

Consent Item Briefing for PWSRCAC Board of Directors – January 2021

ACTION ITEM

Sponsor: Joe Lally and other staff and Committees as indicated below
Project number and name or topic: See list below of proposed FY2022 Projects recommended to be started in FY2021

1. **Description of agenda item:** Staff and associated committees are recommending approval of several proposed FY2022 projects to be included in the FY2021 budget as follows:

<u>Project Number</u>	<u>Project Name</u>	<u>Lead Committee</u>	<u>Lead Staff</u>	<u>Budget</u>
8013	AIS/Radar Whitepaper	POVTS	A. Sorum	\$35,000
5057	APSC's Appeal of EPA Air Quality Rule (NESHAP-OLD)	TOEM	A. Love	\$60,000
8012	Line Throwing Device Trials	POVTS	A. Sorum	\$77,500
6540	Copper River Delta and Flats GRS History	OSPR	J. Robida	\$20,000
6560	Peer Listener Training	IEC	B. Oliver	\$10,000*

**Note: This encompasses the first part of the proposed FY2022 Peer Listener Training project that has a total budget of \$35,000. If approved to start this project in FY2021, the remaining portion of this project will remain on the list of proposed projects for FY2022.*

If approved, the Board is also asked to authorize the corresponding budget modifications from the contingency fund to each individual project, as well as delegation of authority to the Executive Committee to approve contracts for each project as applicable. If all of the recommended projects are approved, the contingency fund will be \$92,929.

2. **Why is this item important to PWSRCAC:** Funds have become available in the FY2021 budget, most notably from the cancellation of travel associated with the September 2020 and January 2021 Board meetings, and the December 2020 events including Science Night, the volunteer workshop, and holiday party. The organization has a well-established project planning and development process. It is important for the organization to be addressing any available funds on a regular basis and managing the budget by appropriating funds to projects and other priorities as determined by the Board.

3. **Previous actions taken by the Board on this item:** None.

4. **Summary of policy, issues, support or opposition:** The recommended list of FY2022 proposed projects to be started in FY2021 is fairly aligned with each technical Committee's priority recommendations and the overall ranking by staff and Board

Approval of Proposed FY2022 Projects to Begin in FY2021 3-3

members as outlined in the draft FY2022-FY2026 Long Range Plan. The recommended list of projects also takes into consideration staffing capacity to manage projects at this time, as well as the readiness of each proposed project to be started prior to FY2022. In some cases, projects that were prioritized higher by a technical Committee or by the Board and staff ranking are not ready to be executed early based on established timelines for when the work would have to be completed or would be difficult to manage with existing staff workloads.

5. **Committee Recommendation:** The impacts of the COVID-19 safety precautions (i.e., virtual Board meetings, cancellation December events, etc.) and travel restrictions on the FY21 contingency fund have been discussed at technical committee meetings and at long range planning committee meetings. Part of this discussion was the identification of FY2022 proposed projects that could be completed in FY2021. While the list of proposed projects for Board consideration and approval to start in FY2021 were discussed, no formal recommendation was sought or provided by any of the committees.

6. **Relationship to LRP and Budget:** All of the projects being proposed to start in FY2021 were evaluated and prioritized by their respective committees, and evaluated, scored, and ranked by Board members and staff as part of the PWSRCAC long range planning process.

7. **Action Requested of the Board of Directors:** Approve the following list of projects to commence in FY2021 along with corresponding budget modifications, and delegation of authority to the Executive Committee to authorize contracts as indicated:

Note: projects budgeted for less than \$50,000 will not require delegation of authority to the Executive Committee to authorize the contracts.

- a) **Approve project 8013 - AIS/Radar Whitepaper** in the amount of \$35,000 to commence in FY2021. Authorize a budget modification from the contingency fund in the amount of \$35,000.
- b) **Approve project 5057 - APSC's Appeal of EPA Air Quality Rule (NESHAP-OLD)** in the amount of \$60,000 to commence in FY2021. Authorize a budget modification from the contingency fund in the amount of \$60,000. Delegate authority to the Executive Committee to approve a contract for this work up to \$60,000.
- c) **Approve project 8012 - Line Throwing Device Trials** in the amount of \$77,500 to commence in FY2021. Authorize a budget modification from the contingency fund in the amount of \$77,500. Delegate authority to the Executive Committee to approve a contract for this work up to \$77,500.
- d) **Approve project 6540 - Copper River Delta and Flats GRS History** in the amount of \$20,000 to commence in FY2021. Authorize a budget modification from the contingency fund in the amount of \$20,000.
- e) **Approve project 6560 - Peer Listener Training Literature Review** in the amount of \$10,000 to commence in FY2021. This project will encompass the first part of Peer Listener Training project slated for FY2022, and that has a

Approval of Proposed FY2022 Projects to Begin in FY2021 3-3

total budget of \$35,000. Authorize a budget modification from the contingency fund in the amount of \$10,000.

If the entire list is approved, the contingency fund will be \$92,929.

8. **Alternatives:** Board approval of a partial list of projects for completion in FY2021.

9. **Attachments:** The proposed FY2022 budget sheets for each project being recommended to start in FY2021 are attached as follows:

- a) Approve project 8013 - AIS/Radar Whitepaper
- b) Approve project 5057 - APSC's Appeal of EPA Air Quality Rule (NESHAP-OLD)
- c) Approve project 8012 - Line Throwing Device Trials
- d) Approve project 6540 - Copper River Delta and Flats GRS History
- e) Approve project 6560 - Peer Listener Training Literature Review

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Prince William Sound Regional Citizens' Advisory Council
Budget Briefing Sheets FY-2022

Type:

- Capital project (separate capital projects checklist required)
- Program Protected
- Project Protected
- Program/Project Support

Project Number: 8000

Project Title: Vessel Traffic System Use of AIS and Radar White Paper

Lead Staff: Alan Sorum

Project Team Members: POVTS committee and Nelli Vanderburg

Cross Committee Interest (If yes, which committees): N/A

1. Description

a. Provide a short description of the program/project.

This project will produce a white paper style report to evaluate, compare, and contrast the utilization of Automated Identification System (AIS) and land-based Radar in Vessel Traffic System (VTS) operations. The selected contractor will ascertain and review research papers and literature related to this topic; summarize findings of this technology review; prepare a white paper on the subject of AIS and radar use; identify gaps in the research on this topic; and provide recommendations for future research.

b. Why is this program/project necessary? What need or information gap is being addressed?

AIS is a valuable source of additional information to augment the radar systems operated by VTS to avoid vessel collisions. AIS equipment provides information such as vessel name, position, course, and speed. The International Maritime Organization's (IMO) International Convention for the Safety of Life at Sea (SOLAS) requires AIS to be installed on international voyaging vessels of 300 or more in gross tonnage.

Radar is recognized as a primary method for avoidance of vessel collisions in both shipboard and land-based applications. Radar systems deployed by the United States Coast Guard (USCG) in Prince William Sound are antiquated and non-functional. Repair is difficult with the need to fabricate replacement parts that are no longer produced. Recently USCG members have mentioned the availability of AIS as being a substitute for land-based radar.

There are issues with the concept of an AIS-only approach to vessel traffic control. Radar detects vessels regardless of the equipment aboard a vessel. AIS is not installed on every vessel and it can be turned off on the boat. There have also instances where shipboard AIS transceivers have been incorrectly programmed. The combined use of AIS and radar is a more complete and robust approach to collision avoidance.

- c. **How will information or results be used?** Results of this effort will be used to encourage legislators and the Coast Guard to renovate the radar systems used in Prince William Sound. There will need to be accurate informational resources available that describe the issue well and are based on quality researched facts.
- d. **How will program/project success be measured?** The project will be finished upon completion of a final report and recommendation letter that will be provided to legislators and regulatory agencies as required.

2. Program/project goals and objectives [Should be clear, specific, and measurable with starting and ending dates.]

This project would be conducted by a qualified contractor identified through a Request for Proposals process. There are four areas of interest that will be of note:

- A. Ascertain research papers and literature related to this topic.
- B. Summarize findings of this technology review.
- C. Prepare a white paper on the subject of AIS and radar use.
- D. Identify gaps in the research on this topic and provide recommendations for future research.

