



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

****Detailed instructions for each section below are given in Section II. Quarterly Project Reports in the Reporting Policy on the website, <https://evostc.state.ak.us/policies-procedures/reporting-procedures/>***

Project Number: 23220608

Project Title: Port Graham Habitat Enhancement Project

Principal Investigator(s):

Jon E. Shepherd - Port Graham Corporation (PGC)

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

Nathan Lojewski - Chugachmiut

Patrick Norman - Native Village of Port Graham (PGVC)

Reporting Periods and Due Dates:

<i>Reporting Period</i>	<i>Due Date</i>
February, March, April	June 1
May, June, July	September 1
August, September, October	December 1
November, December, January	March 1

Submission Date: February 28.

Project Website: NA

Please check all the boxes that apply to the current reporting period.

☒ **Project progress is on schedule.**

☐ **Project progress is delayed**

☐ **Budget reallocation request.**

☐ **Personnel changes.**

N/A all principal investigators remain actively involved in project planning and implementation.



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

1. Summary of Work Performed:

Work conducted in Q4 of 2024 (November through January) consisted of debriefing the summer construction period, discussing plans for FY25, working on Amendment 3 for the cooperative agreement, and partner coordination.

After a busy construction season in Port Graham, activity slowed in Q4 for the Port Graham Habitat Enhancement project. During this quarter, final items from construction were wrapped up, including demobilization from the field and getting all equipment ready for winter. USFWS and PGC have met several times in person, over MS Teams, or by phone to discuss various aspects of the project.

There has been work completed under funding that was received by leveraging the EVOSTC funding. An additional project pursuing finalized engineering designs for four degraded culverts on the 6.5 mile spur road was funded under the USFWS Bipartisan Infrastructure Law opportunity. This work is underway, and several meetings discussing initial designs and risk management took place this quarter as well. Leveraging the EVOSTC funding for additional opportunities was a goal set out in the original grant. Additionally, PGC and USFWS have been working together to apply for additional funding opportunities this quarter.

We are working together to outline and prepare the budget for amendment 3 for the cooperative agreement that will provide the next funding increment to the project.

The beginnings of planning have started for the FY25 field season, including coordination with NVPg to understand how to work together and around their bridge construction season. PGC is coordinating with ETerra to discuss LIDAR work for the FY25 field season as well. This work supports the prioritization and design for crossing replacement.



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General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

