

Port Graham Habitat Enhancement Proposal



Photos: Windy and Rocky Bays near Port Graham, Alaska, by Jon E. Shepard



EVOSTC FY 22-26 GENERAL RESTORATION and HABITAT PROJECT PROPOSAL FORM

Does this proposal contain confidential information? Yes No

Project Number and Title

22220608 Port Graham Habitat Enhancement Proposal

Primary Proposer(s)/Project Manager and Affiliation(s)

Jon E. Shepard - Port Graham Corporation (PGC)

Kyle Graham - U.S. Fish and Wildlife Service (USFWS)

Nathan Lojewski - Chugachmiut

Patrick Norman - Native Village of Port Graham (PGVC)

Date Proposal Submitted

March 29, 2021

Brief Project Description (maximum 300 words)

Located on the western edge of the lower Kenai Peninsula is the community of Port Graham, the ancestral inhabitants of the Kenai Fjords and a thriving coastal culture. The Port Graham area boasts abundant marine mammals, fish, shellfish, birds and plants that remain vital to the residents of Port Graham and the surrounding villages. The focus of this proposal is an extensive road network that was constructed in the Port Graham, Windy, and Rocky River watersheds as part of logging projects from the 1960’s to 2004. Many of the stream crossings were constructed with log stringer bridges that have failed and resulted in degraded habitat or with undersized culverts that have become barriers to EVOS-injured resident and anadromous fish species. This project will improve fish passage, restore degraded stream crossings and permanently protect stream crossings from future degradation.

In this proposal, partners including Port Graham Corporation, Native Village of Port Graham Chugachmiut, and the U.S. Fish and Wildlife Service (USFWS) propose addressing 24 stream crossings that impede fish passage or have resulted in degraded spawning and rearing habitat for EVOS-injured fish species. Additionally, repairing impassable stream crossings will provide critical access to subsistence resources in Windy and Rocky Bay for the residents of Port Graham, provide access to road maintenance equipment to conduct regular road maintenance, protect the commercial fisheries in Rocky, Windy, and Port Graham River watersheds, and provide access to recreational opportunities in the area such as sport fishing, hunting, and wildlife viewing

EVOSTC Funding Requested* (round to the nearest hundred, including 9% GA, where applicable*):

FY22	FY23	FY24	FY25	FY26	FY22-26 Total
\$7,211,400	\$47,200.00	\$47,200.00	\$47,200.00	\$47,200.00	\$7,400,200

Non-EVOSTC Funds to be used for this project, please include source and amount per source:

FY22	FY23	FY24	FY25	FY26	FY22-26 Total
FHWA Tribal Transportation Program	FHWA Tribal Transportation Program	FHWA Tribal Transportation Program			FHWA Tribal Transportation Program
\$450,000	\$1,767,376	\$1,767,376			\$3,984,752

1. EXECUTIVE SUMMARY (maximum ~1500 words, not including figures and tables)

The intent of this proposal is to remedy a number of long standing habitat concerns associated with a network of historic logging roads near the Native Village of Port Graham. In a partnership effort, the Port Graham Corporation, Native Village of Port Graham, Chugachmiut, and the U.S. Fish and Wildlife Service have listed stream crossings of concern based on impact to anadromous and resident fish species and improved access to subsistence resources. This region remains the home to Sugpiaq people who have lived among the Kenai Fjords for thousands of years along with abundant marine mammals, fish, shellfish, birds and plants.

The bulk of the stream crossings in the Port Graham, Windy, and Rocky River watersheds were constructed as part of periodic logging operations which occurred between the 1960’s and 2004. A forest road network was developed to access commercial timber which greatly expanded access to subsistence resources to the residents of Port Graham. During road construction many stream crossings were constructed with log stringer bridges that have now failed, or culverts undersized for the stream flow. Undersized culverts have resulted in perched outlets with excess drops at the outlet or high water velocity that restrict fish passage. Failing or failed log stringer bridges collapse into the stream bed and release sediment into the stream channel, degrading habitat and potentially creating seasonal barriers for fish passage. We now understand the importance of unrestricted fish access to spawning, rearing, and overwintering habitats is essential to maintain fish production. Unrestricted access via stream corridors to spawning, rearing, and overwintering habitats is essential to maintaining salmonid production as well as healthy populations of resident trout and other fish (Jackson 2003). Changes in river discharge patterns, the loss of connectivity, and impediments to fish passage have been shown to be detrimental to migratory fish species, particularly salmonid species that that spawn in headwater streams (Lasselle et al. 2009). Movement of juvenile salmon and resident trout has been observed in response to a variety of environmental factors, including high and low flow events, changes in stream temperature, predation pressure, population densities and the availability of food or shelter (Gowan et al. 1994; Robison et al. 1999; Kahler and Quinn 1998).

To determine the top restoration priorities in within our focus area, assessment data was collected by Alaska Department of Fish and Game (ADF&G), Alaska Department of Forestry (DNR), and Chugachmiut most recently. Our focus area includes three adjacent watersheds; Port Graham, Windy, and Rocky Rivers of which all have been historically road accessible from the Village of Port Graham. The assessment effort resulted in a comprehensive list of stream crossings with a range of habitat concerns ranging from full fish barriers to degraded habitat caused by a failing structure. Table 1 represents the high priority stream crossings based on

existing physical and biological assessment data as well as preliminary cost estimates. Proposed Sites 1, 2, 4, 5 have been designed through an agreement with the Federal Highways Administration Tribal Transportation Program (TTP) and the Native Village of Port Graham. Full construction funding exists for Proposed Sites 4 & 5 and full construction funding in the amount of \$4,328,841 for Proposed Sites 1 & 2 is expected in 2023. All projects designed and funded by the Federal Highway Administration TTP program will be designed as bridges meeting or exceed the National Bridge Design Standards and spanning the full channel width, ensuring long term protection of habitat and a safe stream crossing. Funding requested under this proposal will be used to complete site surveys and prepare designs for the remaining projects in table 1. The partnership will implement culvert and bridge designs, replacements and removals using current standards for flood resilience and ecological function (USFS 2008, USFWS 2020). The primary objective is to construct crossing that mimic natural channel dimensions and processes and greatly increase flood resiliency. All crossings will be designed to pass the 100-year flood flow; culverts will be designed for a 50 year service life and bridges will be designed for a 75 year service life. By removing or replacing these 24 stream crossings, we intend to improve the hydrologic and ecologic function on the Port Graham, Windy, and Rocky River watersheds. Once complete, this project will improve habitat for resident fish, expand access to over 24 miles of spawning and rearing habitat for anadromous and resident fishes, while concurrently reducing the risk of infrastructure damage (i.e. road washouts) during flood events.

Injured Resources Benefits:

Species Benefits: The USFWS IPaC report identifies the western edge of the Kenai Fjords as critical habitat for Steller's eiders and Steller Sea Lions. The ADF&G has catalogued Pink, Chum, Coho, Sockeye, and both resident and anadromous Dolly Varden.

Recreation, Tourism, and Subsistence: The road from the Native Village of Port Graham to Windy and Rocky Bay remains a critical part of the subsistence lifestyle for the Sugpiaq people of Port Graham. Port Graham is a remote village with only air or boat access and thus, local residents depend heavily on harvesting moose, goat, salmon, bear, seal medicinal plants, and berries. Currently, because of failed stream crossings, the road from Port Graham to Windy and Rocky Bays is impassable and thus unavailable for subsistence and recreation uses. Completion of the work identified in this proposal will ensure the Sugpiaq people have access to their traditional lands and food resources. In addition, the Port Graham Corporation owns a lodge located on Rocky Lake, which has traditionally been operated for tourism and provided jobs for the local economy. This lodge has been closed since road access has been lost from Port Graham

Commercial Fishing: Removing fish barriers and restoring degraded stream crossings will benefit commercial fishing in the Port Graham, Windy, and Rocky Bay districts by increasing habitat to commercially important species such as Pink Salmon. A recent ADF&G commercial harvest report reveals nearly 500,000 pink salmon were harvested in the Windy Bay Subdistrict in 2020, ranging up to 2.8 million in 2015 (Hollowell, 2021 pers comm).

2. PROJECT HISTORY (maximum 400 words)

This project is the first of this type on lands owned by the Port Graham Corporation, but the project builds on other EVOSTC-supported fish passage restoration projects in the Kenai Peninsula. Most recently, the Kenai Peninsula Aquatic Ecosystem Restoration Project (FY15-22) was funded by the EVOSTC and included the collaboration and support of the ADF&G, Alaska Department of Transportation, USFWS, National Ocean and Atmospheric Administration, Kenai Watershed Forum, Trout Unlimited, and the Kachemak Heritage Land Trust. The project has improved fish passage at key road crossings on the Kenai Peninsula in high value watersheds to eliminate at least fifty-five barriers on the Kenai Peninsula and improve fish access to an estimated 100 miles of important spawning, rearing and migratory habitats, including those related to parcels previously protected with EVOSTC funding.

3. PROJECT DESIGN

A. Objectives

The objectives of this proposal are to restore and protect fish habitat by reestablishing proper hydrologic and ecological function to the waters within the Port Graham, Windy, and Rocky River watersheds. Project selections were based on benefit to anadromous and resident fish species, cost effectiveness, and the need for tribal members of the Native Village of Port Graham to access subsistence resources. For the past decade, the PGC has prioritized the replacement of stream crossings that prevent upstream fish migration, but a poor economy in Port Graham has challenged this effort. The objectives will be achieved by replacing or removing failing log stringer bridges and culverts with structures that ensure proper fish passage and protect the streambed from future degradation.