3. Strategic plan and mission

- a. **Which strategic goal(s) or objective(s) does this program/project advance? [Check all that apply on attached strategic plan page.]**
See attached One-Page Strategic Plan.
- b. **How/why does the proposed program/project advance PWSRCAC's mission?**
Seeking to improve the capability of the PWS Vessel Traffic Service and promote the safe transportation of crude is a primary mission of the Council.
- c. **Which OPA 90 and Alyeska contract requirements does it address? [Check all that apply on attached OPA 90/Alyeska contract page.]**
See attached OPA 90 and Alyeska contract requirements page.

4. Project Implementation

- a. **How will the program/project be accomplished? (e.g. with in-house staff and/or outside contractors, etc.? Please estimate project manager time in hours.)**
This project would be conducted by a qualified contractor, utilizing support from the POVTS Committee and staff. It is estimated that Project Manager and Project Manager Assistant support would total 20 hours of work.
- b. **Does the program/project require Alyeska or shipper cooperation?**
The project requires no Alyeska or shipper cooperation, but we will encourage industry participation and ask industry to review the draft report.
- c. **Is this an ongoing program/project? If not, when will it start and when will it be finished?**
This project would be completed in FY2022.

d. Does the program/project involve partnership or cost sharing with other organizations?

There are no partnership or cost sharing considerations with other organizations.

5. Budget (3 year, if applicable). Provide detail for each cost item and summarize on attached budget sheet (e.g., outside professional support, travel, etc.). Travel budgets should include who is traveling (e.g. staff, committee volunteers, board members), where they are going, number of travel days, and for what purpose.

a. What is the total cost of the program/project over its life?

\$35,000

b. How much was previously spent on this program/project? (This information may be obtained from the financial manager.)

None.

Budget

Account	Account Title	FY-2022	FY-2023	FY-2024
50000	Salaries and Wages			
50100	Employer Payroll Taxes			
50500	Rents			
50600	Utilities— phone and Fax			
50650	Conference Calls			
50700	Supplies (consumable)			
50800	Equipment Leases			
50850	Software			
50900	Internet & E Mail Access			
51000	Equipment Purchases			
51100	Dues and Subscriptions			
51200	Accounting			
51300	Legal Fees			
51400	Contract Labor			
51450	Professional Fees -- Other			
51600	Advertising			
51700	Education			
51800	Printing & Reproduction			
51900	Postage & Delivery			
52300	Conference & Conventions			
52400	Equipment Maintenance			
53000	Insurance			
54000	Library & Ref. Materials			
58000	Depreciation & Amortization			
59000	Miscellaneous			
59500	Contracts	\$35,000		
60000	Travel			
61000	Business Meals			
62000	Meeting Expenses			
	Total	\$35,000		

Prince William Sound Regional Citizens' Advisory Council One-Page Strategic Plan

Mission Statement: Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers

[Link to full FY2020-FY2024 Long Range Strategic Plan](#)

Core Purpose: Citizen oversight to prevent oil spills, minimize environmental impacts, and promote response readiness

Core Values

- Represent the interests of our stakeholders by providing an effective voice for citizens
- The foundation of PWSRCAC is volunteerism
- Promote vigilance and combat complacency
- Organizational transparency and integrity through truth and objectivity
- Foster environmental stewardship

Overarching Goals and Objectives (see pages 14-16 for a more complete list of objectives)

- Compliance with OPA90 and Alyeska contractual requirements.
 - (1) Annual re-certification and funding
 - (2) Maintain regional balance
 - (3) Link projects and programs to OPA90 and Alyeska contract
- Continue to improve environmental safety of oil transportation in our region.
 - (4) Monitor and review development of, and compliance with, laws and regulations
 - (5) Pursue risk-reduction measures and promote best available technologies and best practices
 - (6) Monitor operations and promote a safe and clean marine terminal
 - (7) Monitor and review the condition of the tanker fleet/maritime operations
 - (8) Monitor and promote the safe operation of all Alyeska/SERVS-related on-water assets
 - (9) Monitor and review environmental indicators
 - (10) Promote and facilitate effective research for scientific, operational and technical excellence
- Develop and maintain excellent external and internal communication.
 - (11) Advocate for government and industry measures to improve the environmental safety of oil transportation
 - (12) Maintain and improve relationships with government, industry and communities
 - (13) Be the model for citizen oversight and provide support for other citizens' advisory groups
 - (14) Ensure availability of PWSRCAC information
 - (15) Work to improve availability of information to PWSRCAC from industry sources
- Achieve organizational excellence.
 - (16) Effective short and long term planning, with clear and measurable goals for projects
 - (17) Fiscally responsible, efficient, and easily understood financial procedures and reporting
 - (18) Committed to continuous improvement
 - (19) Recognize people as the most important asset of the organization
 - (20) Recruit and develop knowledgeable and committed Board members, volunteers, and staff
 - (21) Strong volunteer structure and support for volunteers

OPA 90 and Alyeska Contractual Requirements

PWSRCAC's structure and responsibilities stem from the Oil Pollution Act of 1990 (OPA 90) and our contract with Alyeska Pipeline Service Company (Alyeska). These documents guide our organization and it is important to review the following requirements, and if possible the source documents, when developing proposed projects for Board consideration and approval. Following are abbreviated summaries of some of the major requirements from both documents. Please check the box next to each requirement that the proposed project addresses.

[Link to full text of OPA 90 Sec 5002: Terminal and Tanker Oversight and Monitoring, August 18, 1990](#)

[Link to full text of contract between PWSRCAC and Alyeska, February, 1990](#)

OPA 90 Contractual Requirements

- (1) Regional Balance, broadly representative of communities and interests in the region.
- (2) Provide advice to regulators on the federal and state levels.
- (3) Provide advice and recommendations on policies, permits, and site-specific regulations relating to the operation and maintenance of terminal facilities and crude oil tankers.
- (4) Monitor the environment impacts of the operation of terminal facilities and crude oil tankers, as well as operations and maintenance that affect or may affect the environment in the vicinity of the terminal facilities.
- (5) Review the adequacy of oil spill prevention and contingency plans for the terminal facilities and crude oil tankers operating in Prince William Sound and review the plans in light of new technological developments and changed circumstances.
- (6) Provide advice and recommendations on port operations, policies, and practices.
- (7) Conduct scientific research and review scientific work undertaken by or on behalf of the terminal or oil tanker operators or government entities.
- (8) Devise and manage a comprehensive program of monitoring the environmental impacts of the operations of the terminal facility and crude oil tankers.
- (9) Monitor periodic drills and testing of oil spill contingency plans.
- (10) Study wind and water currents and other environmental factors in the vicinity of the terminal that may affect the ability to prevent, respond to, contain, and clean up an oil spill.
- (11) Identify highly sensitive areas that may require specific protective measures.
- (12) Monitor developments in oil spill prevention, containment, response, and cleanup technology.
- (13) Periodically review port organizations, operations, incidents, and the adequacy and maintenance of vessel traffic service systems designed to ensure safe transit of crude oil tankers pertinent to terminal operations.
- (14) Periodically review the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.
- (15) Foster partnerships among industry, government, and local citizens.

Alyeska Contractual Requirements

- (1) Provide local and regional input, review and monitoring of Alyeska's oil spill response and prevention plans and capabilities, environmental protections capabilities, and the actual and potential environmental impacts of the terminal and tanker operations.
- (2) Increase public awareness of subjects listed above.
- (3) Provide input into monitoring and assessing the environmental, social, and economic consequences of oil related accidents and actual or potential impacts in or near Prince William Sound.
- (4) Provide local and regional input into the design of appropriated mitigation measures for potential consequences likely to occur as a result of oil or environmental related accidents or impacts of terminal and tanker operations.
- (5) Provide recommendations and participate in the continuing development of the spill prevention and response plan, annual plan review, and periodic review of operations under the plan including training and exercises.
- (6) Other concerns: comment on and participate in selection of research and development projects.
- (7) Review other important issues related to marine oil spill prevention and response concerns that were not obvious with the contract was signed.
- (8) Review other concerns agreed upon by the Council regarding actual or potential impacts of terminal or tanker operations.