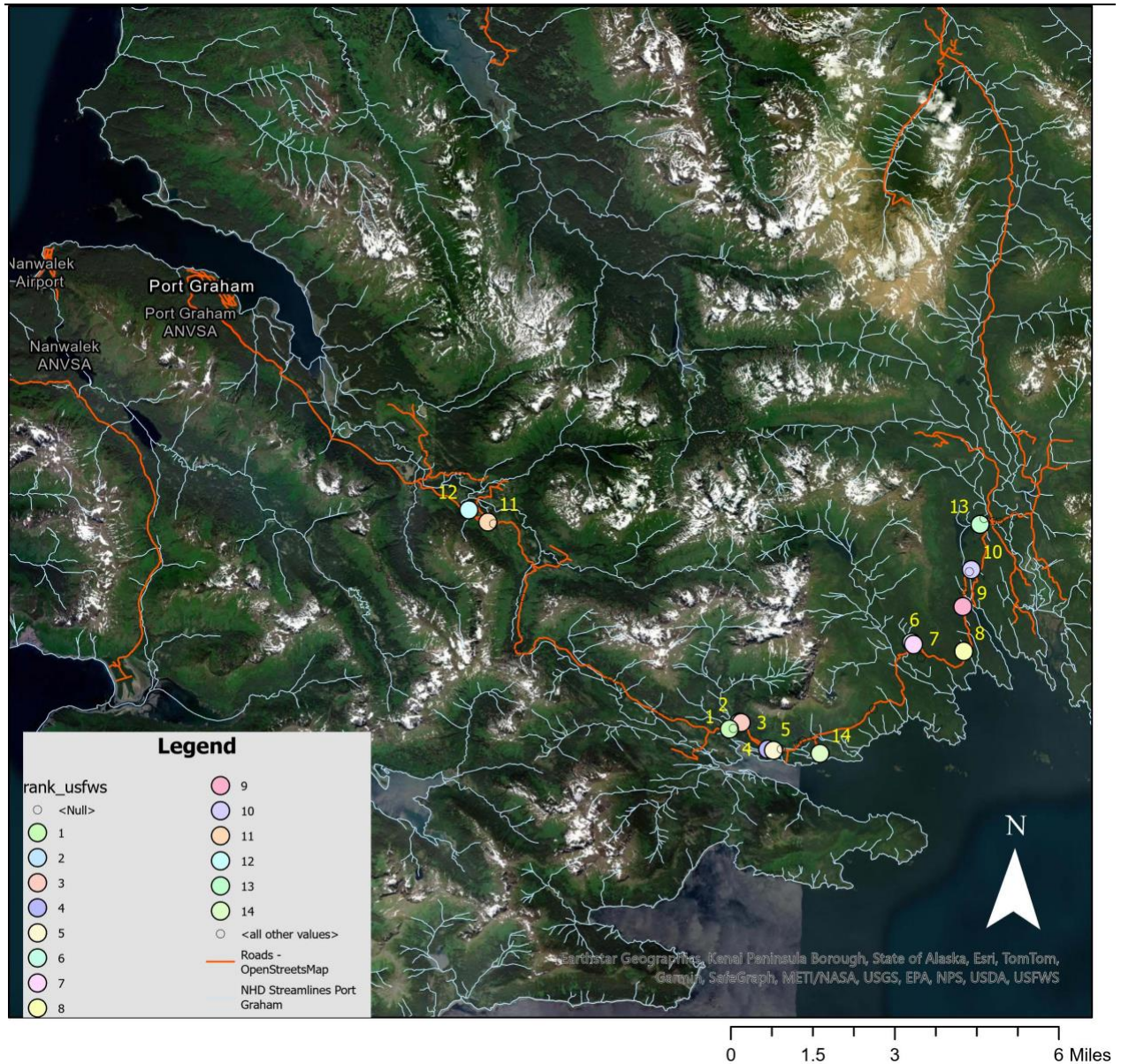


Figure 1. Map of culverts ranked by priority for design and construction as of August 2024.



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General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

The following bulleted list and table outline the plan and progress to-date and FY24 Q4 in detail.

Scope of work for year (2) of the project as outlined in statement of work (Amendment 1):

1. Communications
 - a. Continue an operational partnership with Port Graham, USFWS, and partners.
 - b. Continue communications with Port Graham.
 - i. Discussions with staff from the Port Graham Village Tribal Council.
 - ii. Public meetings as needed in Port Graham, Alaska.
2. Clear roads of vegetation and debris.
 - a. Complete brush clearing, shoulder stabilization, and road assessment.
 - b. Scoping and prioritization work for engineering assessment.
3. Perform temporary road maintenance as needed to support clearing roads.
4. Oversee the survey and design stream crossings and develop a prioritization plan.
5. Repair, replace, or remove two stream crossings (note – activity moved to 2024).

Table 1. Tasks and deliverables.

Task	Deliverables FY24	Progress Through Q4 2024	Expected completion dates
Coordinate partner planning meetings	<ul style="list-style-type: none">Monthly meeting minutesTwo community meetingsOperational partnership with USFWS	<ul style="list-style-type: none">Monthly meetings between USFWS and PGC completed and ongoingWindy Bay Crossing was completed by PGC, USFWS, and HDR.Site prioritization efforts between PGC, USFWS, and eTerra.PG, PGC community meeting with USFWS planned for March 2025.	All project years, ongoing
Project management	<ul style="list-style-type: none">Logistical coordination between project partnersHire USFWS project manager and assign existing task roles.	<ul style="list-style-type: none">Open and frequent communication maintained between USFWS and PGC project officers.Lead Project Biologist hired by USFWS in October 2023.USFWS Project Staff attended required trainings (e.g., contract management and financial assistance) through April 2024.	All project years, ongoing