B. Project Location

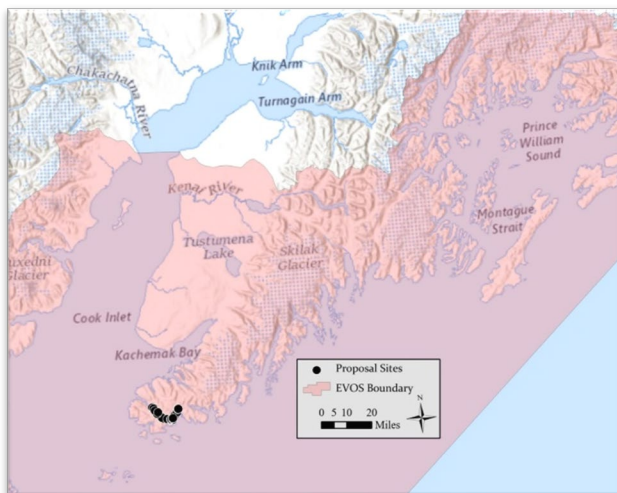


Figure 1: Exxon Valdez Affected Area and proposal sites.

Our focus area is located on the lower Kenai Peninsula on the far south and western edge. All project locations occur on lands owned by the Port Graham Corporation, an Alaska Native Village Corporation. This region includes steep mountainous terrain and glacially developed river valleys with elevations ranging from 3,000 feet to sea level. The valley bottoms and lower slopes are covered with Sitka spruce forests; alpine tundra meadows occur in the higher elevations. A large number of wetlands are represented in all three watersheds and provide high-quality spawning and rearing habitat for resident and anadromous fish. All main stem river systems are catalogued by the ADF&G as chum, coho, pink, sockeye rearing and spawning habitat in addition to

resident Dolly Varden. The focus area is within the Exxon Valdez Affected Area (see figure 2) and restoration of project locations will benefit EVOS affected species and resources.



Figure 2. ADF&G #20300915. Perched culvert preventing upstream fish passage



Figure 3. AKSF #01B15. This crossing will be replaced a bridge using TTP funds secured by the Port Graham Village Tribe.



Figure 4. PGC # 004. Failed culvert on main road to Rocky Bay



Figure 5. AKSF # KAC01-155. Perched culvert functions as full barrier for resident fish on unnamed stream.



Figure 6. ADF&G 20300918. Perched and twisted culvert restricts upstream movement of juvenile salmon.

Table 1: The following table provides a summary of proposed stream crossings and the EVOS affected species and services that will benefit.

Proposal Site	Road Management Area	Benefit to EVOS Injured Species and Resources	Stream Miles	Total Cost	
				TTP (Match Funding)	EVOS (Proposed Funding)
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14	<p>Port Graham and Windy Bay:</p> <p>18.5 miles of the main road plus additional miles of spur roads</p>	<p><i>Species : Chum, Coho, Pink, Dolly Varden</i></p> <p><i>Injured Services: Subsistence, Commercial Fishing, Recreation and Tourism</i></p>	5.63	\$3,984,752	\$3,500,000
15, 16,17, 19, 20, 21, 22, 23, 24	<p>Rocky Bay:</p> <p>8 miles or road in and around Rocky Bay</p>	<p><i>Species : Chum, Coho, Pink, Dolly Varden</i></p> <p><i>Injured Services: Subsistence, Commercial Fishing, Recreation and Tourism</i></p>	18.8		*\$3,900,200

*Limited assessment data was available for the Rocky Bay Road Management Area and additional funds may be needed to complete work.

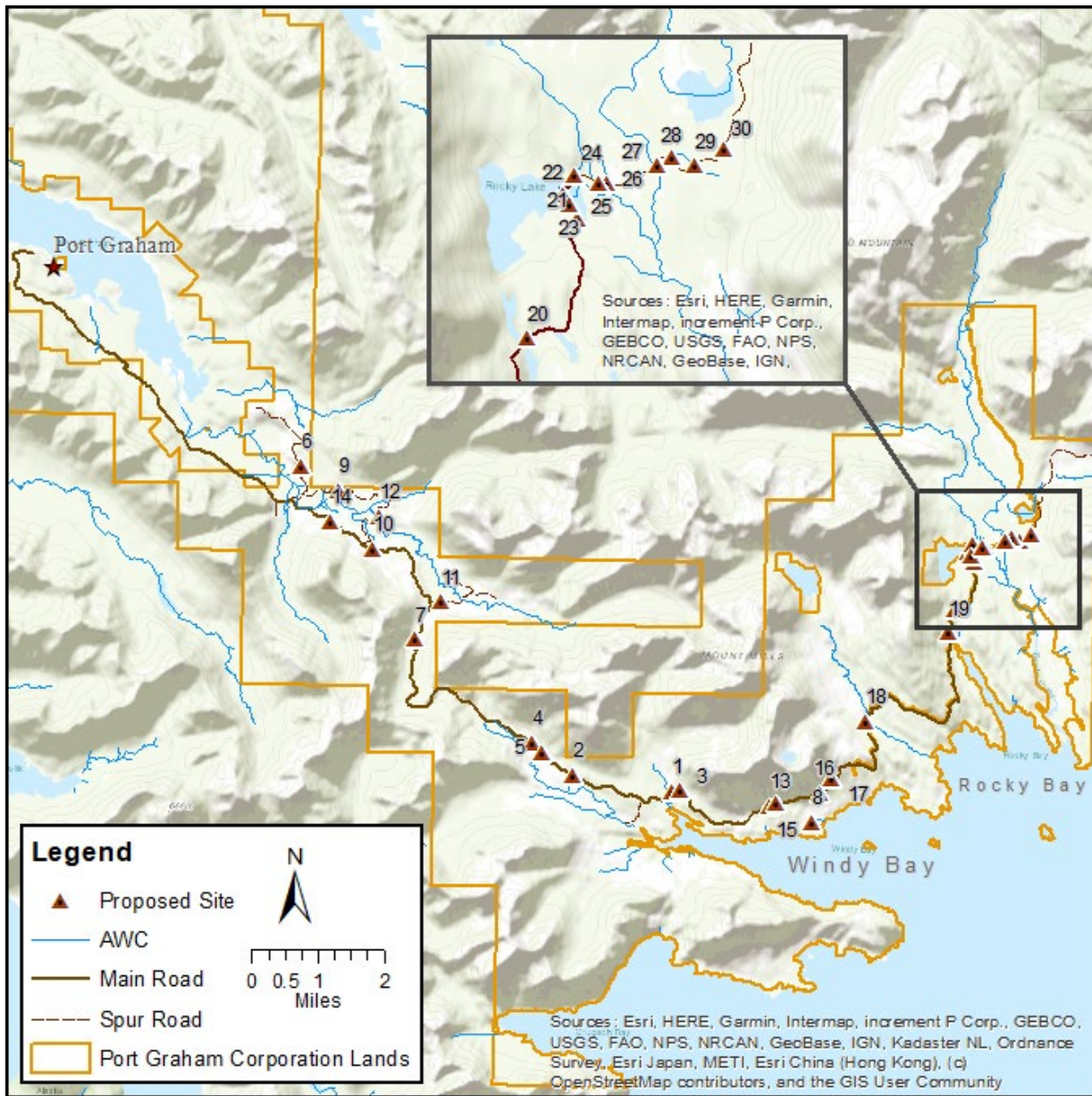


Figure 7. Overview of project area including Port Graham, Windy, and Rocky River watersheds.

C. Procedures and Methods

Fully implementing a fish passage restoration project is a 3 to 4 year process with design requiring 1.5 to 2 years. The design process is broken into intermediary milestones that are identified by the percent design completion. At each identified milestone (typically the 15%, 65%, and 95% design completion stage), design drawings, cost estimates and specifications are distributed to the stakeholders for review and a stakeholder meeting is conducted. At the completion of the design process, 100% design documents are produced which PGC will use to complete the construction with in-house forces. The most critical phase of the design process is the 15% design milestone, also known as the conceptual design level. Conceptual design will include

working with a surveyor to collect topographic data, locating buried utilities, analyzing hydrologic data for each site and coming up with flood flow predictions, validating those flood flow predictions against the stream geomorphology, sizing crossing structures and coming up with a cost estimate. The data collected and cost estimates developed during the concept design are critical to the successful implementation of each crossing. The project partnership is proposing to take all of the identified proposed priority sites identified in table 1 to the concept design level. This is the most cost effective approach as it reduces travel, equipment transport and administrative costs per site. In addition, the cost estimates and data collected during the concept design phase will determine which projects provide the highest benefit to cost ratio. These projects will be moved forward to complete the design process and construction within the funding limitations. This process allows for shifting of project priorities to account for the unknowns that will be uncovered during the conceptual design phase. Projects that require more time or funding will be identified and the project team will continue to work on fundraising to complete these projects with funding from other sources such as FHWA, AKSSF, NOAA and USFWS. The Port Graham Village Council and PGC have a record of successfully navigating the project design, fundraising and construction process with the four TTP funded bridge designs that are part of this project. Two of these four stream crossings have been funded for construction and the remaining two bridges are high priorities and funding is expected in the next two years. All TTP funded projects have been designed as bridges in order to maximize ecological stream function on larger streams or rivers. Bridges will span the full bankfull channel width and reduce the potential for the crossing to negatively impact fish habitat. While we can't predict the exact design requirements and associated costs until the concept design phase is complete, we anticipate that site 18 will require a bridge and replacement costs have not been included in this proposal. The project team will pursue FHWA TTP funding for full implementation of this site and any other large crossings that exceed this funding request.

