been filled since Eileen Oliver retired at the end of 2024, but he would inquire and provide the information after the meeting. Herbert emphasized that while he was sympathetic to the plight of the BLM office's lack of personnel at the present time, he would continue to ask for information such as the Alaska Native hire compliance percentages as it is a concern to the Council and our members. He also asked if Weeks could provide PWSRCAC with information on how it could track or verify the information itself.

Amanda Bauer asked if the hiring freeze was still in place. Weeks reported that not only was there a hiring freeze but they are not doing lateral moves either at this time. People are wearing several different hats doing the work of different positions because of the lack of personnel and the hiring freeze, and he had no idea when the situation would end or improve.

Mako Haggerty asked Weeks to name the state and federal agencies that make up the JPO. Weeks listed BLM, ADEC, ADNR, USCG, and agencies within the State Pipeline Coordinator's Office. ADNR's Tony Strupulis added PHMSA and EPA to the list, as well as the liaisons to agencies within the State Pipeline Coordinator's Office, which include ADF&G, ADEC, and an electrical inspector and a safety inspector from the Labor & Workforce Development Office. Ytamar Rodriguez clarified that PHMSA is part of the U.S. Department of Transportation and one of the agencies that make up the federal side of the JPO.

Jim Herbert asked about BLM's oversight of the ongoing incinerator replacements at the VMT which the JPO had historically overseen. Weeks reported that both he and Sonja Mishmash had observed the removal of the old unit and they would do the same for the replacement, but there is a lot of work involved and the JPO has none of the engineers to do an engineering review. BLM has no engineers left; they have all retired. If engineering work is involved it falls to ADEC. He pointed out that when he started 14 years ago there were five engineers, now there are none.

Returning to the Alaska Native hire issue, Alyeska's Andres Morales stated that Alyeska continuously monitors its commitment to 20% Alaska Native hire that it has under the TAPS agreement regardless of where or to which agency the report goes.

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

Torri Huelskoetter reported virtually for the EPA. She expressed disappointment at not being able to attend this Board meeting in person, but like many of the Council's ex officio agencies, EPA is extremely limited in resources for travel at the present time.

- **Staffing.** They lost several personnel to retirements in Region 10 and while they have three or four positions open, like other agencies EPA is under a hiring freeze and it may be 2027 before they can be filled. There are some lateral moves available but they are also limited to who is eligible to fill those positions. There are seven on-scene coordinator (OSC) positions open in Region 10 with no estimate of when those may be filled. They are down to two OSCs at present. She pointed out that EPA lost a quarter of its employees nationwide and Alaska was hit hard. This loss amounts to a quarter century of lost experience.
- **Possible government shutdown.** With the possibility of a government shutdown looming for September 30, Huelskoetter assured the Council that the EPA will still be available for emergency response. They will continue their coordination with the JPO in formulating a response to PWSRCAC's request for clarification on regulatory oversight for Alyeska.
- **Incinerator replacement project.** She is working with ADNR's Tony Strupulis and coordinating with EPA's Air Division for EPA's response for the regulatory oversight to the incinerator replacement project.
- Huelskoetter explained that on occasion when they have an emergency response they give Pollution Removal Funding Authorizations (PRFAs) to other agencies, such as U.S. Fish and Wildlife, USDA APHIS (Animal Plan Health Inspection Services), or to the State for those agencies to conduct the response. Tactics or response needs for that type of response are funded through the federal government. Starting in October, EPA will no longer be able to issue PRFAs, due to limitations in the U.S. Coast Guard National Pollution Fund Center's new invoicing system. She issued two PRFAs in the last two years in Alaska to USDA APHIS for wildlife hazing, and for U.S. Fish and Wildlife for hazing and preventative tactics to prevent any Endangered Species Act-protected animals from being impacted by a spill that they were working on. She commented that it looks like EPA eventually will be required to handle its own PRFAs - they just do not have the system in place for that and did not see that coming. She was unsure of what that will look like in the future or how long it will be until they have a new system.
- The next Alaska Regional Response Team (ARRT) meeting is March 5, 2027.
- **Prince William Sound Area Plan Meetings.**
 - The Prince William Sound Area Committee meeting is October 14.
 - Th Inland Area Committee will meet again in December. Bob Whittier is leading that, and Huelskoetter is taking over Mary Goolie's role for drills and exercises, participation and coordination.

- Startup of the Alaska Dispersant Use Guideline Task Force under the Science and Technology Committee, which is chaired by Liza Sanden, NOAA and the Coast Guard's Scientific Support Coordinator. There are no changes in the decision-making process except those that are required under the National Contingency Plan revision. EPA will be updating the plan with Category 2 modifications, implementing the sheet and job aide, conduct internal ARRT review, and then it will be presented at the 2026 ARRT leadership meeting. The new guideline will then be submitted for public comment and they will publish a new plan on the ARRT website. There will be additional information about that and the changes that are being made. Again, no changes to the decision-making process; rather, predominately updating things from Subpart J list. More information can be found on the ARRT website from the last ARRT presentation, Liza Sanden being the primary contact for that.
- Sector SE Alaska Area Contingency Plan (ACP) will be restructured later this month and it is hoped to be out for public comment in October 2025. The Alaska Regional Contingency Plan (ARCP) will be updated in 2026.
- Exercises:
 - Participated in the Alyeska Pipeline-Minton Creek combined resource exercises in the field and in the IMT.
 - Participated in a Santos exercise the previous week and is looking to participate in the Conoco mutual aid exercise on the North Slope and Anchorage in December.
- Other exercises planned, depending on budget, include being able to provide lithium ion battery fire response trainings. The EPA has recently learned a lot from the California wildfires and Maui fires and wants to help protect first responders from any potential incidents and to help with air monitoring because those batteries give off nasty emissions when they are on fire.
- Additional responses and removals currently ongoing are EPA's first-time critical removal for an Alaska Native Claims Settlement Act (ANCSA) site and an abandoned mine site near Deering, Alaska, which is the former Utica mine that ran from the early 1900s to 1980.

Archibald commended Huelskoetter and the EPA staff for trying to do as much as they can with a small staff.

UNITED STATES COAST GUARD (USCG)

LCDR Kaaua, Executive Officer for MSU Valdez, reported on MSU Valdez activities since the Council's last Board meeting: (CDR Rousseau was on videoconference during this report.)

- The Coast Guard will receive an influx of \$25 billion in the Coast Guard appropriations bill over the next few years to fund asset growth, capital improvements, modernization efforts, enhanced cyber initiatives, maritime surveillance, and address personnel shortages. Over the next two to three years, USCG is anticipating a 15% personnel increase coming in through Cape May and the Coast Guard Academy and they will be boosting their numbers in the fleet. This increase will be seen not only around the nation but also in Alaska. These increased initiatives come with new cutters, including the newly commissioned cutter, the Blacktip. He thanked the Council for its input to get the Blacktip for Valdez.

- More housing is coming to Valdez. The shoreside infrastructure planning criteria for this increased housing is in the works and it looks promising to come to fruition.
- Admiral Little visited MSU Valdez and some PWSRCAC Board and staff members attended a meet-and-greet with him. PWSRCAC's Joe Lally discussed the Vessels of Opportunity regulations with the admiral, and there could be a favorable inclusion of the language in the Coast Guard Authorization Act to afford the SERVS' contracted fishing fleet an exemption from the inspection criteria.
- The Prince William Sound Area Contingency Plan (PWS ACP) version 2 should be coming online before the end of 2025. The public comment period has ended. There were 114 comments and they are currently being reviewed with ADEC.

CDR Rousseau was invited by LCDR Kaaua to supplement his report. She commended Kaaua on his report and had nothing more of substance to add.