**Prince William Sound Regional Citizens' Advisory Council
Budget Briefing Sheets FY-2022**

Type:

- Capital project (separate capital projects checklist required)
- Program Protected
- Project Protected
- Program/Project Support

Project Number: 5XXX

Project Title: Alyeska's Appeal of EPA's July 2020 Air Quality Rule (NESHAP-OLD): Establishing a Council Position

Lead Staff: Austin Love

Project Team Members: TOEM Committee

Cross Committee Interest: Legislative Affairs Committee

1. Description

a. **Provide a short description of the program/project.**

This project will entail the review of an EPA air quality rule, that is applicable at the Valdez Marine Terminal, and review Alyeska's subsequent arguments regarding why certain parts of that new rule should not go into effect because those particular provisions would adversely affect the operation and maintenance of the terminal.

b. **Why is this program/project necessary? What need or information gap is being addressed?**

On July 20, 2020, the EPA issued the final rule entitled "National Emission Standards for Hazardous Air Pollutants: Organic Liquids Distribution (Non-Gasoline) Residual Risk and Technology Review." This final National Emissions Standards for Hazardous Air Pollutants (NESHAP) rule reflects changes to the regulations governing emissions of hazardous air pollutants (HAPs) from Organic Liquids Distribution (OLD) sources like the Valdez Marine Terminal. Currently 187 HAPs are regulated by the EPA and include pollutants such as benzene and other toxic chemicals known to cause cancer and other significant health effects. On October 7, 2020, Alyeska filed an appeal with the United States Court of Appeals asking that certain parts of the updated NESHAP-OLD rule not go into effect.

Alyeska claims that updated NESHAP-OLD rule reflects substantial changes to the regulations governing the emission of HAPs from the Valdez Marine Terminal that will not result in any significant improvement in local air quality. For instance, Alyeska stated that the rule prevents them from "using critical, potentially life-saving pressure relief valves on its storage tanks (called conservation vents) that open only when necessary to prevent catastrophic conditions created by under- or over-pressurization of tanks." For example, when there is a power outage at the Valdez Marine Terminal and the crude oil storage tank's vapor recovery system cannot be operated, those "conservation vents"

automatically open to relieve pressure building up inside a tank and HAPs are released to the atmosphere. To comply with the rule as written, Alyeska claims they would have to reengineer significant parts of the Valdez Marine Terminal to operate without conservation venting. Alyeska presented two reengineering options in their appeal: (1) converting its fourteen tanks from fixed-roof tanks to internal floating-roof tanks (estimated cost \$204.5 million) or (2) install a closed vent system (estimated cost \$59.9 million for an additional vapor header system or \$123.7 million for a redundant vapor control system). Additionally, Alyeska questions the overall air quality benefit of such reengineering because they claim that the current, existing control system already captures 99.94% of all tank vapors at the Valdez Marine Terminal, while the HAPs reduction goal for the updated NESHAP-OLD rule is 95%.

To date, the Council has not carefully examined how the July 2020 NESHAP-OLD rule would influence air pollution from the Valdez Marine Terminal, nor has the Council evaluated the merit of Alyeska's appeal pertaining to that regulation. This project would result in a thorough review of both subjects.

c. How will information or results be used?

Information generated from this project will be used by the Council to develop an informed position in regards to Alyeska's appeal of the July 2020 NESHAP-OLD rule.

d. How will program/project success be measured?

The success of this project will be judged by the presentation of the results of this project being presented in written and oral reports to the Board of Directors and Council ex-officio members.

2. Program/project goals and objectives

- a. Review information pertinent to the applicability of the July 2020 NESHAP-OLD rule at the Valdez Marine Terminal and the merits of Alyeska's appeal regarding the rule (July 2021-September 2021).
- b. Write a report summarizing the results of the aforementioned review and providing recommendations regarding the opinion or position the Council should consider adopting in regards to Alyeska's appeal (September 2021-November 2021).
- c. Present the key findings and recommendations of the project in an oral presentation to the Council's Board of Directors and ex-officio members (January 2022).

3. Strategic plan and mission

a. Which strategic goal(s) or objective(s) does this program/project advance?

This project will help the Council achieve its strategic goal to "Continue to improve environmental safety of oil transportation in our region" by focusing on the objective to "Monitor and review development of, and compliance with, laws and regulations."

b. How/why does the proposed program/project advance PWSRCAC's mission?

This project is focused on reviewing a regulation aimed at potentially reducing air pollution, specifically HAPs, from the Valdez Marine Terminal. Understanding if the updated NESHAP-OLD rule will or will not help meaningfully reduce air pollution will help the Council develop and promote a position regarding if the rule should be

implemented as written, or if it should be altered as suggested by Alyeska. Promoting the position resulting from this project will help the Council achieve the part of its mission dedicated to “promoting the environmentally safe operation of the Alyeska terminal.”

c. **Which OPA 90 and Alyeska contract requirements does it address?**

This project will address the OPA 90 mandate to “Provide advice and recommendations on policies, permits, and site-specific regulations relating to the operation and maintenance of terminal facilities and crude oil tankers.” This project will address the Alyeska contract requirement to “Provide local and regional input, review and monitoring of Alyeska’s oil spill response and prevention plans and capabilities, environmental protections capabilities, and the actual and potential environmental impacts of the terminal and tanker operations.”

4. Project Implementation

a. **How will the program/project be accomplished?** (e.g., with in-house staff and/or

outside contractors, etc.? Please estimate project manager time in hours.)

Contractors will accomplish the objectives of this project. It is estimated that 50 hours of Council project manager time will be needed to support the contractors work on this project.

b. **Does the program/project require Alyeska or shipper cooperation?**

This project may require Alyeska cooperation to provide information needed for review, but that is not yet clear until the scope of work for this project is further refined. The Council already possesses a significant volume of information pertinent to this project and information not in the Council’s possession may be available from the Alaska Department of Environmental Conservation’s Division of Air Quality.

c. **Is this an ongoing program/project? If not, when will it start and when will it be finished?**

This is not an ongoing project. It should be completed between July 2021 and January 2022.

d. **Does the program/project involve partnership or cost sharing with other organizations?**

This project does not involve partnerships or cost sharing with other organizations.

5. Budget

a. **What is the total cost of the program/project over its life?**

It is estimated that this project will cost \$60,000.00 for contractors to complete the objectives of this project. That estimate is based on Council staff’s best judgement, but will be made more accurate once this project goes through the Council’s request for proposals, limited competitive bid, or sole source contract process.

b. **How much was previously spent on this program/project?** (This information may be obtained from the financial manager.)

No funds were previously spent on this project.

Budget

Account #	Account Title	FY-2022	FY-2023	FY-2024
50000	Salaries and Wages			
50100	Employer Payroll Taxes			
50500	Rents			
50600	Utilities—Telephone and Fax			
50650	Conference Calls			
50700	Supplies (consumable)			
50800	Equipment Leases			
50850	Software			
50900	Internet & E Mail Access			
51000	Equipment Purchases			
51100	Dues and Subscriptions			
51200	Accounting			
51300	Legal Fees			
51400	Contract Labor			
51450	Professional Fees -- Other			
51600	Advertising			
51700	Education			
51800	Printing & Reproduction			
51900	Postage & Delivery			
52300	Conference & Conventions			
52400	Equipment Maintenance			
53000	Insurance			
54000	Library & Reference Materials			
58000	Depreciation & Amortization			
59000	Miscellaneous			
59500	Contracts	\$60,000.00		
60000	Travel			
61000	Business Meals			
62000	Meeting Expenses			
	Total	\$60,000.00		

Prince William Sound Regional Citizens' Advisory Council One-Page Strategic Plan

Mission Statement: Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers

[Link to full FY2020-FY2024 Long Range Strategic Plan](#)

Core Purpose: Citizen oversight to prevent oil spills, minimize environmental impacts, and promote response readiness

Core Values

- The foundation of PWSRCAC is volunteerism
- Promote vigilance and combat complacency
- Organizational transparency and integrity through truth and objectivity
- Foster environmental stewardship
- Represent the interests of our stakeholders by providing an effective voice for citizens

Overarching Goals and Objectives (see pages 14-16 for a more complete list of objectives)