PGC and their consultants will function as project manager and contractor throughout the various phases of the project. PGC is a parent company of a nationwide family of subsidiary companies, including two ANC 8(a) certified small businesses, Port Graham Technologies and Windy Bay Services. We believe having PGC's expanded role as project manager and contractor will ensure the efficient use of labor, equipment, materials and supplies to assure the lowest overall project cost. Actual construction costs will be informed by an independent construction cost estimate prepared by an engineering consultant under contract with the USFWS and independent of PGC. Unit prices will be determined using MEANS construction cost data and historical cost data from Port Graham and other Alaska Native villages that are off the road system. USFWS and PGC will agree on fixed project costs prior to start of construction by using a cost negotiation process that follows the Federal Acquisition Regulations. PGC is committed to using local resources, including construction equipment, local labor and local gravel materials for project construction to avoid expensive barging and per diem costs. Under DOI policy, PGC is uniquely qualified to receive federal funds without engaging in competition (single source) because of PGC's unique qualifications as a landowner, technical expertise, and cost-sharing ability. The USFWS policy for developing a single source financial assistance award maximizes transparency and ensures a benefit to the public.

PGC will engage the engineering design consultant to provide onsite construction inspection services to document project completion in accordance with the construction documents. PGC and the project manager will coordinate with road users to develop a traffic management plan and to ensure any road closures or temporary bypass roads are adequate.

Post-construction inspection will include a physical inspection of the constructed culvert and an assessment of culvert functionality for restoring fish passage conducted by the USFWS to ensure that the restoration measures accomplish the project goals. Inspections will occur throughout the project construction and are expected to continue one year post construction.

The USFWS will serve as the primary fiscal agent; through cooperative agreements the USFWS will provide EVOSTC funds to PGC for design and construction.

Responsibilities will be as follows:

PGC and their consultants will be responsible for:

1. Completing Hydraulic and Hydrologic report.
2. Completing 95% designs and coordinating review during the design process.
3. Acquiring Environmental review and permit.
4. Preparing bid-ready documents and manage bid process and contractor selection (with USFWS concurrence)
5. Providing on-site construction inspection services and development of traffic management plan.
6. Conducting post-construction inspection of constructed culverts.
7. Completing semi-annual reporting to EVOS.

USFWS will be responsible for:

1. Acting as the EVOS Trustee Fiscal Agent
2. Coordinating with PGC on design/ cost review and facilitating regular communication with all project partners throughout the design phase.
3. Coordinating and/or carrying out pre-implementation monitoring of the structures, stream bed and fisheries presence.
4. Completing semi-annual reporting to EVOS.

Chugachmiut and Native Village of Port Graham will be responsible for

1. Completing required reviews of designs.
2. Assisting PGC and USFWS with monitoring.
3. Participating in coordination, communication, review and other tasks as requested by PGC and USFWS.

D. Project Reporting

The partnership is committed to adhere to EVOS Trustee Council staff requirements for reporting.

4. COORDINATION AND COLLABORATION

A. With Other EVOSTC-funded Projects (if applicable)

Project work on the Port Graham, Windy, and Rocky River watersheds will add benefit to the ongoing investments made by the EVOSTC in the area by increasing the resiliency of the landscape and fish resources. Ongoing work supported by EVOSTC in the Kenai Peninsula includes:

FY15-22: Kenai Peninsula Aquatic Ecosystem Restoration Project (\$7.5 million of EVOSTC funding): This project includes the collaboration and support of ADF&G, ADOT&PF, USFWS, NOAA/NMGS, Kenai Watershed Forum, Trout Unlimited, and the Kachemak Heritage Land Trust to improve fish passage at key road crossings on the Kenai Peninsula (mostly culverts). The project focuses on high resource watersheds to eliminate at least fifty-five barriers on the Kenai Peninsula and improve fish access to an estimated 100 miles of important spawning, rearing and migratory habitats, including those related to parcels previously protected with EVOSTC funding.

B. With Trustee or Other Management Agencies or Organizations

The EVOSTC proposed work aligns with a number of large aquatic connectivity, fish passage, and habitat protection projects previously funded throughout the Kenai Peninsula. The DOI (USFWS) is an EVOS trustee agency and a key partner in the development of this project. The USFWS has been working with partners across the Kenai Peninsula for nearly 20 years in an effort to improve fish and aquatic species connectivity.

Our outreach to the Alaska Sealife Center resulted in a productive discussion about how the proposed Community Organized Restoration and Learning (CORal) Network could support remote communities such as Port Graham. The USFWS and project partners have committed to supporting the CORal Network and identified additional partners needed in this effort.

C. With Alaska Native and Other Local Communities

The Project Manager and Primary Proposers for this project are Port Graham Corporation, an Alaska Native Corporation; Native Village of Port Graham, and Chugachmiut, an Alaska Native 501 (c) 3 non-profit agency dedicated to serve the seven tribes in the Chugach Region. These three entities have contributed significantly towards this proposal and will remain involved throughout the project phases.

5. DELIVERABLES

Deliverables for this project are the removal and replacement of existing fish barriers and the restoration of degraded stream crossings. Depending on the hydrologic and geologic considerations at each site, either a culvert or bridge will be designed, constructed, and maintained to provide hydrologic functioning of the stream channel to the greatest extent possible. Several of the proposed sites require a larger structure such as a bridge while other smaller channel crossings will be designed as culverts; both structure types will span the width of the bankfull channel. . PGC and the Native Village of Port Graham recognize that crossings which provide for full ecological and hydrological function are typically wider than traditional crossings and

thus expect fewer long-term maintenance burdens on roads owned by PGC. PGC is committed to maintaining the crossing and associated habitat improvements for the design life of the structures.

Annual progress reports including completed project reporting forms and budget form will be submitted by the partnership to the EVOSTC Executive Director.

6. STATUS OF SCHEDULED PROJECT ACCOMPLISHMENTS

Milestone/Task	FY22				FY23				FY24				FY25				FY26			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Milestone: Pre-Project Planning																				
Task 1: Collect Survey/Hydrology Data		X	X	X	X	X	C													
Task 2: Engineering Designs Group 1				X	X	X	X	X	C											
Task 3: Engineering Designs Group 2								X	X	X	X	X	C							
Milestone: Construction																				
Task 4: Culvert and Bridge Installation										X	X			X	X			X	C	
Milestone: Post Project Monitoring																				
Task 5: Post Construction Assessment															X			X	X	C
Reporting																				
Annual Progress Report				X					X				X				X			
FY work plan				X				X				X				X				C
Final report/Project results																	X			C
Deliverables:																				
Culverts and Bridges providing unimpeded Fish Passage																				C

7. PROJECT BUDGET

Budget Category:	Proposed FY 22	Proposed FY 23	Proposed FY 24	Proposed FY 25	Proposed FY 26	5-YR TOTAL PROPOSED	ACTUAL CUMULATIVE
Personnel	\$39,640	\$39,640	\$39,640	\$39,640	\$39,640	\$198,200	
Travel	\$3,177	\$3,177	\$3,177	\$3,177	\$3,177	\$15,887	
Contractual	\$6,572,600	\$0	\$0	\$0	\$0	\$6,572,600	
Commodities	\$500	\$500	\$500	\$500	\$500	\$2,500	
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	
Indirect Costs (report rate here)	\$0	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL	\$6,615,917	\$43,317	\$43,317	\$43,317	\$43,317	\$6,789,187	
General Administration (9% of subtotal)	\$595,433	\$3,899	\$3,899	\$3,899	\$3,899	\$611,027	N/A
PROJECT TOTAL	\$7,211,350	\$47,216	\$47,216	\$47,216	\$47,216	\$7,400,214	
Other Resources (In-Kind Funds)	\$450,000	\$1,767,376	\$1,767,376	\$0	\$0	\$3,984,752	

A. Budget Forms (Attach)

See attached

B. Sources of Additional Funding

Non-EVOSTC Funds to be used for this project, please include source(s) and amount and timing per source, and any conditions on their use:

FY22	FY23	FY24	FY25	FY26	FY22-26 Total
FHWA Tribal Transportation Program	FHWA Tribal Transportation Program	FHWA Tribal Transportation Program	FHWA Tribal Transportation Program	FHWA Tribal Transportation Program	FHWA Tribal Transportation Program
\$450,000	\$1,767,376	\$1,767,376			*\$3,984,752
			\$4,328,841		**\$4,328,841

*FHWA TTP funds awarded and documentation attached in Appendix B

**Funding not yet received

The cost estimate was developed by USFWS fish passage, Heather Hanson, P.E and Brian Pederson, P.E Senior Project Manager for Rodney P. Kinney Associates. Both Ms. Hanson and Mr. Pederson have considerable experience developing cost estimates for bridge and culvert replacement projects in remote locations.

8. PROJECT MANAGEMENT AND PERSONNEL

A. Project Management

Project Manager: Jon Shepard, President and CEO, PGC

- In conjunction with a construction management consultant, PGC will be responsible for design, coordinating environmental review, bidding, construction, and post-construction monitoring.
- PGC is the landowner for all project work.

Fiscal Agent: Kyle Graham, Habitat Restoration Branch, USFWS.

- For the purposes of this proposal USFWS will serve as the primary EVOS Trustee fiscal agent. USFWS will develop cooperative agreements as a mechanism to fund PGC coordinated design and construction.

Key Partners: Patrick Norman, Chief, Native Village of Port Graham.