David Janka asked if Kaaua/Rousseau had any information about the mystery drums of unknown substance found on Montague Island. LCDR Kaaua reported that USCG is actively working this case. USCG has contracted with an oil spill removal organization (OSRO) that will be going out on scene to do an assessment of the situation. USCG was told and was given coordinates that there were 13-14 mystery drums with unknown contents. USCG has a plan going forward and is waiting for favorable weather to get USCG personnel or the contractor out on scene to do their testing and retrieve anything that is hazardous substance related. Nothing has been noted yet to indicate that it is oil related. Nothing has been stated that it is oil related. USCG is looking to use CERCLA (using the CERCLA Superfund) to pay for this. But they have a plan going forward and will give updates along the way. USCG has already answered a few press inquiries, and they are trying to keep everyone apprised through those information streams as well.

Robert Beedle asked if there would be any funds in the Coast Guard's \$25 billion appropriation to upgrade the Rescue 21 system which has degraded to the point that it cannot perform its intended function.

LCDR Kaaua explained that Sector Western Alaska has the Rescue 21 search and rescue responsibility over Prince William Sound and they do have a way of monitoring the Prince William Sound area with Rescue 21. As to any upgrades or repairs, Kaaua stated that with this modernization influx and the USCG funding increase they will certainly look into where the shortages are, but he did not have anything concrete to report at this time. Beedle commented he had heard those same assurances since 2015 and asked if there was a way to get more concrete information. He pointed out to Kaaua he had personally been in incidents out in Prince William Sound where the Coast Guard has said to the mariner's request for help "call me," which indicates they are relying on local cell service when they used to have repeaters and all sorts of other communications in the past. Beedle emphasized that the Rescue 21 system has degraded to the point of non-existence and it is endangering lives.

LCDR Kaaua acknowledged the seriousness of Beedle's concern and recognized it is a shared concern of many across the table at this meeting. He assured that he would take Beedle's concerns and get them to Admiral Little and see what can be done as far as shoring up that side of the emergency response communications system.

Amanda Bauer reported that she and PWSRCAC staff Joe Lally and John Guthrie were invited to meet with Admiral Little during his visit to MSU Valdez. She thanked CDR Rousseau and LCDR Kaaua for arranging that invitation.

Wayne Donaldson asked if there had been any issues with other user groups getting in the way of transiting tankers on the water during the busy summer months like there had been in past summers.

LT Bradley Ragan, Incident Management Division Branch Chief (via videoconference) reported that there had been a couple of complaints, but they were easily resolved via radio communications and there were no significant incidents to report.

Robert Archibald asked if there were any repercussions from the recent renaming of District 17 to the Arctic District. LCDR Kaaua reported there had been no repercussions to MSU Valdez and everything remained the same.

Archibald added that it was good USCG and the NDBC had got the malfunctioning weather buoys up and running again in Prince William Sound as it will make the decision to open or close Hinchinbrook Entrance that much easier to make.

LCDR Kaaua added that one of the things Admiral Little said he would do when he returned to Juneau was to get in contact with his NOAA counterpart there to champion keeping that weather buoy functioning. Archibald thanked Kaaua for that information. He emphasized that PWSRCAC greatly realizes the importance of that functioning weather buoy to the decision-making for Hinchinbrook Entrance, not only for tankers, but for the escorts that have to go out there with them.

Mike Bender asked which entity placed the NOAA buoy, if it was a private entity, and whether that was the way buoys would be maintained or placed in the future. CDR Rousseau confirmed it was a private contractor that placed that buoy, but she did not think that was indicative of a future trend. She explained that NOAA is entirely dependent on what the USCG has available at the time. The USCG has a memorandum of understanding (MOU) agreement with NOAA to allot a certain number of hours on its cutters that they have use of, and they determine when they need those and if they are available. In this particular case, the Coast Guard cutter was not available for the time frame that was needed, so NOAA went outside to one of their other options, but that is not necessarily an indicator that will happen every single time.

Michael Vigil asked if there was any USCG information on icebreakers, assets for defense of the Arctic coastline, new ports of call, surveillance boats, etc., to handle the new oil production coming online in the near future. He also asked if any of the Council's ex officio agencies had information on remediation of toxins and/or contaminants released from copper mining on LaTouche Island. He pointed out that if there are no fish or game because of toxins or contaminants, the Alaska Native population will have to move to where the fish and game are.

LCDR Kaaua reported that part of the \$25 billion USCG appropriation is towards modernization efforts to include ice breakers and long-range cutters, small boats and fast response cutters. He did not have any detail on what is in the queue at present for ships being built, but ice breakers are part of that conversation. There has not been any indication of a forward-leaning presence for ice

breakers to be put in the Arctic as of now, but that is not to say in the future that will not change as the shipping lanes and transit lanes keep opening up due to the Arctic ice melt. Where to place resources is a subject of discussion, but he had no definitive information for the Arctic region at this time. As to Vigil's second question about toxins and remediation around LaTouche Island, Kaaua was not familiar with that issue and would get back to the Council on Vigil's question. Neither CDR Rousseau nor LT Ragan had any more to add on the LaTouche Island contamination.

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

No report.

ALASKA DEPT. OF NATURAL RESOURCES (ADNR)

Anthony (Tony) Strupulis reported via videoconference. He added the State Fire Marshal to the list of JPO liaison offices. He also reported that ADNR is trying to coordinate with other liaisons on the incinerator questions to get an answer back to PWSRCAC. With regard to the recent GAO audit, Strupulis learned in a meeting the previous day from Bettie Shelby that the audit had gone up to BLM headquarters and they would be recommending an action forward but ADNR had not heard anything else in several months.

NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)

No report.

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

(Jonathan Kirsch was present on video conference but had no specific comments for his agency.)

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

No report.

U.S. FOREST SERVICE (USFS)

No report.

OIL SPILL RECOVERY INSTITUTE (OSRI)

Heather Parker (via videoconference) apologized for not being at the meeting in person. She said there was a lot of activity but nothing to report at the present time as OSRI is preparing for its annual fall board meeting where it will be approving its new projects.

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

POLAR TANKERS

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

As of September 1, Polar Tankers safely completed 65 loads and delivered 51 million barrels of crude oil. The week following this Board meeting, Polar will have its second Bridge Resource Management class of the year where there will be a mix of masters and mates from its fleet. Polar also invited different pilots from the areas in which it operates to attend.

The Polar Endeavour completed its shipyard in South Korea and returned to service in July, and now the Polar Discovery is undergoing its regulatory required shipyard in South Korea and is expected to return to service in late October.

Herbert asked about the replacement of the old dispersant Corexit 9500A with Dasic EcoSafe OSD. West reported that the Response Planning Group (RPG) now has a stockpile of the new dispersant in Anchorage. As far as she knew, switching products did not need new hardware for deployment. The old Corexit product will go to MSRC in the 1Q 2026 for disposal.

HILCORP

Rob Kinnear reported via videoconference that YTD Hilcorp had loaded 29 cargos on ATC vessels, totaling 32 million bbls, and two spot charters, totaling two million bbls (the Soangol Huila loading one million bbls at the end of January and the Rio Spirit another one million bbls at the end of April). Since that time, the Alaskan Frontier is back in Valdez and under time charter to Hilcorp. She loaded her first cargo on July 1, and has since just discharged her third load in Washington. Hilcorp does not anticipate any more spot charters will be needed for the remainder of 2025.

Jim Herbert asked how the rumored closure of the two California refineries (Valero's Benicia refinery in the Bay Area, and Phillips 66's Wilmington refinery in the LA area) would impact the Hilcorp's shipping of ANS crude to the West Coast and the ability of other markets to absorb Alaska's oil domestically. Kinnear declined to speculate specifically but stated that as ANS crude production has declined over the last several decades it is making up a smaller share of the crude oil slate at West Coast refineries, and Hilcorp's view is that ANS crude will continue to hold a solid footing in the U.S. West Coast even with those announced closures. Hilcorp expects to continue to be able to sell ANS crude to the U.S. West Coast for the foreseeable future, especially as most of that refining capacity was built originally with ANS production in mind.