- Compliance with OPA90 and Alyeska contractual requirements.
 - (1) Annual re-certification and funding
 - (2) Maintain regional balance
 - (3) Link projects and programs to OPA90 and Alyeska contract
- Continue to improve environmental safety of oil transportation in our region.
 - (4) Monitor and review development of, and compliance with, laws and regulations
 - (5) Pursue risk-reduction measures and promote best available technologies and best practices
 - (6) Monitor operations and promote a safe and clean marine terminal
 - (7) Monitor and review the condition of the tanker fleet/maritime operations
 - (8) Monitor and promote the safe operation of all Alyeska/SERVS-related on-water assets
 - (9) Monitor and review environmental indicators
 - (10) Promote and facilitate effective research for scientific, operational and technical excellence
- Develop and maintain excellent external and internal communication.
 - (11) Advocate for government and industry measures to improve the environmental safety of oil transportation
 - (12) Maintain and improve relationships with government, industry and communities
 - (13) Be the model for citizen oversight and provide support for other citizens' advisory groups
 - (14) Ensure availability of PWSRCAC information
 - (15) Work to improve availability of information to PWSRCAC from industry sources
- Achieve organizational excellence.
 - (16) Effective short and long term planning, with clear and measurable goals for projects
 - (17) Fiscally responsible, efficient, and easily understood financial procedures and reporting
 - (18) Committed to continuous improvement
 - (19) Recognize people as the most important asset of the organization
 - (20) Recruit and develop knowledgeable, involved, and interested people as Board members, volunteers, and staff
 - (21) Strong volunteer structure and support for volunteers

OPA 90 and Alyeska Contractual Requirements

PWSRCAC's structure and responsibilities stem from the Oil Pollution Act of 1990 (OPA 90) and our contract with Alyeska Pipeline Service Company (Alyeska). These documents guide our organization and it is important to review the following requirements, and if possible the source documents, when developing proposed projects for Board consideration and approval. Following are abbreviated summaries of some of the major requirements from both documents. Please check the box next to each requirement that the proposed project addresses.

[Link to full text of OPA 90 Sec 5002: Terminal and Tanker Oversight and Monitoring, August 18, 1990](#)

[Link to full text of contract between PWSRCAC and Alyeska, February, 1990](#)

OPA 90 Contractual Requirements

- (1) Regional Balance, broadly representative of communities and interests in the region.
- (2) Provide advice to regulators on the federal and state levels.
- (3) Provide advice and recommendations on policies, permits, and site-specific regulations relating to the operation and maintenance of terminal facilities and crude oil tankers.
- (4) Monitor the environment impacts of the operation of terminal facilities and crude oil tankers, as well as operations and maintenance that affect or may affect the environment in the vicinity of the terminal facilities.
- (5) Review the adequacy of oil spill prevention and contingency plans for the terminal facilities and crude oil tankers operating in Prince William Sound and review the plans in light of new technological developments and changed circumstances.
- (6) Provide advice and recommendations on port operations, policies, and practices.
- (7) Conduct scientific research and review scientific work undertaken by or on behalf of the terminal or oil tanker operators or government entities.
- (8) Devise and manage a comprehensive program of monitoring the environmental impacts of the operations of the terminal facility and crude oil tankers.
- (9) Monitor periodic drills and testing of oil spill contingency plans.
- (10) Study wind and water currents and other environmental factors in the vicinity of the terminal that may affect the ability to prevent, respond to, contain, and clean up an oil spill.
- (11) Identify highly sensitive areas that may require specific protective measures.
- (12) Monitor developments in oil spill prevention, containment, response, and cleanup technology.
- (13) Periodically review port organizations, operations, incidents, and the adequacy and maintenance of vessel traffic service systems designed to ensure safe transit of crude oil tankers pertinent to terminal operations.
- (14) Periodically review the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.
- (15) Foster partnerships among industry, government, and local citizens.

Alyeska Contractual Requirements

- (1) Provide local and regional input, review and monitoring of Alyeska's oil spill response and prevention plans and capabilities, environmental protections capabilities, and the actual and potential environmental impacts of the terminal and tanker operations.
- (2) Increase public awareness of subjects listed above.
- (3) Provide input into monitoring and assessing the environmental, social, and economic consequences of oil related accidents and actual or potential impacts in or near Prince William Sound.
- (4) Provide local and regional input into the design of appropriated mitigation measures for potential consequences likely to occur as a result of oil or environmental related accidents or impacts of terminal and tanker operations.
- (5) Provide recommendations and participate in the continuing development of the spill prevention and response plan, annual plan review, and periodic review of operations under the plan including training and exercises.
- (6) Other concerns: comment on and participate in selection of research and development projects.
- (7) Review other important issues related to marine oil spill prevention and response concerns that were not obvious with the contract was signed.
- (8) Review other concerns agreed upon by the Council regarding actual or potential impacts of terminal or tanker operations.

Prince William Sound Regional Citizens' Advisory Council
Budget Briefing Sheets FY-2022

Type:

- Capital project (separate capital projects checklist required)
- Program Protected
- Project Protected
- Program/Project Support

Project Number: 8012

Project Title: Field Trials of Messenger Line Throwing Devices

Lead Staff: Alan Sorum

Project Team Members: POVTS committee and Nelli Vanderburg

Cross Committee Interest (If yes, which committees): N/A

1. Description

a. Provide a short description of the program/project.

This project will evaluate the effectiveness of line throwing devices identified as being best available technology in the 2020 report, "Tanker Towline Deployment BAT Review." Field trials of this equipment will underscore best techniques in their use and will improve user experiences with the equipment. Results will be used to develop a set of recommended practices that will be shared with industry. A final report on the project findings will be presented to the Council.

Oil tankers operating in Prince William Sound are required to carry emergency towing equipment. The availability of this equipment can allow a stricken tanker to be towed safely to a place of refuge, where further action can be taken to stabilize the vessel. A key action that must occur in the use of one of these towing systems is to successfully make the final connection between the tow package messenger line and the vessel to be towed. Passing messenger lines to stricken vessels can be passed by hand, heaved or thrown aboard, projected by mechanical means, or picked out of the water. Weather is often a factor in vessel casualties and retrieving a line can be difficult and dangerous in poor weather.

This last year, the Council contracted the maritime research firm Glostren to evaluate the technologies available to pass or deploy messenger lines to vessels in distress to determine what constitutes best available technology (BAT) and then using a similar approach, compare currently used line handling technologies with alternatives identified by the consultant. The final report, "Tanker Towline Deployment BAT Review," has been well received and should prove useful in the future.

- b. Why is this program/project necessary? What need or information gap is being addressed?** The capabilities of the vessels used by the Prince William Sound Tanker Escort System have long been of interest to the PWSRCAC. Past research projects have included the Council's participation in SAFETUG II, a study by Det Norske Veritas (DNV) evaluating the effective escort notations of the ETT and PRT vessels, a study of towing

winches, towlines, and tethering systems, and a Best Available Technology review of escort tugs used in the Sound.

One key recommendation of the “Tanker Towline Deployment BAT Review” was the need to carry out a practical field trial of line throwing devices identified in the report.

“Also recommended, as a follow-on phase of this study, is a practical trial/demonstration of the top three to five technologies identified in this review, with SERVS/TAPS vessel operators and individuals from PWSRCAC in attendance. Devices could be obtained from system manufacturers or licensed distributors to test their performance on actual vessels in Prince William Sound, or similar operating environment. This would allow operators to obtain a hands-on, practical understanding of the nuances of each system. Field data could be collected on horizontal reach distance and wind deflection for each of the devices, as well as qualitative information about the relative difficulty of charging, deploying, and recharging each device, and best practices for improved probability of successful deployment. This combination of practical experience and data collection could prove vital for validation of the findings of this report, and to facilitate adoption of the BAT for emergency towline deployment in Prince William Sound.”

- c. **How will information or results be used?** The project will be completed once its final report is accepted, any additional research efforts are defined, and the results of the project distributed to regulators and industry stakeholders.

The project results will better define the performance of available line throwing devices and highlight techniques that will improve user experiences with the equipment. Most importantly the results of this project will be added to a set of recommendations on the best practices that should be employed by rescue tugs to save an oil tanker in distress during poor weather conditions.