- Project management support, coordination and site visits.

Nathan Lojewski, Forestry Manager, Chugachmiut.

- Project management support, coordination and site visits.

Heather Hanson, Fish Passage Engineer, USFWS.

- Hydrologic & Hydraulic Report Review, Design Review, Cost Estimate Review

Franklin Dekker, Hydrologist, USFWS.

- Hydrologic & Hydraulic Report Review, Design Review.

B. Personnel Qualifications

Please see Appendix A

List of Appendices

Appendix A: Personnel Qualifications

Appendix B: Documentation of Additional Funding Sources

Appendix C: Information on Organization Proposers

Appendix D: Support Letters

References:

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Appendix A: Personnel Qualifications

Patrick Norman

pnormanvc@hotmail.com • P.O. Box 5509 * Port Graham, Alaska • 907-284-2227

Personal History

I have worked on behalf of my village since 1980. I served on the village council, as Second Chief for 14 years from 1980 to 1994, until elected as First Chief in 2002, a position I have held since. I currently serve on our regional housing authority as Chairman and as Chairman for Chugach Regional Resources Commission. I also serve on the Alaska Stellar Sea Lion and Sea Otter Commission as vice chairman, the Alaska Subsistence Halibut Working Group. I served on the Port Graham Village Corporation board from 1977 to 1987 and also was employed as president from 1984 to 2002.

Education

Graduated Homer High School - 1975

Drafting – Eight months, college level

Workshops and Certification Programs:

- Grant Writing and Administration
- Land Management
- Strategic Planning
- Supervisory and Personnel Management

Experience

Port Graham Village Council

Second Chief 1980 – 1994

First Chief 2002 – Present

Port Graham Corporation

President 1984 - 2002

Board Member 1977 – 1987

Chugach Regional Resources Commission

Chairman 1980 - Present

North Pacific Rim Housing Authority Board of Directors

Vice-Chairman 1984 - Present

Alaska Stellar Sea Lion and Sea Otter Commission

Board Member 1987 - Present

Commercial fishing vessel captain

1979-1991

Achievements monitored reconstruction of Port Graham Cannery 1998. \$8 Million dollars
Supervised construction of Village Corporation Lodge \$160,000 -2000, Led the development of 8a program for village corporation 2001-2002, helped the Port Graham Village council develop water/sewer, Health facilities, Public safety buildings as owners representative, Indian Reservation roads program helped manage \$1 million dollar road up grade 2014-2015. Supervised resurfacing of portions of tribal roads 2015.

Kyle Graham

43655 Kalifornsky Beach Road Soldotna AK 99669, (907) 262-9863, kyle_graham@fws.gov

RECENT EMPLOYMENT HISTORY

FISH AND WILDLIFE BIOLOGIST – *U.S. Fish and Wildlife Service*;
Soldotna, AK July 2015 – Present

Duties

- Oversee implementation of Fish Passage, Partners for Fish and Wildlife Program, Coastal Program, Kenai Peninsula Fish Habitat Partnership for salmon and wetland restoration throughout the Kenai Peninsula.
- Specific tasks are designing and constructing restoration projects, prioritizing areas and projects for strategic conservation, managing agreements; ensuring projects are accomplished and supplying technical expertise when needed.

WILDLIFE BIOLOGIST – *U.S. Fish and Wildlife Service*;
Valentine, NE May 2008 – June 2015

Duties

- Planning and coordinating and implementing habitat improvement projects on privately owned lands across the Nebraska Sandhills.
- Planning, coordinating, troubleshooting (internally and externally) and managing agency, NGO, grant, and mitigation funding and associated budgets;
- Build and maintain robust partnerships with non-governmental organizations (NGO's), federal, state, community groups, and individual landowners;
- Provide environmental compliance for habitat improvement projects (Stream Assessment and Mitigation Procedure, Intra-Service 7, NEPA, cultural resource review Nationwide 27 review, 404 permits). Compliance includes analyzing land management impacts to federally and state listed species;

ACADEMIC QUALIFICATIONS

May 2002 – *Montana State University*

- BACHELOR OF SCIENCE – Fish and Wildlife Management Option

NATHAN R LOJEWSKI

PHONE: 907.223.9296

E-MAIL: NATHAN@CHUGACHMIUT.ORG

EDUCATION

Masters of Science in Forestry

August 2007

Northern Arizona University, Flagstaff AZ

- Specializing in ecosystem ecology, plant genetics, and carbon cycling

Bachelors of Science in Forestry

May 2004

Northern Arizona University, Flagstaff AZ

- Emphasizing in International Forestry

EXPERIENCE AND SKILLS

Chugachmiut

**June 2009-
Present**

Forestry Manager

- Direct planning, management, budgeting, and administration of the forestry and fire program. Core elements of this program include: timber sales, silviculture, timber appraisals, forest inventories, timber trespass, forest development, integrated fire and forest management plans, environmental assessments, permits, timber sale money accounts, administrative fee accounts, reports, forest protection (fire, insects, disease), stakeholder scoping, and marketing.
- Proposal development for grant and contract opportunities resulting in total awards in excess of \$5 million
- Management of annual budgets in excess of \$1.5 million
- Collect, compile, analyze, and maintain data base in computerized (including GIS), or paper file formats
- Represent Chugachmiut and Native forestry and fire interest with local, state, and national organizations
- Provide Forestry technical assistance to Alaskan Tribal Councils, Village and Regional Corporations and the Bureau of Indian Affairs
- California Carbon Offset project management including remote logistics, inventory planning, inventory staff development, project scoping, GIS analysis, growth and yield modeling, and regulatory reporting. Projects managed have delivered over \$75 million in revenue to land owners.
- Plan NRCS supported projects and obtain EQUIP contracts for implementation- successful implementation of over \$300,000 of NRCS contracts for land owners.
- Developed new forestry consulting revenue to Chugachmiut of over \$120,000 a year.

Virginia Department of Forestry 2009

October 2007-March

Longleaf Pine Restoration/ Southern Pine Beetle Outreach and Education Forester

- Conduct and evaluate studies to better propagate and establish *Pinus palustris* (longleaf pine)
- Assist in the development of *P. palustris* seed orchards including grafting, tree selection, seed collection, and orchard establishment and care
- Educate VA Department of Forestry foresters and VA landowners on proper planting and propagation techniques for *P. palustris*
- Educate VA landowners on the value of pre-commercial thinning of pine plantations and *P. palustris* planting to prevent southern pine beetle damage

Northern Arizona University School of Forestry

June 2005-July 2007

Graduate Assistant (Research)

- Conduct independent research on *Populus* (Cottonwood) relating tree genetics to aboveground and belowground carbon cycles
- Scientific writing, extensive data collection, and statistical analysis
- Establish Cottonwood experimental forests and maintain existing experimental forests
- Conduct laboratory procedures including, soil pH, salinity, nutrient concentration, and foliar chemistry

United States of America Peace Corps

September 2004-March 2005

Volunteer in The Gambia, West Africa

- Established small tree nurseries in community gardens and school gardens
- Technical advisor to local vegetable farmers and orchard owners
- Nutrition education for women and men
- Function effectively in a foreign culture by respecting the cultural norms with host family, friends, and counterparts and by speaking Pulaar, the local language
- Serve as a trainer in fuel-efficient mud stove construction

CERTIFICATIONS, VOLUNTEER ACTIVITIES, BOARDS, AND AWARDS

- Society of American Foresters Certified Forester -104075
- National Resource Conservation Service Technical Service Provider- 14-9783
- Society of American Foresters- Cook Inlet Chapter Chair- (2012-2013), Education Committee Chair (2018-2019), Northwest Office Website Committee Chair (2019- Present)
- Alaska Board of Forestry Native Corporation Representative (Appointed 2019-Present)
- Alaska Community Forest Council Member (2014-Present), (Treasurer 2018-Present)
- Alaska Wildland Fire Coordination Group-Alternate (2009-Present)
- Intertribal Timber Council Earle Wilcox Individual Achievement Award (2019)
- Boy Scouts of America- Eagle Scout

PUBLICATIONS

- Lojewski et al. (2009) Genetic Determination of Aboveground Net Primary Productivity in a Riparian Foundation Tree Species. *Tree Physiology*. 29: 1133–1142
- Lojewski et al. (2012) Genetic Components to Belowground Carbon Fluxes in a Riparian Forest Ecosystem: a Common Garden Approach. *New Phytologist*, 195: 631-639
- Robin M. Reich, Nathan Lojewski, John E. Lundquist & Vanessa A. Bravo (2018): Predicting abundance and productivity of blueberry plants under insect defoliation in Alaska. *Journal of Sustainable Forestry*

Jon E. Shepherd

Phone: 907-841-6012

Email: jshep@pgdcorp.com

Profile

Mr. Shepherd has been involved with the successful management of innovative solutions in a variety of situations for 50 years. Much of that effort involved the implementation of design and construction activities. Most of that effort has been in support of the telecommunications industry. Experience includes significant effort developing numerous telecom facilities from cable landing stations for major fiber cable systems, to large scale earth station networks, statewide wireless system implementation, microwave systems, data facilities, and other telecom support infrastructure. Additional experience includes notable work in the environmental industry, and the startup of a wireless telephone company. Experience also includes implementation of information networks, management systems and business development.

More recently work has focused on management of activities with Alaska Native Corporations, both in the development of government contracting with the use of the SBA 8(a) Program, and other contracting methods, and then significant effort work with Land and Resource efforts for Village Corporations.