FAIRWATER

Ingo Rose was not present but provided the following written update on the transition of Crowley Alaska Tankers to Fairwater:

"The transition from Crowley Alaska Tankers, LLC to Fairwater Tankers Alaska, LLC is complete. I believe it is important to note that, while the vessels did transition from being Crowley-owned to now being Fairwater-owned, the vessels' crews and respective shore-side management personnel have also transitioned from Crowley to Fairwater, thereby providing continuity in operations aboard and ashore."

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

Karen Hays (via videoconference) gave the update on ATC and OSG activities since the last Board meeting with the return of the Alaskan Frontier. Tim DiPietropolo of OSG was also online.

Hays reported ATC had zero lost time injuries this year and no spills to sea. It completed 29 voyages out of Valdez, totaling 32 million bbls of oil. The ships are running really well and there have been no issues with the fleet. The Alaska Navigator will be making one more voyage into Valdez this year before heading to the shipyard in Korea. Hays stated Stephen Cooley, one of ATC's engineering superintendents would be making an in-depth presentation later in the agenda to talk about some of the other things going on with the fleet.

MARATHON

No report.

TEEKAY TANKERS

Manmeet Chaabra reported Teekay Tankers is a company of 30+ vessels worldwide that carried 17+ cargos from the VMT on foreign flagged vessels since 2016. There were no incidents, no issues whatsoever, and Teekay was looking forward to loading cargos in Valdez in the future

REPSOL

Kevin Pike reported Repsol had submitted its c-plan to ADEC, but there was not much to report at the present time but would have more next year.

SOUTHWEST ALASKA PILOTS ASSOCIATION (SWAPA)

President of SWAPA, Captain Josh Weston, was not in attendance but provided a written report dated September 5, 2025, which was read by Executive Director Donna Schantz.

SWAPA's membership as of the date of Weston's report consisted of:

- 12 full members VLCC qualified pilots and 6 deputy pilots.
- Trainees/observers: Total of 5.
- Two trainees are doing hands-on maneuvers.
- One transferring pilot from Alaska Marine Pilots (AMP) is working on a full license for Region II, depending on his schedule.
- One observer is a deputy transferring from AMP.
- One observer has passed his Core Exam with the State of Alaska but is unable to do hands-on maneuvers due to his federal pilotage endorsement(s) being restricted to Tug and Barge only. SWAPA Training Chair has been working with the American Pilots Association (APA) on this issue.
- SWAPA just had an observer leave the training program to take an opportunity elsewhere and currently has a ballot out for a new rider.
- Pilot Boat: SWAPA continues to research a possible second all-weather pilot boat (AWPB) for Prince William Sound and is currently discussing this with the respective TAPS shippers.
- Portable Pilot Units (PPUs): SWAPA pilots use SEAIQ on a voluntary basis.
- No state legislative activities at this time.
- Still potentially looking at work from the Willow Project and, with anticipated peak production due in 2029, this may require an additional pilot on station in Valdez.
- Other potential projects which would affect SWAPA include LNG in Nikiski and the Ambler Mine Project.

CONSENT AGENDA (3-1)

There was only one item on the consent agenda:

3-1 TITLE V AIR QUALITY PERMIT REVIEW CONTRACT CHANGE ORDER APPROVAL.

Bob Shavelson **pulled item 3-1 for discussion**. It was placed on the following day's agenda under Item J – Consideration of Consent Agenda Items.

Lunch Break: 12:09 p.m. – 1:00 p.m.

ALYESKA/SERVS ACTIVITY REPORT

Andres Morales, Alyeska's Emergency Preparedness and Response Director, gave the Alyeska/SERVS report for the second quarter 2025:

VMT Operations:

- Operations: *(as 2Q 2025)*

	<u>6/30/2025</u>
○ Tankers Loaded	105
○ Tankers Escorted	107
○ Barrels Loaded	82,386,318
	<u>Since start up (as of 2Q 2025)</u>
○ Tankers Loaded	23,817
○ Tankers Escorted	15,157
○ Barrels Loaded	18,192,128,835
- Safety (TAPS): *(as of 2Q 2025)*

○ Days away from work cases	0
○ TAPS Combined Recordable Rate %	0.70
- Environment (Valdez): *(as of 2Q 2025)*

○ Spill Volume (Gallons)	33
○ Number of Spills	4

Fishing Vessel Availability by Port (2Q 2025):

<u>Port</u>	<u>Tier 1</u>	<u>Tier 2</u>
Valdez	28	16
Cordova	34 (+8 Rapid Resp.)	121
Whittier	7	19
Seward	0	27
Homer	0	48
Kodiak	0	38
Totals	69	271

2025 (2Q) Contingency Plan Activities:

- No additional CP-35-2 Amendments this year.
Governor Dunleavy's Administrative Order 360, the Alaska Department of Environmental Conservation (DEC) Spill Prevention and Response Division (SPAR) is opening all of 18 AAC Chapter 75, Oil and Other Hazardous Substances Pollution Control for public input.
- VMT Functional Exercise and IMT October 8, 2025

2025 (2Q) Training & Exercises:

- Fishing Vessel Training – Homer, Seward, Cordova, Valdez
- Escort Tug U/J Boom Exercise
- Current Buster 8/Crucial Skimmer TF Training Exercise

- Nearshore Operational Readiness Exercise
- PWS Shippers Exercise
- Spill Spray Dispersant and Tug Deployment Exercise
- Initial Response Team (IRT) Initials and Refreshers
- Emergency Tow and Tether Exercise
- Unannounced QI Notification Exercise
- Unannounced Rapid Response Vessel Call-out Exercise
- Valdez Duck Flats Training Deployment
- Solomon Gulch Hatchery Training Exercise
- Unannounced IMT Notification Test
- Cannery Creek/Chenega/Lake Bay Remote Site Maintenance
- Wally Noerenberg Hatchery Deployment Exercise

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.

Additional items in 2025

- **Tanker One Plan**
 - Transition administration of the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (PWS Tanker ODPCP) to Alyeska Pipeline Service Company (APSC) Ship Escort Response Vessel System (SERVS).
 - Provide and manage a unified, comprehensive, and coordinated prevention and response system to simplify plan management, streamline third-party use of the system and maintain compliance with all applicable regulations.
 - Development, public review and implementation will be a multi-year effort.
 - Consistent and reliable spill prevention and response.
 - Compliance with all applicable laws and regulations.
- **Alyeska Workforce Review**

Morales supplemented his power point presentation with the following general comments:

- Operations: Alyeska reached its 19 billion barrel crude load at the VMT on September 17.
- Safety/Environment: Total spills YTD is much higher than last year and is of concern. There is a lot of distraction going on industrywide because many things are shifting (i.e., a lot of people retiring, a lot of new people coming in, and then a lot of distraction at the international, national, state, community and certainly industry level), so there is much to distract people's focus. Then there is a lot of turnover of personnel and Alyeska is seeing the impacts of some of that. The reportable injury was earlier in the year where someone tripped and as they fell they got their hand cut on a bolt, which needed stitches. The spill volume is higher than Alyeska has seen in some time. The majority of that, about 30 gallons, was hydraulic fluid leaking from a loader. It leaked out to the asphalt and ground. None of it got to water. The remaining small spills came from the decommissioning of the equipment

at Berth 1 as they were cleaning out and removing some of that equipment. Some firefighting foam (FFF) spilled out on deck. Approximately one cup made it to water.