- d. **How will program/project success be measured?** The project will be finished upon completion of a final report and recommendation letter that will be provided to industry and regulatory agencies. Information developed through this research will continue to build the body of work accomplished by the Council in the field of rescue and escort tugboat safety.

2. **Program/project goals and objectives [Should be clear, specific, and measurable with starting and ending dates.]**

This project would be conducted under a sole source contract with Glostren, reflecting their involvement in initial research effort and specialization in this field of study. There are four areas of interest that will be of note:

- A. Validation of the effective ranges of top-scoring line throwing devices identified in the original study (devices) to confirm the results of the initial assessment and rescoring them, if necessary. The foundational study only used stated ranges for the equipment, as provided by the various manufacturers. This effort would strengthen findings found in the initial research.

- B. Measurement of the practical effective range of devices identified in an at-sea trial, and looking at performance across a range of relative wind directions and speeds. This would essentially be a comparison between their stated maximum ranges and what can realistically be expected “in the field.”
- C. Qualitative assessment of the devices with other performance criteria besides just range – how easy or difficult are the various technologies to set-up and deploy, and how quickly can each of them be recharged and deployed in succession (for multiple shots).
- D. Providing a general familiarization with devices for the benefit of real-world users in PWS.

3. Strategic plan and mission

- a. **Which strategic goal(s) or objective(s) does this program/project advance? [Check all that apply on attached strategic plan page.]**
See attached One-Page Strategic Plan.
- b. **How/why does the proposed program/project advance PWSRCAC’s mission?**
The results of this work will contribute to enhanced safety and practices in emergency tow line deployment. The Council will share its findings with its stakeholders in Prince William Sound and the greater towing industry.
- c. **Which OPA 90 and Alyeska contract requirements does it address? [Check all that apply on attached OPA 90/Alyeska contract page.]**
See attached OPA 90 and Alyeska contract requirements page.

4. Project Implementation

- a. **How will the program/project be accomplished? (e.g. with in-house staff and/or outside contractors, etc.? Please estimate project manager time in hours.)**
This project would be conducted by Glostten, utilizing support from the POVTS Committee and staff. It is estimated that Project Manager and Project Manager Assistant support would total 80 hours of work.
- b. **Does the program/project require Alyeska or shipper cooperation?**
The project requires no Alyeska or shipper cooperation, but PWSRCAC will encourage industry participation. A meaningful trial of the line throwing equipment could be conducted without industry participation. There is no doubt however that their involvement with this effort would improve safety and be of benefit to them. Trials would be carried out in Prince William Sound or Puget Sound, depending on industry involvement.

If there was interest from Alyeska, the field trials of this equipment could be more extensive and additionally provide institutional knowledge of how to use the equipment. Based on current efforts, PWSRCAC expects active participation from the various manufacturers, likely without incurring any additional expense for the one-time use of their products. Two industry representatives have already expressed interest in participating in the project.

There are likely other questions that will grow out of these inquiries that could be important to the mission of ensuring the safe transportation of crude oil in Prince William Sound. There has been little research conducted in the field of making tow

connections to disable vessels and this project will greatly improve our understanding of line throwing equipment.

- c. Is this an ongoing program/project? If not, when will it start and when will it be finished?**

This project would be completed in FY 2022.

- d. Does the program/project involve partnership or cost sharing with other organizations?**

There are no partnership or cost sharing considerations with other organizations.

- 5. Budget** (3 year, if applicable). Provide detail for each cost item and summarize on attached budget sheet (e.g., outside professional support, travel, etc.). Travel budgets should include who is traveling (e.g. staff, committee volunteers, board members), where they are going, number of travel days, and for what purpose.

- a. What is the total cost of the program/project over its life?**

\$77,500.

- b. How much was previously spent on this program/project? (This information may be obtained from the financial manager.)**

\$46,869.00

Budget

Account	Account Title	FY-2022	FY-2023	FY-2024
50000	Salaries and Wages			
50100	Employer Payroll Taxes			
50500	Rents			
50600	Utilities— phone and Fax			
50650	Conference Calls			
50700	Supplies (consumable)			
50800	Equipment Leases			
50850	Software			
50900	Internet & E Mail Access			
51000	Equipment Purchases			
51100	Dues and Subscriptions			
51200	Accounting			
51300	Legal Fees			
51400	Contract Labor			
51450	Professional Fees -- Other			
51600	Advertising			
51700	Education			
51800	Printing & Reproduction			
51900	Postage & Delivery			
52300	Conference & Conventions			
52400	Equipment Maintenance			
53000	Insurance			
54000	Library & Ref. Materials			
58000	Depreciation & Amortization			
59000	Miscellaneous			
59500	Contracts	\$75,000		
60000	Travel	\$2,500		
61000	Business Meals			
62000	Meeting Expenses			
	Total	\$77,500		

Prince William Sound Regional Citizens' Advisory Council One-Page Strategic Plan

Mission Statement: Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers

[Link to full FY2020-FY2024 Long Range Strategic Plan](#)

Core Purpose: Citizen oversight to prevent oil spills, minimize environmental impacts, and promote response readiness

Core Values

- Represent the interests of our stakeholders by providing an effective voice for citizens
- The foundation of PWSRCAC is volunteerism
- Promote vigilance and combat complacency
- Organizational transparency and integrity through truth and objectivity
- Foster environmental stewardship

Overarching Goals and Objectives (see pages 14-16 for a more complete list of objectives)

- Compliance with OPA90 and Alyeska contractual requirements.
 - (1) Annual re-certification and funding
 - (2) Maintain regional balance
 - (3) Link projects and programs to OPA90 and Alyeska contract
- Continue to improve environmental safety of oil transportation in our region.
 - (4) Monitor and review development of, and compliance with, laws and regulations
 - (5) Pursue risk-reduction measures and promote best available technologies and best practices
 - (6) Monitor operations and promote a safe and clean marine terminal
 - (7) Monitor and review the condition of the tanker fleet/maritime operations
 - (8) Monitor and promote the safe operation of all Alyeska/SERVS-related on-water assets
 - (9) Monitor and review environmental indicators
 - (10) Promote and facilitate effective research for scientific, operational and technical excellence
- Develop and maintain excellent external and internal communication.
 - (11) Advocate for government and industry measures to improve the environmental safety of oil transportation
 - (12) Maintain and improve relationships with government, industry and communities
 - (13) Be the model for citizen oversight and provide support for other citizens' advisory groups
 - (14) Ensure availability of PWSRCAC information
 - (15) Work to improve availability of information to PWSRCAC from industry sources
- Achieve organizational excellence.
 - (16) Effective short and long term planning, with clear and measurable goals for projects
 - (17) Fiscally responsible, efficient, and easily understood financial procedures and reporting
 - (18) Committed to continuous improvement
 - (19) Recognize people as the most important asset of the organization
 - (20) Recruit and develop knowledgeable and committed Board members, volunteers, and staff
 - (21) Strong volunteer structure and support for volunteers

OPA 90 and Alyeska Contractual Requirements

PWSRCAC's structure and responsibilities stem from the Oil Pollution Act of 1990 (OPA 90) and our contract with Alyeska Pipeline Service Company (Alyeska). These documents guide our organization and it is important to review the following requirements, and if possible the source documents, when developing proposed projects for Board consideration and approval. Following are abbreviated summaries of some of the major requirements from both documents. Please check the box next to each requirement that the proposed project addresses.

[Link to full text of OPA 90 Sec 5002: Terminal and Tanker Oversight and Monitoring, August 18, 1990](#)

[Link to full text of contract between PWSRCAC and Alyeska, February, 1990](#)

OPA 90 Contractual Requirements

- (1) Regional Balance, broadly representative of communities and interests in the region.
- (2) Provide advice to regulators on the federal and state levels.
- (3) Provide advice and recommendations on policies, permits, and site-specific regulations relating to the operation and maintenance of terminal facilities and crude oil tankers.
- (4) Monitor the environment impacts of the operation of terminal facilities and crude oil tankers, as well as operations and maintenance that affect or may affect the environment in the vicinity of the terminal facilities.
- (5) Review the adequacy of oil spill prevention and contingency plans for the terminal facilities and crude oil tankers operating in Prince William Sound and review the plans in light of new technological developments and changed circumstances.
- (6) Provide advice and recommendations on port operations, policies, and practices.
- (7) Conduct scientific research and review scientific work undertaken by or on behalf of the terminal or oil tanker operators or government entities.
- (8) Devise and manage a comprehensive program of monitoring the environmental impacts of the operations of the terminal facility and crude oil tankers.
- (9) Monitor periodic drills and testing of oil spill contingency plans.
- (10) Study wind and water currents and other environmental factors in the vicinity of the terminal that may affect the ability to prevent, respond to, contain, and clean up an oil spill.
- (11) Identify highly sensitive areas that may require specific protective measures.
- (12) Monitor developments in oil spill prevention, containment, response, and cleanup technology.
- (13) Periodically review port organizations, operations, incidents, and the adequacy and maintenance of vessel traffic service systems designed to ensure safe transit of crude oil tankers pertinent to terminal operations.
- (14) Periodically review the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.
- (15) Foster partnerships among industry, government, and local citizens.