Prior to his move to Alaska, Mr. Shepherd had been involved with management and implementation of projects within several related fields including commercial construction, design and implementation of alternative energy systems, and experience in the retail, transportation, and agricultural industries. Mr. Shepherd has a long history of implementation of new technology and has developed computing resources and other innovative technologies and integration scenarios in several new business applications.

Experience

9/16/1215-Present The Port Graham Corporation Port Graham-Anchorage, A

President/CEO

Responsible for oversight and management of The Port Graham Corporation and all Subsid Operations, Land, Resource, and Financial management. and shareholder relations. Rep directly to the Chairman of the Board of Directors and works closely with the Board Directors on providing resources, strategies, and actions to achieve the vision of the Chair and the BOD. Also involved with the formation, management, and funding of the Port Graf Settlement Trust.

9/1/2003-Present Port Graham Development Corp Anchorage, A

President

Responsible for acquisition and performance of projects undertaken by PGDC. Job descrip Includes: marketing effort to both government and commercial clients; establishing team relationships with key industry partners; building a staff and operating systems with which conduct the work.

9/1/2013-Present NHTI Palmer, L

Shareholder

No day-to-day function is assigned or undertaken with this firm.

1982-2003 NHTI Palmer,

President

Responsible for the day-to-day operations of a professional service firm that employs over personnel. The company specializes in the design and construction of infrastructure for telecom and data services industries. the day-to-day operations of the corporation that empl over 100 personnel and has helped to build NHTI into the highly respected corporation th is today. Mr. Shepherd is also responsible for the implementation of ISO 9001, a Qua Management System, which ensures that NHTI maintains the highest level of qua production that its customers have come to rely on. Mr. Shepherd has a long history of implementation of new technology and has developed programs for UL certification manufacturing of Industrial Control Panels (UL 508A). From 2003 to 2015 Mr. Shept maintained position as shareholder and Director providing interface support between NI and other firms, and agency personnel in government operations.

1978-1982 Berg Construction/Solano Solar System Dixon,

Service & Construction Manager

Responsible for installation and service of active solar systems for commercial and dome energy systems. Work included water heating and photovoltaic systems, in addition to hyl and passive system design and implementation.

1970-1978 NF Inc. Dixon,

Transportation Manger

Operated trucking and harvesting department for large, 5,000-acre California agricult enterprise.

Education

Associate Degree, Computer Focus, University of Alaska, 1987
Continuing Course Work at University of Alaska & Alaska Pacific University
Graduate Course Work in Arctic Engineering, University of Alaska

Certifications, Training and Professional Affiliations

40 Hr. HAZWOPER
8 Hr. HAZWOPER Supervisor
National Electrical Code Training
National Electrical Safety Code Training
Member:

- IEEE (Institute of Electrical & Electronic Engineers)
- AFCEA (Armed Forces Communications and Electronics Association)
- NFPA (National Fire Prevention Association)
- BICSI (Building Industry Consulting Service, International)
- PMI (Project Management Institute)

Heather Hanson, P.E.
Civil Engineer
Phone: 907-891-3765
Email: heather_hanson@fws.gov

Exxon Valdez Oil Spill Trustee Council Funded Project Experience:

Kenai Peninsula Aquatic Ecosystem Restoration Project: Funded in 2015 for \$8,235,000

Project collaborators:

Alaska Department of Fish and Game, Gillian O'Doherty, gillian.odoherty@alaska.gov, 907-267-2146
National Oceanic and Atmospheric Administration, Erika Ammann, erika.ammann@noaa.gov, 907-271-5118
Alaska Department of Transportation & Public Facilities, Jim Amundsen, jim.amundsen@alaska.gov, 907-269-0566

Buskin Watershed Habitat Enhancement Project: Funded in 2017 for \$4,535,533

Project collaborators:

Alaska Department of Fish and Game, Gillian O'Doherty, gillian.odoherty@alaska.gov, 907-267-2146
National Oceanic and Atmospheric Administration, Erika Ammann, erika.ammann@noaa.gov, 907-271-5118
Kodiak Soil and Water Conservation District, Blythe Brown, blythe.brown@kodiaksoilandwater.org, 907-486-5574
U.S. Coast Guard, Jennifer Nutt, jennifer.n.nutt@uscg.mil, 907-487-5320 X6698
Natives of Kodiak, David Anderson, danderson@nativesofkodiak.com, 907-486-3606
Alaska Department of Transportation & Public Facilities, John Barnett, john.barnett@alaska.gov, 907-465-4504

Copper River Watershed Enhancement Project: Funded in 2018 for \$8,152,070

Project collaborators:

National Oceanic and Atmospheric Administration, Erika Ammann, erika.ammann@noaa.gov, 907-271-5118
Alaska Department of Fish and Game, Megan Marie, megan.marie@alaska.gov, 907-267-2446
U.S. Forest Service, Dan Donnelly, daniel.donnelly1@usda.gov, 907-424-4738
Copper River Watershed Project, Kate Morse, kate@copperriver.org, 907-424-3334
Alaska Department of Transportation & Public Facilities, Jeff Stutzke, jstutzke@alaska.gov, 907-451-5389

Work Experience:

US Fish and Wildlife Service

4700 BLM Road, Anchorage, AK 99507

12/2015 – Present

Duties:

Provide technical expertise to support the design and construction of fish passage projects for the US Fish and Wildlife Service Habitat Restoration Program in Alaska. Project experience includes road stream crossings, dam removals and stream restoration with construction cost ranging from \$100,000 to \$3 million per site. Manage cooperative agreements with landowners and other partners to replace undersized culverts with fish and wildlife friendly structures to improve habitat connectivity. Provide cradle to grave project management; complete initial assessments, meet with stakeholders, assist with fund raising, manage engineering design, provide construction oversight and manage project budgets. Prepare construction drawings, specifications, cost estimates and permitting documents for selected road stream crossing located on land owned by state and local governments, private landowners and Alaska Native corporations.

Contact: Trent Liebich, trent_liebich@fws.gov, 907-891-3761

US Air Force

730 Quartermaster Drive, Joint Base Elmendorf Richardson, AK 99505

08/2009 – 11/2015

Duties:

Served as project manager and design engineer on multiphase construction projects from design inception to construction completion with construction costs ranging from \$500,000 to \$8 million per project. Prepared statements of work and served on source selection boards for construction and architect and engineer contracts. Prepared cost estimates and contracting documents for construction projects and modifications. Analyzed contractor proposals and negotiate cost and time for new task orders and modifications. Prepared engineering calculations, design drawings and specifications for construction. Managed project funding and oversaw construction activities. Ensured that applicable health, safety and environmental regulations were incorporated into contract requirements. Met with external stakeholders, other government agencies and native tribes on projects of environmental, cultural and historical significance in Alaska.

Contact: Randy Tyler, randy.tyler@us.af.mil, 907-982-3215

Summit Structural Engineering, LLC

142 P Road, Silverthorne, CO 80498

08/2002 - 08/2009**Duties:**

Prepared structural designs, contract drawings, and technical specifications for residential and commercial structures. Projects typically consisted of heavy timber structural elements and trusses, masonry walls, concrete foundations, concrete retaining walls, steel framing, steel moment frames, and wood framing. Designs were governed by the International Building Code, the International Residential Code, and ASCE 7 Minimum Design Loads for Buildings and Other Structures. Inspected structures during construction, made prompt site visits to resolve construction problems, and collaborated with contractors to avoid additional construction costs. Conducted structural safety investigations of existing buildings and wrote reports documenting remediation recommendations. Built a successful engineering consulting business through excellent and prompt customer service, listening to the customer's needs, proactive communication skills and attention to deadlines and budgets. Completed structural design and construction management for over 250 individual projects with a combined construction cost exceeding \$50 million.

Contact: Liz Biondi, AIA, tamzinarch@msn.com; 303-956-4400

Power Engineers, Inc.

3940 Glenbrook Drive, Hailey, ID 83333

07/1998 - 08/2002**Duties:**

Designed structures for a variety of multidisciplinary commercial and industrial projects. Projects included geothermal and gas fired power plants, power transmission towers, electrical substations, communications and manufacturing facilities. Completed structural designs for buildings, shallow and deep foundations, towers, concrete tanks, pump stations, pipe racks, and various equipment supports. Directed development of cad drawings, wrote technical specifications, coordinated with other disciplines involved in projects, reviewed contractor submittals and shop drawings, answered requests for information, prepared change order drawings, and conducted site visits for construction support. Managed multi-discipline design teams, insuring compliance with project requirements, coordination between disciplines, and adherence to budget and schedule. Developed project schedule, scope and budget and coordinated team design efforts with clients.

Contact: Holger Peller, PE, hpeller@powereng.com; 208-788-3456

US Army Corps of Engineers

201 N. Third Avenue, Walla Walla, WA 99362

05/1991 - 05/1998**Duties:**

Served as a civil engineer supporting the operations and maintenance of the dams, fish bypass facilities, fish hatcheries and recreation facilities along the Columbia and Snake River systems in Oregon, Washington, and Idaho. Managed construction contracts, negotiated change orders, answered requests for design clarification, prepared cost estimates, and reviewed construction submittals. Completed a two year tour of duty as a civil engineer / project manager for the US Army in Wuerzburg, Germany.