- ADEC's regulatory review of 18 AAC Chapter 75. This review just announced by Governor Dunleavy will involve Alyeska/SERVS but Morales had no specific details at that time. Morales noted that the last regulatory review of Articles 1 and 4 was a tremendous amount of work for Alyeska.
- Tanker One Plan: Alyeska has agreed to be the administrator for the Prince William Sound Plan in anticipation of the new carriers coming into Prince William Sound and for the purpose of continuity. Alyeska is expecting even more new carriers coming into Prince William Sound and wants to ensure that there is clear communication and clear standard expectation shared among all carriers. The new carriers will be incorporated into Alyeska/SERVS' drill and exercise regime, communication, and training process, to ensure Alyeska keeps its level of expectation and compliance in place. Morales stated he is very supportive of the role Alyeska has taken on. Alyeska is looking at the same level of commitments and the same level of drills and exercises. Alyeska would like to change the format of the contingency plan, but it will be all the same content, just broken out into different manuals and within the new setup. There will be no substantive changes going forward.
- Topic of Interest – Alyeska Workforce Review: Approximately 60 positions (8%) will be eliminated in this reduction in force (RIF). All changes will be in place by the end of October 2025. This will not impact the Emergency Preparedness Planning and Response (EPP&R) of SERVS, but rather the support services. Morales stated that more will be known in the coming weeks.

Morales then took questions from the Board:

In response to questions from Jim Herbert about the status of the incinerator project, the impact of the RIF to Alyeska/SERVS' team at the VMT team, and the fishing vessel fleet, Morales reported that he had little information on the incinerator project other than he was aware the project had started and some demolition had occurred. The project to date had not impacted operations at the VMT and it had been managed well, adding that this is the reason there are three incinerators, so there are always two running if one is out of service. He anticipated the new one to be in place sometime in 2026, but he had no definitive timeline.

As to the 60-person staff reductions (about 8% of the workforce), in Alyeska's corporate side, Morales stated Alyeska is looking at several options, such as attrition, elimination of the position completely or, if not, is there another position they can move into, and holding vacancies open during this process. He emphasized that this will all be completed by the end of October, so those vacant positions will not be held indefinitely, and everything will be implemented by January 2026. When asked about the impacts to emergency response, Morales said that commitments have not changed. Morales noted that it was a concerning time for many within the organization with the uncertainty of their job security but at the same time they still have to do their jobs on a daily basis. Herbert acknowledged that concern.

Herbert expressed kudos on the fishing vessel fleet training, noting that the season ran longer and there was some shuffling to accommodate vessels in the fleet. He reported that Dennis Fleming was

pleased with the training. Morales added that the fleet is steady at present, but there are a lot of people getting out of fishing and less people getting into it, and SERVS is seeing a decrease in the total fishing boats coming into the SERVS fleet. The total number of available boats is a lot less than it was five years ago.

Bob Shavelson asked how Alyeska recognizes and addresses anticipated distractions in times of chaos in its workforce. Morales stated they practice continuous communication, talking about issues and about what is known and what is not known, addressing what the tasks are that particular day, and the plan forward. There has to be a management of change plan because they cannot simply eliminate a position without transitioning those responsibilities to another or others within the team. When the responsibilities are identified and how/where they will be transitioned, then supervisors work with the persons who are assuming those responsibilities. That is the formal way a transition is managed within Alyeska. It is tracked and verified through Human Resources.

David Janka asked about whether any of the items identified in Billie Garde's report would be taken into consideration in this RIF and reorganization, particularly the plan to set up a Human Factors review. Morales said that the Human Factors project has been deferred at this time.

Janka expressed concern that there could be more problems getting answers to information requests from Alyeska because of the RIF. Morales stated he understood the concern.

Amanda Bauer brought up the perceptions and questions she posed to Alyeska through Mike Day at the May Board meeting about the recent loss of high-level female employees, and whether those female employees were treated unfairly or differently from their male counterparts. She reported she had received some assurance from Alyeska President John Kurz during the summer that Alyeska was made aware of this perception and would look into it. She asked Morales if he had an update.

Morales shared that the issue was brought up informally and internally within Alyeska, but he was not privy to the outcome. He pointed out there is a regulatory requirement for a company to look at whether it is disproportionately impacting a specific demographic or protected group during a RIF. It is a formal process which is reported to the Department of Labor. Bauer stated she would reach out to John Kurz herself for an update.

Mako Haggerty asked if Morales could share more detail on Alyeska's reaction to the Governor's recent order to review 18 AAC 75 regulations. Morales stated it was very early days as they had only just received the order and were working through it.

Herbert asked how the shippers and other management companies, such as Gallagher, were reacting to the Tanker One Plan and whether they were on board with it. Morales stated it was going well and he felt that all the entities want a "one-stop shop" plan with consistent procedures, such as trainings, c-plans, etc. He reported Alyeska is getting a lot of support and for those shippers who do not come into Prince William Sound often the Tanker One framework will provide a stable expectation of what is expected of them when they do enter Prince William Sound. He also pointed out that it will not affect the individual shipper plans. He added Alyeska still needs to determine if it is able to act as administrator for this new plan and stay in compliance under its c-plan, and that determination may take some time. He also stated no changes are expected to drills and exercises.

Archibald had questions about response times and handover after 72 hours of a spill. Morales stated the responsible party would still have responsibility in the first 72 hours of a spill and SERVS would be their response action contractor (RAC). Currently, the responsible party's contractor would take over after 72 hours but going forward they would bring in their own (RAC) and Alyeska would continue to run the Incident Management Team (IMT). Alyeska is looking at whether it could continue as the RAC after the 72-hour time period because there is a level of expertise needed and there are other stable operations needed within the company. Alyeska will need to train employees so they can come in and backfill as the RACs do now.

Archibald asked how this anticipated RIF would affect this Tanker One Plan. Without having any more information at this time on the specific positions that will be affected by the RIF, Morales assessed the impact would be minimal to the operations and planning positions within the IMT which are the more critical subject matter expertise positions SERVS has. He was not anticipating a lot of change because the duties and responsibilities there are specific. However, the farther away from his team and from operations the RIF may reach, the less visibility and insight he has at this time without more specific information. He felt certain PWSRCAC would know within a few days of employees being notified, and everyone will be notified by the end of October.

Herbert commented that some oil from Valdez gets taken into Cook Inlet. If one of those tankers started leaking oil in route, he asked how far west SERVS' responsibility goes, and if it happened in Prince William Sound, Cape Puget or Gore Point, at some point CISPRI (Cook Inlet Spill Prevention and Response, Inc.) would need to be involved. He asked what the reality is of this situation because it matters to some of the entities in PWSRCAC's region.

Morales stated there is a distinct handoff for that situation. SERVS will respond out in the unknown zone between one point and another and at some point if it enters the CISPRI area they would be the primary RAC. The handoff would be worked through the Captains of the Port with the Coast Guard as well. There is no neutral zone where nobody is accountable. Industry is accountable throughout the transit.

Bauer commented on the low summer production of ANS crude, which at times was down to just 320,000 bbl. Morales reported Alyeska had tankers anchoring for days at Knowles Head during those times. He assumed the low volume was work being done on the pipeline or a pump station somewhere upline that throttled the production down. He pointed out that when unusually low production happens, it is almost always maintenance or major turnarounds on the North Slope and their production can drop off for weeks. He did not know the specific reason this summer but it was a planned event.

Archibald thanked Morales for his answers and pointed out that the Board pushes hard with its questions of Alyeska, but the Council is responsible to the people of the EVOS region and its member entities.

PRESENTATION BY ALASKA TANKER COMPANY ON RECENT ENGINE UPGRADES TO ITS FLEET

Steven Cooley (via videoconference) gave a presentation on ATC's recent Alaska Class Engine Lifecycle Upgrades and the GE Propulsion Control System Upgrades, ICs Automation Phase III Upgrade, Cargo Gauging System SAAB Tank Radar, Anti-SASH Camera System, and Foss Maritime Weather Monitoring Center to its tanker fleet.

A general question and answer session followed Cooley's presentation on specific technical aspects of the upgrades.