Alyeska Contractual Requirements

- (1) Provide local and regional input, review and monitoring of Alyeska's oil spill response and prevention plans and capabilities, environmental protections capabilities, and the actual and potential environmental impacts of the terminal and tanker operations.
- (2) Increase public awareness of subjects listed above.
- (3) Provide input into monitoring and assessing the environmental, social, and economic consequences of oil related accidents and actual or potential impacts in or near Prince William Sound.
- (4) Provide local and regional input into the design of appropriated mitigation measures for potential consequences likely to occur as a result of oil or environmental related accidents or impacts of terminal and tanker operations.
- (5) Provide recommendations and participate in the continuing development of the spill prevention and response plan, annual plan review, and periodic review of operations under the plan including training and exercises.
- (6) Other concerns: comment on and participate in selection of research and development projects.
- (7) Review other important issues related to marine oil spill prevention and response concerns that were not obvious with the contract was signed.
- (8) Review other concerns agreed upon by the Council regarding actual or potential impacts of terminal or tanker operations.

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**Prince William Sound Regional Citizens' Advisory Council
Budget Briefing Sheets FY-2022**

Type:

- Capital project (separate capital projects checklist required)
 Program Protected
 Project Protected
 Program/Project Support

Project Number: 6XXX

Project Title: History of Copper River Delta and Flats Geographic Response Strategies

Lead Staff: Donna Schantz, Linda Swiss

Project Team Members: Joe Lally, Roy Robertson, Jeremy Robida, OSPR Committee

Cross Committee Interest (If yes, which committees): None

1. Description

a. Provide a short description of the program/project.

The purpose of this project is to develop a white paper that captures the history of developing geographic response strategies (GRS) in the Copper River Delta and Flats (CRDF) area. GRS describe response strategies to protect sensitive areas in the event of an oil spill. As CRDF is part of the Prince William Sound Area Contingency Plan (PWS ACP), this information should be included in that plan. The white paper will document the significance of protecting this valuable, fragile ecosystem, and explain the current status of the GRS.

b. Why is this program/project necessary? What need or information gap is being addressed?

In order to satisfy provisions in the "1998 Settlement Agreement for PWS Tanker Contingency Plans" (attached) that came out of the 1995 Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (PWS Tanker C-Plan), the Copper River Delta and Flats GRS Plan (CRDF GRS Plan) was developed in 1999. This information had been included in the PWS ACP until it was updated in 2014, when this information was inadvertently omitted from the plan.

c. How will information or results be used?

This information will be used to inform the Prince William Sound Area Committee, led by USCG and ADEC as co-chairs, along with other regulators, stakeholders, and industry, about the history of the CRDF GRS Plan, and the importance of updating the information and including it in the PWS ACP.

d. How will program/project success be measured?

Success of this project will be measured by persuading the PWS Area Committee that the CRDF GRS Plan is relevant information that should be updated and included in the PWS ACP.

2. **Program/project goals and objectives** [Should be clear, specific, and measurable with starting and ending dates.]

Goals:

- Production of white paper on the history of CRDF GRS Plan.
- The white paper will cover what drove the creation of the CRDF GRS Plan, the process for updating the GRS, and the current status of the CRDF GRS Plan.

Objectives:

- Review past PWS Tanker C-Plans, PWS ACPs, Settlement Agreement for PWS Tanker Contingency Plans, Memorandum of Agreement, and any other pertinent documents to track origination and development of the CRDF GRS Plan.
- Review documentation to determine the current status of the CRDF GRS Plan.

3. **Strategic plan and mission**

- a. **Which strategic goal(s) or objective(s) does this program/project advance?** [Check all that apply on attached strategic plan page.]
- b. **How/why does the proposed program/project advance PWSRCAC's mission?**
One of the mandates under OPA 90 is identification and protection of environmentally sensitive areas. This project will track which sites have been identified as environmentally sensitive and document the current status.
- c. **Which OPA 90 and Alyeska contract requirements does it address?** [Check all that apply on attached OPA 90/Alyeska contract page.]

4. **Project Implementation**

- a. **How will the program/project be accomplished? (e.g. with in-house staff and/or outside contractors, etc.? Please estimate project manager time in hours.)**
An outside contractor will research and review documentation on the CRDF GRS. Project manager time is estimated to be 40 hours.
- b. **Does the program/project require Alyeska or shipper cooperation?**
No.
- c. **Is this an ongoing program/project? If not, when will it start and when will it be finished?**
This project will be accomplished during FY2022.
- d. **Does the program/project involve partnership or cost sharing with other organizations?**
No.

5. **Budget** (3 year, if applicable). Provide detail for each cost item and summarize on attached budget sheet (e.g., outside professional support, travel, etc.). Travel budgets should include who is traveling (e.g. staff, committee volunteers, board members), where they are going, number of travel days, and for what purpose.

- a. **What is the total cost of the program/project over its life?**
\$20,000.
- b. **How much was previously spent on this program/project?** (This information may be obtained from the financial manager.)
No previous budget for this project.

Budget

Account #	Account Title	FY-2022	FY-2023	FY-2024
50000	Salaries and Wages			
50100	Employer Payroll Taxes			
50500	Rents			
50600	Utilities—Telephone and Fax			
50650	Conference Calls			
50700	Supplies (consumable)			
50800	Equipment Leases			
50850	Software			
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51000	Equipment Purchases			
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51300	Legal Fees			
51400	Contract Labor			
51450	Professional Fees -- Other			
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51700	Education			
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52300	Conference & Conventions			
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53000	Insurance			
54000	Library & Reference Materials			
58000	Depreciation & Amortization			
59000	Miscellaneous			
59500	Contracts	\$20,000		
60000	Travel			
61000	Business Meals			
62000	Meeting Expenses			
	Total	\$20,000		

Prince William Sound Regional Citizens' Advisory Council
One-Page Strategic Plan

Mission Statement: Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers

[Link to full FY2020-FY2024 Long Range Strategic Plan](#)

Core Purpose: Citizen oversight to prevent oil spills, minimize environmental impacts, and promote response readiness

Core Values

- The foundation of PWSRCAC is volunteerism
- Promote vigilance and combat complacency
- Organizational transparency and integrity through truth and objectivity
- Foster environmental stewardship
- Represent the interests of our stakeholders by providing an effective voice for citizens

Overarching Goals and Objectives (see pages 14-16 for a more complete list of objectives)

- Compliance with OPA90 and Alyeska contractual requirements.
 - (1) Annual re-certification and funding
 - (2) Maintain regional balance
 - (3) Link projects and programs to OPA90 and Alyeska contract

- Continue to improve environmental safety of oil transportation in our region.
 - (4) Monitor and review development of, and compliance with, laws and regulations
 - (5) Pursue risk-reduction measures and promote best available technologies and best practices
 - (6) Monitor operations and promote a safe and clean marine terminal
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 - (8) Monitor and promote the safe operation of all Alyeska/SERVS-related on-water assets
 - (9) Monitor and review environmental indicators
 - (10) Promote and facilitate effective research for scientific, operational and technical excellence

- Develop and maintain excellent external and internal communication.
 - (11) Advocate for government and industry measures to improve the environmental safety of oil transportation
 - (12) Maintain and improve relationships with government, industry and communities
 - (13) Be the model for citizen oversight and provide support for other citizens' advisory groups
 - (14) Ensure availability of PWSRCAC information
 - (15) Work to improve availability of information to PWSRCAC from industry sources

- Achieve organizational excellence.
 - (16) Effective short and long term planning, with clear and measurable goals for projects
 - (17) Fiscally responsible, efficient, and easily understood financial procedures and reporting
 - (18) Committed to continuous improvement
 - (19) Recognize people as the most important asset of the organization
 - (20) Recruit and develop knowledgeable, involved, and interested people as Board members, volunteers, and staff
 - (21) Strong volunteer structure and support for volunteers

OPA 90 and Alyeska Contractual Requirements

PWSRCAC's structure and responsibilities stem from the Oil Pollution Act of 1990 (OPA 90) and our contract with Alyeska Pipeline Service Company (Alyeska). These documents guide our organization and it is important to review the following requirements, and if possible the source documents, when developing proposed projects for Board consideration and approval. Following are abbreviated summaries of some of the major requirements from both documents. Please check the box next to each requirement that the proposed project addresses.