Contact: Public affairs, cenww-pa@usace.army.mil, 509-527-7020

Education:**University of Idaho** Moscow, ID, Bachelor's Degree 05/1993**GPA:** 3.9 of a maximum 4.0**Credits Earned:** 142 Semester hours**Major:** Civil Engineering **Honors:** Summa Cum Laude**Licenses and Certifications:**

Licensed Professional Engineer: P.E., Civil, 06/1998

Alaska # E-9783, Colorado #34472, Idaho #10315, Washington State #35224

Certified Bridge Inspector/Team Leader under the National Bridge Inspection Standards (23 CFR 650 Subpart C)

Job Related Training:

Hydraulic Analysis Using HEC-RAS 2D, River Restoration Northwest, 24 hrs (09/2019)

River Restoration and Natural Channel Design, Wildland Hydrology, 80 hrs (08/2017)

River Assessment and Monitoring, Wildland Hydrology, 80 hrs (08/2016)

Using HEC-RAS to model Bridges, Culverts and Floodplains, University of Wisconsin, Madison, 24 hrs (05/2016)

Applied Fluvial Geomorphology and River Morphology and Applications, Wildland Hydrology, 80 hrs (04/2016)

Designing for Aquatic Organism Passage at Road Stream Crossings, US Forest Service, 40 hrs (02/2016)

Safety Inspection of In-Service Bridges, 76 hrs, National Highway Institute (07/2015)

Engineering Seismology (CE A610), 3 credits, University of Alaska Anchorage (Fall 2014)

Project Programming, 40 hrs, Air Force Institute of Technology (12/20/2013)

Post Earthquake Safety Evaluation Training, 14 hrs, State of Alaska (12/12/2012)

Seismic Design, 36 hours, US Army Corps of Engineers (08/26/2011)

Occupational Safety and Health Admin. (OSHA) Construction Safety Course, 10 hrs, (06/15/2002)

Foundation Design, 22 hrs, University of Wisconsin, (04/25/2001)

Cold Regions Engineering Short Course, 30 hrs, University of Washington, (11/09/1998)

Franklin Dekker, Hydrologist
U.S. Fish and Wildlife Service
Anchorage Fish and Wildlife Conservation Office
4700 BLM Road, Anchorage, AK 99507
907-891-3762 – franklin_dekker@fws.gov

EVOS Funded Project and Technical Fish Passage Experience

- Assisted with implementation of the EVOS funded Buskin River Watershed and Copper River Watershed Habitat Enhancement Projects including, managing design review meetings, working with design consultants and AKDOT on culvert design
- Measured and gauged streams in support of design on the Copper River Watershed EVOS Project
- Authored Hydrology and Hydraulics (H&H) reports, hydraulic models, designs and reviewed designs for fish passage projects throughout Alaska.
- Supervised and inspected construction of fish passage and streambank work

Relevant Trainings: Wildlands Hydrology (Rosgen) I – IV Trainings – 2015-2018
 U.S. Forest Service Aquatic Organism Passage Training – 2017
 BLM Stream Functional Assessment Framework Training – 2015

Additional Project Management Experience

Federal Project Officer, 2014 - 2021

- Managed many federal cooperative agreements in the fields of invasive species eradication, habitat mapping, streambank restoration, fish passage design and construction.
- Partnered with cooperators to draft scopes of work, originated agreements, and tracked progress

Partners Biologist, 2015-2021 - Partners for Fish and Wildlife Program – Southcentral Alaska

- Managed a \$300,000 federal Cooperative Agreement with Soil and Water Conservation district
- Incorporated \$120,000 of Alaska Sustainable Salmon Fund grants into on the ground projects
- Partnered with ADF&G and private landowners to accomplish numerous streambank restoration and invasive species eradication projects

Successful Grants Applied for and/or Managed

Alaska Sustainable Salmon Fund

2021 - Stream Bank Restoration: Mat-Su Cost Share - Phase 5 – Co-PI - \$269,226
Partners: ADF&G, Palmer SWCD, private landowners
2021 - Peterson Creek Fish Passage Improvements – Co-PI - \$125,000
Partners: City and Borough of Sitka
2017 - Stream Bank Restoration: Mat-Su Cost Share – Phase 4 – Co-PI - \$225,014
Partners: ADF&G, Palmer SWCD, private landowners

National Fish and Wildlife Foundation

2016 – Hydrology Data Collection Grant – PI - \$35,000
Partners: USGS
2014 – Prescott Creeks Watersheds Invasive Plant Eradication Grant – PI - \$40,000
Partners: City of Prescott, private landowners

National Fish Habitat Partnership Awards

2015 – 2020 Hydrology Data Collection Grants (5)- Mat-Su NFHP – PI - \$210,000
Partners: ADF&G, USGS

Franklin Dekker, Hydrologist
U.S. Fish and Wildlife Service
Anchorage Fish and Wildlife Conservation Office
4700 BLM Road, Anchorage, AK 99507
907-891-3762 – franklin_dekker@fws.gov

EVOS and Technical Fish Passage Experience

- Assisted with Buskin River EVOS and Copper River Delta EVOS Project implementation
- Measured and gauged streams in support design on the Copper River Delta EVOS
- Managed design review meetings, worked with design consultants and DOT on culvert design
- Regularly authored Hydrology and Hydraulics (H&H) reports, hydraulic models, designs and reviewed designs for fish passage projects throughout Alaska.
- Supervised and inspected construction of fish passage and streambank work

Relevant Trainings: Wildlands Hydrology (Rosgen) I – IV Trainings – 2015-2018
 U.S. Forest Service Aquatic Organism Passage Training – 2017
 BLM Stream Functional Assessment Framework Training – 2015

Federal Project Officer Experience 2014 - 2021

- Managed many federal cooperative agreements in the fields of invasive species eradication, habitat mapping, streambank restoration, fish passage design and construction.
- Originated agreements, reviewed reports and tracked project progress of cooperators

Project Management Experience

Partners Biologist, 2015-2021 - Partners for Fish and Wildlife Program – Southcentral Alaska

- Managed a \$300,000 federal Corporative Agreement with Soil and Water Conservation district
- Incorporated \$120,000 of Alaska Sustainable Salmon Fund grants into on the ground projects
- Accomplished numerous streambank restoration and invasive species eradication projects on private property through Private Landowner Agreements

Successful Grants Applied for and/or Managed

Alaska Sustainable Salmon Fund

2021 - Stream Bank Restoration: Mat-Su Cost Share - Phase 5 – Co-PI - \$269,226
2021 - Peterson Creek Fish Passage Improvements – Co-PI - \$125,000
2017 - Stream Bank Restoration: Mat-Su Cost Share – Phase 4 – Co-PI - \$225,014

National Fish and Wildlife Foundation

2016 – Hydrology Data Collection Grant – PI - \$35,000
2014 – Prescott Creeks Watersheds Invasive Plant Eradication Grant – PI - \$40,000

National Fish Habitat Partnership Awards

2015 – 2020 Hydrology Data Collection Grants (5)- Mat-Su NFHP – PI - \$210,000

Publications

Dekker, F. J., and W. Rice. 2016. Salmon Passage Restoration Cost-Benefit Prioritization for the Matanuska Susitna Basin, Alaska, 2016. Alaska Fisheries Technical Report Number 108.

Dekker, F. J. and D. Hughson. 2014. Reliability of ephemeral montane springs in Mojave National Preserve, California. Journal of Arid Environments. 111. 61–67. 10.1016/j.jaridenv.2014.07.008.

Education

Master's Degree - **Geosciences** - University of Montana - Missoula, MT United States – 2012

Bachelor's Degree - **Environmental Science** - Franklin and Marshall College Lancaster, PA United States - 2010

Appendix B: Documentation of Additional Funding Sources

REFERENCED FUNDING AGREEMENT

Pursuant to the Native Village of Port Graham's Tribal Transportation Program Agreement with the Department of Transportation for Fiscal Year 2021

Amendment # 1

In accordance with **Section (i) Amendments** of the Referenced Funding Agreement, dated 10/29/2020, pursuant to the Tribal Transportation Program Agreement between Native Village of Port Graham and the United States, **Section (e) Summary of funds** is hereby amended, as follows:

(e) Summary of Funds to be Provided -The total amount of funding provided under this Funding Agreement is identified below:

FY 2021 Tribal Transportation Program Funding:

TIP Funds	\$	160,740.45
TIP Transportation Planning Funds (2%)	\$	3,653.19
TIP Bridge Funds	\$	3,272,706.00
PGH-35 Bridge (\$1,627,704)		
PGH-37 Bridge (\$1,645,002)		

FY 2020 TIP Safety Funds \$ 0.00

Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Funding:

HIP Funds \$ 56,637.29

Total Amount for this RFA: \$ **3,493,736.93***

SUMMARY

Amount of this RFA	\$	3,493,736.93
Amount provided through prior FY 2021 RFAs	\$	<u>41,008.13</u>
Total Amount provided to date through FY 2021 RFAs	\$	3,534,745.06

Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Funding

Funds identified as " Highway Infrastructure Programs" funds ("HIP-CRRSAA Funds") under this RFA are made available pursuant to the "Coronavirus Response and Relief Supplemental Appropriations Act, 2021," Title IV of division M, Public Law (Pub. L. 116-260), for activities eligible under the Tribal Transportation Program (TIP), as described in 23 U.S.C. 202, and shall be administered by the Tribe in accordance with the TIP Agreement, subject to the following:

) In addition to being used for activities eligible under the TTP, HIP-CRRSAA Funds may be used to payor costs related to preventive maintenance, routine maintenance, operations, personnel, including

REFERENCED FUNDING AGREEMENT

Pursuant to the Native Village of Port Graham's Tribal Transportation Program Agreement with the Department of Transportation for Fiscal Year 2018