Cooley remarked that all these upgrades emphasize ATC's commitment to the environment and will take ATC into the future with that in mind.

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

4-1 UPDATE ON COPPER RIVER DELTA FLATS GRS DEVELOPMENT PROJECT

PWSRCAC Project Manager Jeremy Robida and Elise DeCola (via videoconference) of Nuka Research & Planning Group, LLC, provided an update on the Copper River Delta Flats (CRDF) Vicinity Geographic Response Strategies (GRS) Development Project. The project has progressed steadily and in line with the anticipated timeline, with the focus shifting from the earlier information-gathering phase to creating and finalizing the GRS.

A briefing sheet was included in the meeting notebook as Item 4-1.

Robida explained the GRS concept of pre-identifying a sensitive area, such as a stopover for many migrating bird species, an important area for salmon or spawning, or cultural/historical resources that need to be protected in the event of an oil spill. The GRS concept is to identify these sensitive areas and build out protection and recovery strategies in advance, so if an emergency happens that threatens those identified areas equipment and planning is already in place to facilitate a quick response. Robida pointed out that the Copper River Delta Flats (CRDF) area in particular is ripe for proactive protection planning because it is a complex area with a complex history, and there are currently no developed strategies for the sensitive areas.

Elisa DeCola summarized the project's scope and context, and key themes from the outreach and fieldwork. She pointed out that this aspect is not yet finished and there is still work to be done. There will be another presentation to the Board at the conclusion and closeout of the project.

Robida highlighted the uniqueness of the different CRDF areas or "zones" that need protection and the importance of refining those strategies and tactics from earlier work done in the 1990s. Working forward, they focused on areas behind bars and barrier islands but below grass banks. He also pointed out the importance of the local knowledge from channel markers being moved, local place names being used, tide differentials, and the use of VHF channel 6 vs 16, the weather apps being used, and getting all the local knowledge down on paper. Other changes since the earlier 1990s work are the differences in boats and equipment now being used by most of the fishermen, as well as technological advances in response equipment.

DeCola pointed out there are no GRS for most of the CRDF region except two in the far western area. They are collaborating with ADEC on an appropriate format that is GIS compatible. It is a huge area, which is challenging but not impossible, and by breaking it down into smaller identified "zones" and looking at scaling it down to smaller, more surgical response strategies, it makes it more manageable, and every gallon of oil recovered is valuable.

DeCola emphasized that prevention is still the priority. The ongoing work to protect and enhance the watershed and fishery could all be undone by just one event. She pointed out the increasing

tanker traffic with new oil coming online soon and the importance of maintaining vigilance to avoid complacency, and she emphasized the important part citizen involvement plays in the process.

Going forward and the next steps to bring the project to closure include:

- Drafting the GRS for CRDF with zone-based strategies and brief text annex to share local knowledge.
- Developing GIS data for incorporation into ADEC's database.
- Production of GRSs dependent on ADEC's internal processes.
- Goal: Complete GRSs ready for approval in early 2026.

Beyond this project, Robida suggested there is much that would lend itself to future PWSRCAC projects, giving this work visibility, such as exploring new technologies that have utility in CRDF, how to methodically build spill response skills in this environment, and a better vet tactic and equipment best practices; continuing conversations with interested local partners (OSRI, Native Village of Eyak, CDFU, Copper River Watershed Project, etc.).

It was hoped the project closeout would be presented at the January Board meeting.

Following the presentation, the following comments were made:

Herbert pointed out that this project was sponsored by the OSPR Committee and the committee continues to work on it. One aspect of interest is a scenario of what would happen if a breach in the pipeline occurred and the oil flowed into the Copper River area, and that might be a separate issue to look at that the workgroup could address because it would at least be more localized and would bring it into PWSRCAC's purview to explore, as opposed to something happening offshore.

Robida stated that he is often asked about risks from the TAPS line and different river crossings. He said he has tried to make it really clear that PWSRCAC is tasked with the terminal and related tanker traffic. He pointed out that the way the boundary lines are drawn on the map, they are area boundaries and it shows PWSRCAC's work area going way up the Copper River. PWSRCAC has not concentrated on those areas because ultimately it does not align with PWSRCAC's tanker event scenario and falls outside of PWSRCAC's mandate. As to future steps, Robida surmised there is other work to be done on this, but it is probably not going to be PWSRCAC doing it.

David Janka commented that if ANS crude enters the waters under PWSRCAC's purview, PWSRCAC will do something about it, whether it comes from 17 miles offshore or comes down the Copper River and enters Prince William Sound waters. Robida concurred and again emphasized that currently there are no GRS for this area. Ultimately, it will be adaptable tactics, like all GRSs.

Former Board member Tom Copeland (via videoconference) pointed out that he had brought this issue up repeatedly in the early days of the PWSRCAC, but PWSRCAC had lost in binding arbitration when it asked to review those sections of the oil pipeline response plan that could end up dumping oil into the waters of Prince William Sound by the Lowe River in Valdez and the Copper River in Cordova. PWSRCAC lost that binding arbitration and therefore is barred from reviewing any parts of the pipeline plan. However, it certainly does not stop any other organization from taking a look at the pipeline plan. Copeland pointed out there are over 700 GRSs in the state of Alaska. There are exactly zero GRSs along the 800 mile pipeline route, of which over 100 miles lies in the watershed of the Copper River, 100 miles where oil could enter the Copper River and PWSRCAC is completely

ignorant at this point of what would happen if that should occur. That information is in the pipeline plan, but PWSRCAC is barred from looking at it as an organization. Copeland stated he would have expected somebody to have picked this up and taken a close look at those sections of the pipeline plan that could affect the Copper River Flats. There is just no one who has done even initial planning for any of those GRS plans as of today.

Wayne Donaldson asked if dispersants have even been considered or if they are off the table because the water is so cold, etc. Robida stated it is a potential option but it has not been explored. Donaldson added that water temperature data and the difference in temperatures in the Copper River compared to other parts of the Sound might be useful to explore and to know for someone considering whether or not to use dispersants. Robida stated that there may be other organizations doing that work but he is not connected to it.

Robert Beedle expressed his support of the more mobile and simpler plan idea, noting that the equipment would be smaller to get into those areas of the delta, and therefore cheaper (without the cost of Ocean Busters and Current Busters, for example), and while it is probably not feasible to pick up all the oil, everything that is picked up is a step forward in the recovery. He suggested that with a little cooperation from agencies and locals' input, it would not be that difficult and it could be a win-win for everyone.

Janka pointed out PWSRCAC had a project a few years ago that looked at the iron/mineral dispersion from the Copper River out into the Gulf of Alaska and looked at temperature and salinity profiles. The biggest negative for dispersants in that area is that the Copper River puts out a lot of fresh water, more so than in Prince William Sound, and dispersants do not work well with fresh water, his point being that having this localized information documented in this GRS would be very helpful, so when there is an incident the information that one would need to know is documented right there.

Joe Lally added that there are specific criteria that preclude when dispersants can be used, such as water depth so as not to expose habitats and species that that could be impacted by it.

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

Break: 3:05 p.m. – 3:20 p.m.

PRESENTATION ON TEEKAY'S TRAINING PROGRAMS FOR THEIR FOREIGN FLAGGED FLEET

Manmeet Chaabra and Nicholas Schneider of Teekay Tankers gave an overview of Teekay Corporation and specifically Teekay Tankers fleet and operations.