[Link to full text of OPA 90 Sec 5002: Terminal and Tanker Oversight and Monitoring, August 18, 1990](#)

[Link to full text of contract between PWSRCAC and Alyeska, February, 1990](#)

OPA 90 Contractual Requirements

- (1) Regional Balance, broadly representative of communities and interests in the region.
- (2) Provide advice to regulators on the federal and state levels.
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- (4) Monitor the environment impacts of the operation of terminal facilities and crude oil tankers, as well as operations and maintenance that affect or may affect the environment in the vicinity of the terminal facilities.
- (5) Review the adequacy of oil spill prevention and contingency plans for the terminal facilities and crude oil tankers operating in Prince William Sound and review the plans in light of new technological developments and changed circumstances.
- (6) Provide advice and recommendations on port operations, policies, and practices.
- (7) Conduct scientific research and review scientific work undertaken by or on behalf of the terminal or oil tanker operators or government entities.
- (8) Devise and manage a comprehensive program of monitoring the environmental impacts of the operations of the terminal facility and crude oil tankers.
- (9) Monitor periodic drills and testing of oil spill contingency plans.
- (10) Study wind and water currents and other environmental factors in the vicinity of the terminal that may affect the ability to prevent, respond to, contain, and clean up an oil spill.
- (11) Identify highly sensitive areas that may require specific protective measures.
- (12) Monitor developments in oil spill prevention, containment, response, and cleanup technology.
- (13) Periodically review port organizations, operations, incidents, and the adequacy and maintenance of vessel traffic service systems designed to ensure safe transit of crude oil tankers pertinent to terminal operations.
- (14) Periodically review the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.
- (15) Foster partnerships among industry, government, and local citizens.

Alyeska Contractual Requirements

- (1) Provide local and regional input, review and monitoring of Alyeska's oil spill response and prevention plans and capabilities, environmental protections capabilities, and the actual and potential environmental impacts of the terminal and tanker operations.
- (2) Increase public awareness of subjects listed above.
- (3) Provide input into monitoring and assessing the environmental, social, and economic consequences of oil related accidents and actual or potential impacts in or near Prince William Sound.
- (4) Provide local and regional input into the design of appropriated mitigation measures for potential consequences likely to occur as a result of oil or environmental related accidents or impacts of terminal and tanker operations.
- (5) Provide recommendations and participate in the continuing development of the spill prevention and response plan, annual plan review, and periodic review of operations under the plan including training and exercises.
- (6) Other concerns: comment on and participate in selection of research and development projects.
- (7) Review other important issues related to marine oil spill prevention and response concerns that were not obvious with the contract was signed.
- (8) Review other concerns agreed upon by the Council regarding actual or potential impacts of terminal or tanker operations.

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**Prince William Sound Regional Citizens' Advisory Council
Budget Briefing Sheets FY-2022**

Type:

- Capital project (separate capital projects checklist required)
- Program Protected
- Project Protected
- Program/Project Support

Project Number: 6560

Project Title: Peer Listener Training

Lead Staff: Betsi Oliver

Project Team Members: IEC

Cross Committee Interest (If yes, which committees): SAC

1. Description

- a. Provide a short description of the program/project.

Peer Listener Train-the-Trainer program is held every five years by the Council; last was in 2016. This project is to engage an expert to conduct the training online and to direct part of the funds, which in the past went towards participant travel costs, towards a 25-year revision of the program. The contractor would make updates to the Peer Listener training program, the 116-page manual (which is an appendix to the Guidebook for Coping with Technological Disasters), and the train-the-trainer course. Finally, the contractor would conduct the train-the-trainer course for regional participants online.

The contractor would have expertise from among the following fields: community resilience as it relates to disasters such as oil spills, peer-to-peer support, peer listening programs and trainings, addressing personal and collective trauma, or coastal and rural resilience. The revision would incorporate new research, statistics, and practices from the fields mentioned. In addition to content updates, the program's structure would also be adjusted to better fit evolving participant needs and build on nearly 25 years of the Peer Listener program in our region and beyond.

- b. Why is this program/project necessary? What need or information gap is being addressed?

The Peer Listener program has been a flagship social sciences program of the Council since it was first offered in the 1990s. The extensive human impact of a major oil spill continues to be largely overlooked in contingency planning and response structures. The Council continues to advocate for adequate attention and resources for engaging local citizens in preventing and responding to all aspects of an oil spill, including the social and emotional impacts.

When Peer Listener was introduced, it was cutting edge in its acknowledgement of the pervasive impacts of technological disasters in a community, and also to train the lay person to have a meaningful role in peer support and community resiliency. Now, its references to statistics and resources have become out of date, and meanwhile, the field of peer support for collective trauma has grown exponentially. The creator, Dr. Steve Picou, has since retired and is not available to do the update. His

work was based on his own door-to-door surveys of Cordova residents; today, we can add to his foundational work social science research from BP's Deepwater Horizon spill, as well as integrate resources from many similar programs designed to build resilience to climate change and other complex disasters.

This project proposes to bring in an expert to update the program with modern statistics, resources, and practices. For example, cell phone, internet, and video chat apps are now common ways peers connect and support each other, and the training can be updated to include techniques for using them effectively. Additional elements that could be integrated to an update include the following: feedback from peer listeners in our region and the Gulf of Mexico, and from participants at past train-the-trainer sessions (last held in 2016); insights from research into Adverse Childhood Experiences (ACEs), Post-Traumatic Stress Disorder, community resilience, and trauma recovery – which were all in their infancy twenty years ago; and the significant research from the past decade into social impacts of BP's Deepwater Horizon spill.

According to feedback from past participants, the program could better address barriers and incentives for participation (hosting the training virtually over several short sessions is one suggestion, providing university credit is another) and provide better long-term support for peer listener success. Thus the revision will include both content updates and changes to program delivery.

c. How will information or results be used?

The train-the-trainer program will be hosted in FY2022 so that each community has local Peer Listener trainers. Peer Listeners are available in the case of a future spill, and as part of the ongoing recovery process post-EVOS. The updated manual will be included in the appendices for the Guidebook for Coping with Technological Disasters. The appendices and other supporting content will be hosted on the Council's website.

d. How will program/project success be measured?

A successful update to the Peer Listener Manual will be accepted by the project team, which will ideally include representatives from the Information & Education Committee and Scientific Advisory Committee. A successful train-the-trainer will have participation that is broadly representative of our region, most or all participants complete the course and provide feedback, and most or all participants hold follow-up Peer Listener trainings in their home communities.

2. Program/project goals and objectives [Should be clear, specific, and measurable with starting and ending dates.]

Goal: PWSRCAC continues to be a resource for our region and a model for other regions by providing valuable trainings and resources in support of social recovery post-spill. Objectives: A contractor will complete an update to the Peer Listener Manual, the Peer Listener training, and the train-the-trainer program. He or she will then conduct an online train-the-trainer program.

3. Strategic plan and mission

a. Which strategic goal(s) or objective(s) does this program/project advance? [Check all that apply on attached strategic plan page.]

b. How/why does the proposed program/project advance PWSRCAC's mission?

This project supports the Council's mission by providing tools to and training for EVOS region communities that help them cope with the sociological effects of an oil spill.