Amendment# 4

In accordance with Section (i) Amendments of the Referenced Funding Agreement, dated 1/25/2018, pursuant to the Tribal Transportation Program Agreement between Native Village of Port Graham and the United States, Section (e) Summary of Funds is hereby amended, as follows:

(e) Summary of Funds to be Provided - The total amount of funding provided under this Funding Agreement is identified below:

FY 2018 Tribal Transportation Bridge Program Funding:

TIP Bridge Program Funds		
Bridge 8PGH35	\$	150,000.00
Bridge 8PGH37	\$	150,000.00
Bridge 8PGH39	\$	150,000.00

Total Amount for this RFA: **\$ 450,000.00**

SUMMARY

Amount of this RFA	\$	450,000.00
Amount provided through prior FY 2018 RFAs	\$	2071.59
Total Amount provided to date through FY 2018 RFAs	\$	656,715.95

Native Village of Port Graham

U.S. Department of Transportation
Federal Highway Administration

By Patrick Norman
Patrick Norman,
First Chief

By C for
Timothy G. Hess, P.
Associate Administrator
Office of Federal Lands Highway

June 26, 2018
Date

6/27/18
Date

LOA: Fund (15X0G60050); Budget Year (0000); BPAC (114K600500); Object Class Code (41013)
Cost Center# 1420003087
CFDA# - 20.205

Appendix C: Information on Organization Proposers

1. Information on Organization Proposers

a. Description of Organizational Proposer and years in existence

Formed under the Alaska Native Claims Settlement Act (ANCSA) in 1971, The Port Graham Corporation (PGC) is an Alaska Native Corporation, representing the Sugpiag people from the Village of Port Graham. Under ANCSA, in 1974, the people of Port Graham selected 107,540 acres of land, 63,000 acres adjacent to the Village of Port Graham and 44,000 acres located within the Kenai Fjords National Park, home to the ancestors of PGC Shareholders. PGC is one of the largest landowners in the Spill-affected areas, owning nearly 200 miles of coastline – all injured by the EVOS in 1989.

b. Past, current, and future sources of funding

Funding for most PGC activities comes from operating profits of the business development and commercial efforts of the company, revenue from government contracting.

c. Current staff size & by area of expertise (e.g., project management, administration, IT, etc.)

PGC is the parent company of a family of subsidiary companies, including three ANC 8(a) certified small businesses, two graduated 8(a) firms and four Joint Venture entities generating revenue from government and commercial contracting, primarily in the lower United States. With offices in Alaska, Washington, California, New Mexico, South Carolina, and Virginia, PGC is growing its Government Services capability by geographical expansion along with providing an expanded suite of service offerings providing construction, engineering, communications, and technical services to a growing list of agencies include DOJ, DOI, DOE, DHS, and DOD. This, in addition to regional services offered by our Fuel Depot, General Merchandise and a growing fleet of boats now offering cargo and personnel service in our home region.

Port Graham Corporation, along with its subsidiaries, employ a staff of over 40, with 11 employees in the administration and finance functions to support operations. Our key management team has decades of technical experience in very wide range of services with the PGC Team, while also bringing critical experience from projects while working for other entities prior to joining PGC. This includes notable project like a \$20M Data for the White House, a \$50M FAA Project in Alaska providing site prep and equipment installation for their primary state-wide communications network, and a 100-site NWS Weather Observation Network with 50 sites in AK and the rest in CONUS and foreign locations. Projects undertaken by current PGC firms have covered sites in Alaska and almost every state in the union.

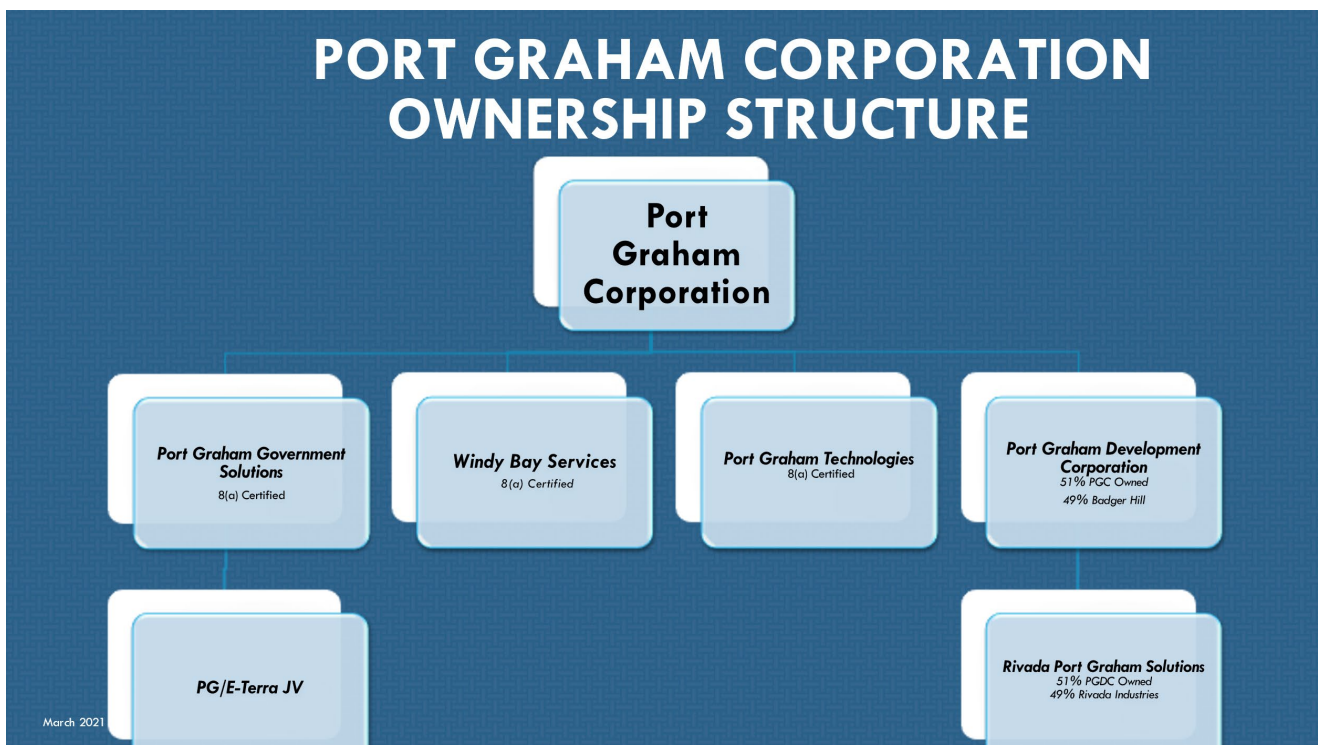
d. Audited Financial Statements covering the past three years, if available, or other audited information regarding the org.

A PDF document containing Audited Financials, provide by BDO for years, 2016 / 2017 / 2018 / 2019 in included as a separate component if this Appendix. Please consider this information CONFIDENTIAL.

a. *Information about capacity, including facilities, administrative and financial management experience, IT support, and resources available.*

PGC owns roughly 50,000 square feet of office, retail, warehouse, commercial, housing, and industrial building in the Village of Port Graham. We also have a long-term lease on roughly 6,000 square feet of Class Commercial Office space in our new Anchorage Headquarters, plus a smaller facility in the Mat-Su Valley. This is addition to the office spaces we have established in the lower US. We maintain full-time Administrative Office Staff doing all our payroll, AP, AR, and general accounting in-house staff, which is subject to audit on an Annual basis by the accounting firm of BDO. We maintain sufficient cash reserves to handle all current and anticipated workload and maintain an adequate surplus-line of credit to cover anticipated growth. Software, hardware, and IT support equipment is owned or provided with long-term leases, and we in the process of installing a new file server for our government contracting and corporate office support that is maintained by in-house IT professional engineers who work with our government contracting support team.

An Organization Chart is provided below to cover much of our asset base, which lists 6 of our 9 contracting entities. PGC has also established a “Settlement Trust” which is formed to provide a “Permanent Fund” mechanism for current and shareholders. Additionally, PGC started and funds a certified non-profit, which is dedicated to providing services to shareholders of the Village Corporation.



b. *Institutional statement confirming that the proposal and related activities are consistent with the founding and authorizing documentation of the Proposer’s organization.*

This Project Proposal and proposed related activities are consistent with the founding and authorizing documents of the Port Graham Corporation.



3/29/2021

Elmer Moonin, PGC, COO Date

a. Name and resume of the lead individual proposal and any other key staff. This should include a summary of the experience of key staff in managing large and complex projects of programs.

h. If applicable, capabilities of existing IT infrastructure to make data and reports publicly available.

PGC IT infrastructure is covered in Section E., Above

2. Prior experience with EVOSTC

a. Amount of funding received by the organization or individual PI's from EVOSTC currently or in the past and listing of projects funded. Prior experience with EVOSTC is not a requirement to be eligible to receive funding.

PGC has not received any EVOSTC funds for project before now.

b. A statement that the proposer has read and clearly understands the Council's founding documents and the policies and procedures that are relevant to the proposal. Any conflicts between the Council's policies and procedures and the proposers should be addressed in this section.

As a representative of the Port Graham Corporation, I certify that PGC staff and management and read and clearly understand the EVOS Trustee Council's founding document and the policies and procedures that are relevant to this proposal. There are no conflicts between the Council's policies and procedures and those of PGC.

Jon Shepherd
President/CEO
Port Graham Corporation

3. Current Funding Sources

a. Amounts and major funding sources supporting the organization's current activities. Is the organization self-sustaining into the future?