Chaabra reported Teekay Tankers started visiting the Valdez VMT in 2016 and has completed 17 loads to date with no issues. They have a fleet of 38 vessels worldwide of different sizes, and to keep consistency in its training and operations across the board Teekay developed a national advisory notice in its safety management system. The safety management system is electronic and everyone has access to those documents. The national advisory notice is what provides the entire port call summary to the ship staff to prepare them from the time that the port call documentation is started until the vessel departs. Chaabra went on to explain in detail the pre-port call preparations that a Teekay Tanker and crew would go through coming into Valdez and the VMT, including additional training and exercises. To date, Teekay has always been under another shipper's c-plan. That required going through almost an additional month and a half process and preparation to get

the documentation necessary to be included in another shipper's c-plan. The intention in the future is for Teekay to have its own c-plan and certificate of financial responsibility for Alaska that is required for a vessel calling in Prince William Sound.

Following the presentation, Chaabra and Schneider answered specific questions from the Board and adding the following comments:

- The official language on board Teekay vessels is English.
- The alcohol on board is strictly controlled and they follow the oil companies' International Marine Forum guideline on issuance. They carry only lighter beers and wine, and it is only issued outside 200 nautical miles of the U.S.
- Teekay follows the speed limits that are established in the Valdez Vessel Traffic System (VTS) and they follow the VTS advice on its electronic charts on which channel to be on standby.
- All Teekay ships will be listed in Teekay's c-plan so any one of them may come into Prince William Sound.
- All crews undergo the same training and there are fleet training officers who go from ship to ship to ensure the same training is delivered. When the vessel comes to Alaska the training is repeated as a refresher.
- The international oil market is uncertain at the present time, so it is difficult to predict to where their load of ANS will be delivered (U.S. West Coast or Asia), but in the longer term more will go to Asia as that is where more of the market is.
- Chaabra has been pleased and comfortable with the port calls made to the VMT to date.

Amanda Bauer clarified the speed variations for ballasted versus loaded tankers in the Narrows which was a point of discussion earlier in the presentation: when a ship comes in with ballast water they are not under a speed restriction until they get to the Valdez Narrows and then the restriction is 12 knots, but when they are loaded with crude oil, the speed restriction is 6 knots.

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

4-2 REPORT ACCEPTANCE: SUBSISTENCE MEMORIAL GATHERING WORKSHOP

PWSRCAC Project Manager Danielle Verna presented a summary report for Board acceptance of the planning, execution, and outcomes of the 23rd Annual Subsistence Memorial Gathering Workshop held in Anchorage on March 27, 2025. The workshop was a partnership between the PWSRCAC, Chugach Regional Resources Commission, and Alaska Sea Grant. The goals of the workshop were to bring together residents of the Chugach and Exxon Valdez oil spill region to share stories, discuss concerns about past and future environmental impacts, and generate interest in locally supported research. Verna made a brief presentation of the overall workshop event which was divided into two parts. Panel 1 in the morning session was a discussion titled Science in the EVOS Region.

Davin Holen of the Scientific Advisory Committee (SAC), and an anthropologist with Alaska Sea Grant and Assistant Professor at the University of Alaska Fairbanks and Anchorage, joined Verna to recap the afternoon session of the workshop titled Panel 2 – Social and Community Projects in the EVOS Region. The focus of this afternoon session was getting at questions of social science, and how PWSRCAC could collaboratively engage with communities and do science that is locally relevant to communities.

A briefing sheet and a copy of the report were included in the meeting notebook under Item 4-2.

Dorothy Moore **moved to accept** the report titled "The 23rd Annual Subsistence Memorial Gathering Workshop," by Danielle Verna and Davin Holen, dated August 1, 2025, as meeting the terms and conditions of project 9700 in the Fiscal Year 2025 budget and for distribution to the public. Mako Haggerty **seconded** and the **motion passed** without objection.

RECESS

The meeting recessed for the day at 4:30 p.m. to reconvene the following day at 9:00 a.m.

Friday, September 19, 2025

CALL BACK TO ORDER

President Archibald called the meeting back to order at 9:00 a.m. on September 19, 2025. A roll call was taken. There were 18 Directors present at the time of the call back to order: Archibald, Bauer, Beedle, Bender, Brittain, Crump, Donaldson, Haggerty, Hasenbank, Herbert, Jackson (via videoconference), Janka, Malchoff, Moore, Shavelson, Vigil, Williams, and Zinck. Cutrell joined via videoconference immediately after the roll call at 9:04 a.m. *(19 Directors present.)*

4-3 REPORT ACCEPTANCE: ALASKA NORTH SLOPE CRUDE OIL PROPERTIES REPORT

PWSRCAC Project Manager Roy Robertson introduced the report titled "Review of the 2024 Alaska North Slope Oil Properties Relevant to Environmental Assessment and Prediction" by Dr. Merv Fingas for Board acceptance.

This project entailed analyzing the physical and chemical properties of a sample of 2024 Alaska North Slope (ANS) crude oil; interpreting how those properties would impact the effectiveness of oil spill response measures, including mechanical recovery, in-situ burning, and dispersants; reviewing how the oil's chemical and physical properties would influence various spill response techniques; and identifying any changes in the oil properties from previous samples the Council has received.

Dr. Fingas (via video conference) presented the report's findings and answered questions from the Board about the implications of changes in the oil's composition. It is now a lighter oil from the oil samples analyzed in the early production years. It is still best dealt with by booms and skimmers in a response.

A briefing sheet and copy of the report were included in the meeting notebook under Item 4-3.

Following his presentation, Dr. Fingas took questions from the Board.

Herbert explained that knowing the slight differences in composition of the ANS crude today is important to mechanical recovery efforts because it may affect how it is picked up. It may be easier to pick up now than its composition in the early years.

David Janka asked about information for the oils coming from the Pikka and Willow fields. Dr. Fingas reported that he had not seen any analysis on those oils yet.

The Board was asked to accept the report as meeting the terms of the contract and for distribution.

Amanda Bauer **moved to accept** the report titled “Review of the 2024 Alaska North Slope Oil Properties Relevant to Environmental Assessment and Prediction,” by Dr. Merv Fingas of Spill Science as meeting the terms and conditions of contract 5640.25.01, and for distribution to the public. David Janka and Michael Vigil **seconded** and **the motion passed** without objection.

4-4 DISPERSANTS UPDATE

PWSRCAC Project Manager Dr. Danielle Verna updated the Board on recent changes to dispersants regulations and stockpiles. The Council contracted with Dr. Merv Fingas of Spill Science, LLC, to draft a report summarizing recent regulatory changes, comparing the known toxicity and effectiveness of newly available dispersants to the outgoing dispersant, Corexit 9500A, and assessing how this information informs our understanding of dispersants use in the Exxon Valdez oil spill region.

A briefing sheet and a summary of recent dispersants and stockpile changes were included in the meeting notebook under Item 4-4, as well as additional information provided by Marine Spill Response Corporation (MSRC) at the Council’s request on the newly approved dispersant Dasic EcoSafe OSD, which will replace Corexit 9500A as of December 12, 2025.

Verna noted that the Council has a position statement in favor of mechanical recovery and does not support the use of dispersants in the EVOS-affected region.

Following his presentation Dr. Fingas engaged in a discussion with the Board and answered specific questions. He pointed out there is very little toxicological data on Dasic EcoSafe OSD other than that which is on its Safety Data Sheet, nor will the public know how much of each compound are in the mixture, and studies will be needed.

Michael Vigil asked about the effectiveness of dispersant on different types of oil at different depths. Dr. Fingas stated that most oils would be on the surface unless they became heavily weathered or mixed with sediment.

In response to questions from Wayne Donaldson about how the new dispersants products are tested, Dr. Fingas stated the U.S. is still in a self-reporting state on the performance/toxicity of dispersants and it is up to the manufacturer to do the testing of its own product. There is no requirement for specific manufacturers to publish that data.

Robert Archibald pointed out that going to a new product leaves a lot of questions unanswered for the Council and it is dealing with a product that it knows very little about. Caution is going to be the word of the day for PWSRCAC going forward.

Dr. Verna stated SAC will continue to look at these issues and has a couple of project proposals in the LRP to look at the toxicology of Dasic EcoSafe OSD and its mixing with oil.