- c. Which OPA 90 and Alyeska contract requirements does it address? [Check all that apply on attached OPA 90/Alyeska contract page.]
4. Project Implementation
 - a. How will the program/project be accomplished? (e.g. with in-house staff and/or outside contractors, etc.? Please estimate project manager time in hours.) Outside contractor with significant in-house staff support. Project Manager time: 120 hours
 - b. Does the program/project require Alyeska or shipper cooperation? No.
 - c. Is this an ongoing program/project? If not, when will it start and when will it be finished? The update has not occurred in 25 years. The train-the-trainer occurs every 5 years.
 - d. Does the program/project involve partnership or cost sharing with other organizations? Sea Grant has helped with past minor updates and has expressed interest in being a part of a more major revision as described in this project; they have provided extensive comments sharing about how they have adapted the Peer Listener program to the Gulf of Mexico.
5. Budget (3 year, if applicable). Provide detail for each cost item and summarize on attached budget sheet (e.g., outside professional support, travel, etc.). Travel budgets should include who is traveling (e.g. staff, committee volunteers, board members), where they are going, number of travel days, and for what purpose.

Contract Expense: \$32,000 to complete the work described above

Conference Calls: \$1,000 to support using the best online platform for the course and ensuring rural participants have access

Contract Labor (Website Contractor): \$1,500 for completing any updates to the website where materials will be hosted

Advertising: \$500 to advertise the training

 - a. What is the total cost of the program/project over its life? \$35,000
 - b. How much was previously spent on this program/project? (This information may be obtained from the financial manager.) In FY 2016, \$34,500 was spent on the train-the-trainer program under Project 6560: Community Impacts Planning (this same project). In FY 20/21, \$16,800 was spent to update the Guidebook Appendices as a SAC project; updating the 116-page Peer Listener Manual was too large an undertaking, so it was not completed at that time and is being proposed as part of this project instead.

Budget

Account #	Account Title	FY-2022	FY-2023	FY-2024
50000	Salaries and Wages			
50100	Employer Payroll Taxes			
50500	Rents			
50600	Utilities—Telephone and Fax			
50650	Conference Calls	\$1,000		
50700	Supplies (consumable)			
50800	Equipment Leases			
50850	Software			
50900	Internet & E Mail Access			
51000	Equipment Purchases			
51100	Dues and Subscriptions			
51200	Accounting			
51300	Legal Fees			
51400	Contract Labor	\$1,500		
51450	Professional Fees -- Other			
51600	Advertising	\$500		
51700	Education			
51800	Printing & Reproduction			
51900	Postage & Delivery			
52300	Conference & Conventions			
52400	Equipment Maintenance			
53000	Insurance			
54000	Library & Reference Materials			
58000	Depreciation & Amortization			
59000	Miscellaneous			
59500	Contracts	\$32,000		
60000	Travel			
61000	Business Meals			
62000	Meeting Expenses			
	Total	\$35,000		

Prince William Sound Regional Citizens' Advisory Council One-Page Strategic Plan

Mission Statement: Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers

[Link to full FY2020-FY2024 Long Range Strategic Plan](#)

Core Purpose: Citizen oversight to prevent oil spills, minimize environmental impacts, and promote response readiness

Core Values

- Represent the interests of our stakeholders by providing an effective voice for citizens
- The foundation of PWSRCAC is volunteerism
- Promote vigilance and combat complacency
- Organizational transparency and integrity through truth and objectivity
- Foster environmental stewardship

Overarching Goals and Objectives (see pages 14-16 for a more complete list of objectives)

- Compliance with OPA90 and Alyeska contractual requirements.
 - (1) Annual re-certification and funding
 - (2) Maintain regional balance
 - (3) Link projects and programs to OPA90 and Alyeska contract
- Continue to improve environmental safety of oil transportation in our region.
 - (4) Monitor and review development of, and compliance with, laws and regulations
 - (5) Pursue risk-reduction measures and promote best available technologies and best practices
 - (6) Monitor operations and promote a safe and clean marine terminal
 - (7) Monitor and review the condition of the tanker fleet/maritime operations
 - (8) Monitor and promote the safe operation of all Alyeska/SERVS-related on-water assets
 - (9) Monitor and review environmental indicators
 - (10) Promote and facilitate effective research for scientific, operational and technical excellence
- Develop and maintain excellent external and internal communication.
 - (11) Advocate for government and industry measures to improve the environmental safety of oil transportation
 - (12) Maintain and improve relationships with government, industry and communities
 - (13) Be the model for citizen oversight and provide support for other citizens' advisory groups
 - (14) Ensure availability of PWSRCAC information
 - (15) Work to improve availability of information to PWSRCAC from industry sources
- Achieve organizational excellence.
 - (16) Effective short and long term planning, with clear and measurable goals for projects
 - (17) Fiscally responsible, efficient, and easily understood financial procedures and reporting
 - (18) Committed to continuous improvement
 - (19) Recognize people as the most important asset of the organization
 - (20) Recruit and develop knowledgeable and committed Board members, volunteers, and staff
 - (21) Strong volunteer structure and support for volunteers

OPA 90 and Alyeska Contractual Requirements

PWSRCAC's structure and responsibilities stem from the Oil Pollution Act of 1990 (OPA 90) and our contract with Alyeska Pipeline Service Company (Alyeska). These documents guide our organization and it is important to review the following requirements, and if possible the source documents, when developing proposed projects for Board consideration and approval. Following are abbreviated summaries of some of the major requirements from both documents. Please check the box next to each requirement that the proposed project addresses.

[Link to full text of OPA 90 Sec 5002: Terminal and Tanker Oversight and Monitoring, August 18, 1990](#)

[Link to full text of contract between PWSRCAC and Alyeska, February, 1990](#)

OPA 90 Contractual Requirements

- (1) Regional Balance, broadly representative of communities and interests in the region.
- (2) Provide advice to regulators on the federal and state levels.
- (3) Provide advice and recommendations on policies, permits, and site-specific regulations relating to the operation and maintenance of terminal facilities and crude oil tankers.
- (4) Monitor the environment impacts of the operation of terminal facilities and crude oil tankers, as well as operations and maintenance that affect or may affect the environment in the vicinity of the terminal facilities.
- (5) Review the adequacy of oil spill prevention and contingency plans for the terminal facilities and crude oil tankers operating in Prince William Sound and review the plans in light of new technological developments and changed circumstances.
- (6) Provide advice and recommendations on port operations, policies, and practices.
- (7) Conduct scientific research and review scientific work undertaken by or on behalf of the terminal or oil tanker operators or government entities.
- (8) Devise and manage a comprehensive program of monitoring the environmental impacts of the operations of the terminal facility and crude oil tankers.
- (9) Monitor periodic drills and testing of oil spill contingency plans.
- (10) Study wind and water currents and other environmental factors in the vicinity of the terminal that may affect the ability to prevent, respond to, contain, and clean up an oil spill.
- (11) Identify highly sensitive areas that may require specific protective measures.
- (12) Monitor developments in oil spill prevention, containment, response, and cleanup technology.
- (13) Periodically review port organizations, operations, incidents, and the adequacy and maintenance of vessel traffic service systems designed to ensure safe transit of crude oil tankers pertinent to terminal operations.
- (14) Periodically review the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.
- (15) Foster partnerships among industry, government, and local citizens.

Alyeska Contractual Requirements

- (1) Provide local and regional input, review and monitoring of Alyeska's oil spill response and prevention plans and capabilities, environmental protections capabilities, and the actual and potential environmental impacts of the terminal and tanker operations.
- (2) Increase public awareness of subjects listed above.
- (3) Provide input into monitoring and assessing the environmental, social, and economic consequences of oil related accidents and actual or potential impacts in or near Prince William Sound.
- (4) Provide local and regional input into the design of appropriated mitigation measures for potential consequences likely to occur as a result of oil or environmental related accidents or impacts of terminal and tanker operations.
- (5) Provide recommendations and participate in the continuing development of the spill prevention and response plan, annual plan review, and periodic review of operations under the plan including training and exercises.
- (6) Other concerns: comment on and participate in selection of research and development projects.
- (7) Review other important issues related to marine oil spill prevention and response concerns that were not obvious with the contract was signed.
- (8) Review other concerns agreed upon by the Council regarding actual or potential impacts of terminal or tanker operations.