The Port Graham Corporation provides funding for these activities mainly from operating profits from our business development and commercial efforts. Additional information of financial data is included in Section E. above.

a. Any matching or other leveraged funds that would be available in support of the proposed project.

In addition to \$3,984,752 identified in the proposal PGC is actively searching for additional funds to help with this project. Additionally, PGC has been working to help improve habitat in our region with a variety of efforts, all without funds from other sources:

PGC has been routinely making trips by helicopter, fixed wing aircraft and vessel to our remote lands in both the Kenai Fjord National Park and our lands on the outer coast of the lower Kenai Peninsula. These trips provide the ability to inspect the lands for any abuse or illegal activity, and also help in our ability to maintain the limited structures that we currently operate in those two areas.

PGC has converted a 1,200-acre area in Aialik Bay to a restricted and protected Sanctuary Status, which significantly reduces the likelihood of habitat degradation by overuse of tourist and other travelers who might attempt to destroy that segment of land.

PGC is working to buy back individual allotment parcels from shareholders who desire to sell their land. This in an effort to maintain the integrity of the private and protected lands in our region.

We are also routinely developing our existing database of maps and GIS material with in-house funds.

To date, these combined efforts have been supported by over \$550,000 of money provided by PGC in our efforts to continue our dedication to habitat improvement since the spill.

4. Collaboration/Coordination

a. Experience working with state, federal, municipal, and private entities to complete projects.

informed by.

In 2019, PGC was notified by Petro Marine and their fuel delivery firm, Kirby Offshore Marine, that they will no longer tied up to our dock for fuel deliveries to Port Graham. The original dock in Port Graham was built bench, community for profit and nonprofit partners, in delivering services to customers in Recovery. Assisted in developing the framework for alterations to the project scope and worked with all stakeholders and customers in launching the altered project to meet objectives. And worked administered a Community action program for the Federal government that spanned 9 communities and coordinated with boroughs as well as municipal governments throughout the project.

We routinely perform cooperative testing with t U.S. Coast Guard of fuel line in our tank farm and the connection the dock bulkhead. We also store oil spill cleanup material in containers at our dock a courtesy for the Coast Guard, and support training events for future spills.

Our COO worked with a Federal agency, community for profit and nonprofit partners, in delivering services to customers in Recovery. Assisted in developing the framework for alterations to the project scope and worked with all stakeholders and customers in launching the altered project to meet objectives. He also worked administered a Community action program for the Federal government that spanned 9 communities and coordinated with boroughs as well as municipal governments throughout the project.

b. Experience working with Native corporations, local and tribal communities in the Spill

Area.

PGC has worked with the Native Village of Port Graham on several fronts. Recently, we participated in a Joint Meeting with our Board of Directors and the Tribal Council members of the PGVC on a large airport and road project that is early in the planning process. We've supported several programs in the community through the Village Council on Heritage and Language Preservation as well as donations to efforts to increase literacy within the community.

We have also been working with both of our neighboring villages, Nanwalek and Seldovia in efforts to improve wildlife and habitat. Those efforts have significantly reduced the amount of poaching and trespass over the last 4-years, which has also had significant impact on the return of local black bear populations that over routinely, illegally taken by hunters committing trespass, and game violations.

We are also in the early stage of participation in a study under way with Seldovia to study existing habitat to introduce new wildlife species, which would help replace subsistence food sources depleted by the Spill.

We are also working with Nanwalek to develop a joint committee on efforts to complete, and then develop cooperative agreements on operations and traffic management for the new regional airport.

c. Outreach plan that details the types of outreach envisioned and the audience for each type.

PGC and project partners have a broad network of interest in developing an outreach plan for the work proposed. This project will be included in an existing FWS sponsored outreach effort geared at youth, land managers, policymakers, NGO'S, local and state governments. The plan focuses on preventing the placement of fish barriers on future roads throughout the Kenai Peninsula. This effort has been well received because of the established benefits associated with simulating natural stream conditions at road crossings.

Appendix D: Support Letters



43655 Kalifornsky Beach Road, Homer, AK 99603

907-283-5701
info@ciaa.net

907-283-9432
www.ciaa.net

Kyle Graham
Fish and Wildlife Biologist, USFWS
43655 Kalifornsky Beach Rd
Soldotna, AK 99669

March 23, 2021

Re: Support of project titled "*Port Graham Fish Passage Project – EVOS*"

To whom it may concern,

Cook Inlet Aquaculture Association (CIAA) is a non-profit corporation founded in 1976 to provide and protect the salmon resource in the Cook Inlet Watershed. We provide ocean-raised wild salmon fisheries through aquaculture, science, data, and community involvement for the common property fishery in Cook Inlet.

We support beneficial projects within the region, including the Port Graham Fish Passage Project. This project addresses 13 stream crossings that impede fish passage as well as degraded spawning and rearing habitat. The project will directly benefit salmon and other species and assist in providing resources for the subsistence lifestyle practices in Port Graham. The added benefit of addressing impassable stream crossings for salmon and other species is the repair of the road itself that will provide critical access to subsistence resources in Port Graham, Windy, and Rocky bays for the residents of Port Graham.

We operate a salmon hatchery in Port Graham, and work closely with the Port Graham Corporation and the Village Tribe of Port Graham. We understand the importance for healthy fish habitats to exist for successful spawning. Maintaining and improving salmon habitat and natural salmon populations is also an important part of CIAA's work, as demonstrated by one of our mission goals of "protecting self-sustaining salmon stocks and the habitat upon which they depend."

Thank you for your consideration and please do not hesitate to let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Dean Day".

Dean Day
Executive Director



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Fish and Game

HABITAT Section
Southcentral Region Office

514 Funny River Road
Soldotna, Alaska 99669-8255
Main: 907.714.2475
Fax: 907.260.5992

March 24, 2021

Exxon Valdez Oil Spill Trustee Council
4230 University Drive, Suite 220
Anchorage, AK 99508-4650

Dear EVOS Trustee Council Members,

On behalf of the Alaska Department of Fish and Game (ADFG), Habitat Section, I am writing to express support for the Port Graham Fish Passage Project, which proposes to restore and improve fish passage and protect sensitive streambank habitat at 13 stream crossing sites on the road system near the village of Port Graham. The road network was constructed in the Port Graham and Windy River watersheds as part of a logging project in the 1960's and 1990's. For this proposal, partners including Port Graham Corporation, Village Tribe of Port Graham, Chugachmiut, and the U.S. Fish and Wildlife Service will restore fish passage and degraded spawning and rearing habitat on the Port Graham and Windy River systems.

The *Catalog of Waters Important for the Spawning, Rearing, or Migration of Anadromous Fishes* documents the Port Graham River system as containing migration, spawning, and rearing habitat for Dolly Varden, coho, chum, pink, and sockeye salmon and the Windy River system as containing migration, spawning, and rearing habitat for coho, chum, and pink salmon. The salmon produced by these systems are vitally important to the local ecosystem, and contribute to subsistence fisheries and the lower Cook Inlet commercial salmon fishery. Improving fish passage and restoring access to critical spawning and rearing habitat will improve the productivity of these systems and ensure they continue to produce healthy runs of salmon. Additionally, repairing impassable stream crossings will provide critical access to subsistence resources in Port Graham, Windy Bay, and Rocky Bay.

If you have any questions regarding the comments in this letter, please feel free to contact me at (907) 714-2481 or e-mail at brian.blossom@alaska.gov.

Sincerely,

A handwritten signature in cursive script that reads "Brian Blossom".

Brian Blossom
Kenai Peninsula Area Manager
ADF&G, Habitat Section



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLAVY

Department of Natural Resources

DIVISION OF FORESTRY
SOUTHEAST AREA

2417 Tongass Avenue, Suite 213
Ketchikan, AK 99901
Main: 907.225.3070

and
400 Willoughby Avenue, 5th Floor
Juneau, AK 99801
Main: 907.465.5406

March 18, 2021

Re: Letter of support for repair work on culverts and bridges for improved fish passage.

Dear EVOS Trustee Council,

During the summer of 2014, the Department of Natural Resources, Division of Forestry (DNR) conducted a Road Condition Survey (RCS) of the forest road system on the south side of Kachemak Bay. This survey was a subset of a larger project to survey all forest roads in the Kenai Peninsula Borough (KPB), with a focus on the crossing structures (bridges and culverts) as they pertain to fish habitat and water quality. With field assistance from the Alaska Department of Fish and Game (ADFG), ADFG habitat biologists and DNR foresters determined that many culverts and bridges were no longer in compliance with the Best Management Practices of the Alaska Forest Resources and Practices Act. Specifically, those BMP's related to the condition of culverts and bridges. The full report can be found here:

http://forestry.alaska.gov/Assets/pdfs/forestpractices/ROAD_CONDITION_SURVEY_FOR_THE_KENAI_PENINSULA_BOROUGH_20150326.pdf

The report separated the KPB into three distinct areas: Kenai Peninsula, Tyonek and Seldovia/Pt. Graham. Since the report was published in 2015, repair work has taken place on the Kenai Peninsula and Tyonek, but to our knowledge, none has occurred along the Seldovia or Port Graham forest road system. The DNR would be in full support of any work occurring to bring those structures into compliance. Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Joel Nudelman".

Joel Nudelman
Forest Practices & Resource Forester

Cc: Hans Rinke, Coastal Regional Forester, DNR, Division of Forestry
Diane Campbell, Area Forester, Kenai-Kodiak Area, DNR, Division of Forestry