Herbert asked staff to send him a copy of the Dasic EcoSafe OSD.

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

4-5 REPORT ACCEPTANCE: TANK 93 OUT-OF-SERVICE INSPECTION REPORT

Director of Programs, Joe Lally, introduced a report for Board acceptance titled “Review of Ballast Water Tank 93 Out-of-Service Inspection Report and Tank Repairs,” by Taku Engineering, LLC, dated

July 2025, which was a technical review of the maintenance of Ballast Water Storage Tank 93 (Tank 93) at the Valdez Marine Terminal (VMT).

The goal of the project was to review maintenance practices and provide recommendations for improvement to help minimize the risk of an oil spill from the crude oil and ballast water storage tanks at the VMT.

A briefing sheet and a copy of the final report were included in the meeting notebook under Item 4-5.

William (Bill) Mott, PE, of Taku Engineering, presented the report findings, and answered specific engineering and technical questions from several Board members. A discussion also ensued on Alyeska's delays in responding to PWSRCAC's requests for information which had necessitated PWSRCAC getting the information from ADEC and passing it through to Mott in order for him to complete his analysis and ultimately the project.

Alyeska's Morales countered that Alyeska had sent a lot of information in response to PWSRCAC's requests (166 pages consisting of the API inspection report, the CP data, the rectifier data, and the API tank repair inspection report) but was now hearing that it was not used because PWSRCAC obtained it from ADEC anyway. He asked for clarification of whether Alyeska needed to respond to PWSRCAC's information requests in the future if it is going to get it the same information from ADEC.

Lally pointed out that there were times in the past when PWSRCAC did not receive information in a timely fashion from Alyeska and therefore staff had to go to ADEC to get it. He noted, however, that information which was provided by Alyeska was always passed through to Mott/Taku Engineering as far as he was aware, along with what was obtained from ADEC. PWSRCAC staff needed to make sure Mott got all the information he needed to complete the project.

Executive Director Schantz stated that, due to recent staff changes within PWSRCAC, staff is working to verify that technical information received from Alyeska has been forwarded on to individual contractors working for the Council. For example, she is working to confirm information regarding the CP project was provided to Kevin Garrity of the Mears group. She offered to do the same for the tank inspection reviews and Bill Mott.

President Archibald declared a short recess to allow staff to clarify the handling of information requests on this project and this agenda item would be continued after break.

(Recess and Break: 10:30 am – 10:45 a.m.)

4-5 (Continued)

(Following the break, the Board returned to clarification on the information shared with Mott/Taku Engineering on Tank 93.)

Joe Lally stated that the information PWSRCAC staff provided to Mott/Taku Engineering which it obtained from ADEC was related strictly to the column information and where the corrosion was found, etc. The remainder of the information was provided to PWSRCAC by Alyeska, and PWSRCAC in turn provided it to Mott/Taku Engineering in January 2025. It was a large amount of information and all the documents that Andres Morales referred to before the break (consisting of the API

inspection report, the CP data, the rectifier data, and the API tank repair inspection report) were used by Mott to complete the report.

Jim Herbert **moved to accept** the “Review of Ballast Water Tank 93 Out-of-Service Inspection Report and Tank Repairs,” by Taku Engineering, LLC, dated July 2025, as meeting the terms and conditions of contract number 5081.25.01, and for distribution to the public. Michael Vigil **seconded** and the **motion passed** without objection.

4-7 UPDATE ON SECONDARY CONTAINMENT LINER TESTING

Director of Programs Joe Lally provided a background, an updated chronology, and Alyeska's proposed testing methods to evaluate the integrity of the Valdez Marine Terminal's (VMT) East Tank Farm's secondary containment liner (SCL/SCS), also known as the catalytically blown asphalt (CBA) liner.

A briefing sheet, which included the chronology of events leading to the present status, was included in the meeting notebook as Item 4-7.

His update focused on ADEC's Condition of Approval #1 (COA#1) to its November 6, 2024 VMT C-Plan approval, which basically established a deadline of March 1, 2025, for Alyeska to submit a final report identifying a testing method to evaluate the integrity of the SCL at the East Tank Farm, and Alyeska's subsequent decision to abandon its original proposal to use Electrical Leak Location (ELL) as the testing method in favor of a hydraulic method of evaluation. This change in proposed testing method resulted in ADEC requesting additional information from Alyeska (due on September 19, 2025) and extending the written comment period to 30 days once ADEC completes its review of the report and finds it to contain all the necessary information. ADEC will inform Alyeska, PWSRCAC, and the City of Valdez that the report is ready for review and will provide copies of the report to the parties. Any comments on the complete report and prevention credit from PWSRCAC and the City of Valdez must be provided to ADEC in writing within 30 calendar days of receipt of the final report from ADEC.

Upon receiving Alyeska's proposal to change the testing method, PWSRCAC asked its geotechnical and tank inspection experts to review the proposal and provide their comments, concerns, and recommendations. Lally summarized those comments with the Board in depth.

Following Lally's update, Board members raised many concerns in a general question/answer discussion with Lally about the sufficiency of the hydraulic testing method to accurately determine “sufficient impermeability” of the SCS, pinpoint location of a leak, and what will happen if the SCL is compromised or cannot hold a significant release from one of the crude oil storage tanks.

Alyeska has suggested to ADEC that the West Tank Farm be used as a testing area for the hydraulic testing proposal. ADEC's Anna Carey confirmed that such a submittal was received from Alyeska by ADEC the previous day and was under consideration by ADEC at this time.

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

4-6 PWSRCAC LONG RANGE PLANNING

Director of Administration Hans Odegard introduced the list of Protected Projects for which staff and the LRP Committee requested Board approval as part of the LRP process for 2027.

The definition of a “protected project” was included in the briefing sheet 4-6 in the meeting packet and the list of the protected projects was included as Attachment A to the briefing sheet 4-6.

Odegard reviewed the list with the Board. In addition, Odegard also reviewed the deadlines for this year’s LRP process, outlined on page 1 of the LRP Guidance Memo included in the Attachment to the briefing sheet. *(Note: The date of the Budget Workshop in Valdez was corrected to April 30, 2026.)* Odegard encouraged each Board member to get involved in the LRP process.

Jim Herbert pointed out that the two OPA 90 mandated projects alone total approximately \$225,000 and the remaining permanent projects total approximately \$150,000.

Executive Director Schantz put the Board on notice that the extra work involved for PWSRCAC staff/consultants on the new regulatory review asked for by Gov. Dunleavy may increase the budget needed for contingency plan review.

Amanda Bauer **moved to approve** the protected project list for the upcoming Long Range Planning process as presented in Attachment A to the 4-6 briefing sheet. Mike Brittain **seconded** and the **motion passed** without objection.

Schantz echoed Odegard’s encouragement for all Board members to take action over the next several months by individually participating in the Long Range Planning process.

DIRECTOR OF FINANCE’S REPORT TO THE BOARD.

Director of Finance Ashlee Hamilton (via video conference) pointed out that Treasurer Mako Haggerty had covered much in his Finance Committee report the previous day and she would briefly supplement that report with the following financial and operational matters since the May Board meeting:

- She has been working directly with the auditors Porter & Allison providing information as requested and answering any questions they may have for the audit. The kickoff meeting was earlier in September and is proceeding smoothly. The anticipated completion date is at the end of October and would likely result in an upward adjustment of available additional net assets. In anticipation of that likelihood, she has been revisiting some of the deferred projects and budget cuts, and exploring which items might be brought back into consideration.
- She was pleased to report that Porter & Allison were ahead of schedule in the preparation of the IRS Form 990 and she had already provided answers to their initial information requests.
- The outstanding issue with IRS reporting that she reported to the Board at the May meeting was now completely resolved and she is preparing to end PWSRCAC’s relationship with Paychex, the current software reporting program, and transition to a new software program. She has evaluated four new potential vendors and planned implementation in November, with the first full pay period using the new system to be after the new year.

- The compensation study with Valliant Consulting has begun and a meeting is scheduled for early October to discuss next steps. They anticipate the study to be completed by the end of November.
- Construction on the Anchorage office conference room build-out has started and the contractor anticipates completion of the work to be well before the scheduled dates of the December events.

Executive Director Schantz clarified that the issue with IRS reporting had been a problem with how Paychex submitted the payments to the IRS. It created untold work over months for Hamilton to resolve, and it was the primary reason staff has looked elsewhere for a new software program.

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 remarks:

- **Cuts to agency budgets, reduced staffing, GAO report follow-up.** She spoke of the serious issues discussed at this meeting, such as proposed changes to reduce regulations, budgets, and staffing in all the agencies that oversee safety of the VMT and also cuts at Alyeska. She assured the Board that staff will do their best to keep up with all of these challenges and to meet the tight deadlines the Council is faced with, such as following up on the Government Accountability Office (GAO) review and try to ensure that any gaps in regulatory oversight at the VMT are identified and addressed. This is even more of an issue now than it was when the Council first requested the GAO review because of the additional downsizing, budget cuts, and reductions at both the federal and state agencies over the last few months, and now the new efforts to look at more reductions on the state level.
- **Administrative Orders 359 and 360 by Governor Dunleavy.** Order 359 looks at reducing budgets and staffing, and other cost saving measures across all agencies within the state. Order 360 orders reduction of regulatory requirements by 15% by the end of next year and then 25% (cumulative) by the end of 2027 across all agencies. One of the provisions in Order 360 includes automatic approval of permits or plans if deadlines are not met. PWSRCAC staff's reaction is that automatic approvals are bad policy but also appear to be in direct conflict with statutory requirements that specify that a permit cannot be approved unless it meets specific statutory requirements. She emphasized the importance of this issue to the Board because, again, the deadlines in which to submit comments are tight. This is also complicated because SPAR has seen a number of budget cuts that have already eliminated 23 positions which has taken its engineers in the division from five to three, so the remaining SPAR staff are faced with increased workloads, taking on the workloads and responsibilities of the positions that have been eliminated without any budget increases, and now the division is faced with this order from the Governor to cut even more. Schantz emphasized that the challenge for the Council is how it can support ADEC and some of the other agencies to make sure there are not additional cuts. For the last several years, PWSRCAC has been advocating to increase ADEC's budget and staffing. Now, she surmised ADEC will have to work with even less while trying to fulfill their regulatory duties. This appeared to Schantz to be a highly challenging task and a recipe for disaster, and PWSRCAC will need to be watching closely and doing what it can to support the agencies. She went on to enumerate all the regulations that are already out for informal public review, which consist of hundreds of pages on which the agency wants the public to tell them how they can be made simple and

be more efficient – and with only 30 days to submit comment. It is a lot of information that PWSRCAC is going to need to respond to in a short period of time. It is a big task not only for the public but also for industry and agencies to deal with. She encouraged anyone on the Board not already on the contingency plan project team to step forward to help as Council staff moves through this new effort that nobody anticipated.

- **Alyeska Reorganization.** Schantz stated it is well known that corporate reorganizations are linked to lapses in safety. Alyeska has proposed cutting 60 positions. The last major reorganization was done in 2018, under President Tom Barrett and was focused on maintenance, and they ended up rehiring some of the eliminated positions because the cuts were too deep. She surmised that at some point one has to ask if there is any “fat” left in the budget or staffing to cut. She pointed out it is well known that these business reorganizations and staffing reductions have been directly linked to an increased risk of accidents throughout all industries – there is the loss of expertise, there is the psychological strain on employees, and then the operational changes that can compromise safety. Again, Schantz emphasized the importance of extra vigilance on the Council's part to make sure there is not any erosion of the safeguards that so many people worked so hard to put in place to protect the environment, and the health, safety, and welfare of all Alaskans.
- **Acknowledgment of Jennifer Fleming's 25 years with Council.** Schantz acknowledged the milestone anniversary of Jennifer Fleming's 25 years with the Council, and thanked her for all her support and the efforts that she provides to Schantz personally and the Council as a whole. Fleming received a Copper River Fleece vest as an acknowledgment of her milestone service to the Council.
- **May meeting.** Schantz announced that she would miss the May 2026 Board meeting because of an important family obligation. This would make only her second absence from a Board meeting in over 21 years.

PRESIDENT'S REPORT TO THE BOARD

President Archibald thanked everyone for their confidence in him continuing as President.

He voiced concern with the cuts to the regulatory agencies' staffing and to the environmental protections that the Council had fought hard to win but were now going away. He found the issues and cuts at the JPO and BLM, in particular, to be very concerning, and he anticipated that other employees may choose to leave because their supervisor or the person they worked well with has been let go and it has changed the whole dynamic of their job. In his opinion PWSRCAC needs to be smart and stick to its principles of why this Council came about. PWSRCAC does not believe the JPO is functioning correctly, and while there has been representation from various agencies that make it sound like it is healthy, he hopes to see the JPO more engaged as a functioning entity. He hoped PWSRCAC would get some answers on the gaps in responsibility for oversight. He urged Board members to take the concerns raised at this meeting back to their member entities and not to be afraid to talk to their member entity, because if not, what the Board is doing here is meaningless.

CONSIDERATION OF CONSENT AGENDA ITEMS

Bob Shavelson previously pulled Item 3-1 from the consent agenda for discussion. Shavelson asked staff for an explanation of the request for an increase in the contract amount.

- **3-1 TITLE V AIR QUALITY PERMIT REVIEW CONTRACT CHANGE ORDER APPROVAL**

Director of Programs Joe Lally explained that the work was a FY2025 project but not all the deliverables were completed in FY2025. So, staff made the decision to move forward with a change order to increase the amount rather than do a new contract. This request is to increase the contract by \$25,000 for Dr. Sahu to complete some of the deliverables that were not completed in 2025. The money was approved by the Board in the budget so this action is just for the Board to authorize the increase to the contract, not for any additional funding because it is already approved in the budget.

Bob Shavelson **moved to approve** an increase to contract 5057.24.01 with Dr. Ranajit (Ron) Sahu in the amount of \$25,000, and authorization for the Executive Director to carry out a corresponding change order increasing the total contract amount not to exceed \$93,000. Dorothy Moore **seconded** and the **motion passed** without objection.

EXECUTIVE SESSION

An executive session was on the agenda.

Amanda Bauer **moved to go into executive session** immediately after the lunch recess to discuss the two items on the agenda, to wit:

- Review the Strategic Initiatives as developed by the Long Range Planning Committee; and
- Scheduling of January 2026 Board meeting and other events.

Michael Vigil **seconded** and the **motion passed** without objection. Included in the executive session were all Council staff, legal counsel Joe Levesque, and Council committee chairs.

RECESS: The open meeting session ended at 12:30 p.m.

REPORT ON EXECUTIVE SESSION

The Board went into executive session at approximately 1:00 p.m., came out of executive session at 3:27 p.m., and President Archibald made the following report:

- (1) As to the first item, the Board discussed but deferred action on the Strategic Initiatives developed by the LRP Committee.
- (2) As to the scheduling of January 2026 Board meeting and other events, Mako Haggerty **moved to direct** staff to work with the Board Governance Committee to consider various options for Board meeting schedules and the December events, and develop a recommendation with documentation for Board consideration at the January 2026 meeting. Jim Herbert **seconded** and the **motion passed** without objection.

(This concluded the report on the executive session.)

ADJOURNMENT

There being no further business to come before the Board, and hearing no objection, **the meeting was adjourned** at approximately 3:31 p.m. on **a motion made** by Robert Beedle and **passed** by general consent.

Secretary