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

Task	Deliverables FY24	Progress Through Q4 2024	Expected completion dates
Road Assessment	<ul style="list-style-type: none"> Images and maps of road system Updated road condition report Project prioritization plan Site assessment reports on the currently inaccessible Windy and Rocky Bay roads 	<ul style="list-style-type: none"> 100% of initial road assessment completed by PGC as of summer 2023. Data shared amongst all project partners, ongoing. PGC has website data portal available and data sharing is active and ongoing. USFWS and PGC discussed site prioritization plan in fall 2023 for future crossing sites. Discussions ongoing through 2024. USFWS initiated development of engineering and design contracts for prioritized project sites in late 2023 and will continue into 2024. 	Ongoing, on track
Clear roads of vegetation and debris – to Windy Bay	<ul style="list-style-type: none"> Access to sites for construction years Access for Native Village of Port Graham community members and project staff and equipment. 	<ul style="list-style-type: none"> 100% clearing of vegetation performed by PGC staff as of fall 2023. Clearing of brush along road shoulder and ditches ongoing. Shoulder grading and stabilization ongoing. 	Brush clearing completed on main road between Port Graham and Rocky Bay
Culvert replacement or removal for fish passage	<ul style="list-style-type: none"> Project site prioritization list Identify, survey, and design project sites. Future funding proposals 	<ul style="list-style-type: none"> 7 sites surveyed. 1 site at 100%, 6 sites at 35% design 1 culvert replacement completed during the FY24 season. Additional design work on 4 of 6 remaining sites underway. Initial discussions with NRCS for application for EQUIP Program funding. Preparing NOAA proposal to fund 4 crossing replacements. 	All project years, ongoing



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

2. Abstract:

Work conducted in Q4 2024 (November to January 2025) was a continuation of efforts in the previous quarter with advances made in project coordination and future project prioritization. The PGC and USFWS met at least monthly, if not more often. Construction equipment was brought back to Port Graham and winterized. We are working with consultants, WJA and HDR, on the finalization of 4 more designs for construction. We have worked to put together a proposal for NOAA funding leveraging this project and funding. Together, we are working on plans for FY25, preparing amendment 3 documents, and planning additional prioritization work.

3. Coordination and Collaboration:

In FY24, the USFWS, PGC, the Native Village of Port Graham (NVPG), Natural Resource Conservation Service (NRCS), and the Homer Soil and Water Conservation District (HSWCD) worked together to achieve fieldwork objectives, select priority stream crossings, and develop plans for the 2024 field season. In Q4 2024, project partners continued to work together to execute the plans made, achieve project goals and objectives, and begin planning for FY25 work.

PGC and USFWS project managers met monthly through Q4 to discuss project progress, next steps, and project needs. Additionally, coordination meetings with A/E firms, WJA and HDR, are occurring as needed to keep additional design work on track. The PGC annual shareholder meeting was rescheduled for March 2025.

The partnership is strategically collaborating with NVPG about the ongoing bridge construction replacing three bridges utilizing the Tribal Transportation program with the Federal Highways Program. The partnership is strategically selecting sites and dividing project objectives to avoid duplication and promote strategic fiscal and logistical efficiency.

4. Response to EVOSTC Review, Recommendations and Comments:

No comments currently.

FY22-FY23 Biennial Review

Science Panel	Executive Director	PAC
Not applicable	No concerns	No concerns

Executive Director Comments

Date: October 2024



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

This project is progressing as planned. The PIs are easy to work with, communicative, and appear to efficiently implement project goals. Quarterly reports were generally submitted on time, and any expected delay and the reason for that delay is communicated to staff by the PI. Reports are well-organized and comprehensive. If any edits are needed, PI responds promptly.

Funding for this project is managed by USFWS. Staff do not have any concerns at this time.

PAC Comments

Date: October 2024

Whissel asked what first led to the road disrepair and if conditions are worse further down the road. Tibbles explained that logging roads are typically built for a 10-year flood with undersized culverts. After 50-60 years, much larger floods occur and completely wash out the culverts, leading bridges to fall into rivers. The rough road condition stopped people from using it, and vegetation growth was aggressive and quick. The project is in two stages of progress. The road is wide and in great shape up to Mile 15 where there is a bridge slated for repair starting next year (under the Tribal Transportation Program). Heavy equipment cannot currently pass over the bridge, preventing them from completing larger work further down the road. Only small equipment, trucks, and ATVs can cross.

Borer noted from past experience with logging on Native lands, they had to water bar the roads and remove all bridges and culverts on the main and spur roads. He asked if the State no longer required that removal. Tibbles was not sure, but noted there are many abandoned logging roads. The project funding focused on the main road, and they were leveraging funding to address culverts and bridges on side roads.

Bauer asked if Port Graham will be able to maintain the road in the future. Tibbles stated they have been purchasing equipment and now have a good equipment fleet. They will keep the road open and are working on a maintenance plan. There is much coordination and teamwork with the village's Tribal Transportation Program that receives funding for these bridges.

Stephens asked if there were assessments looking at streams before and after the project and whether nature has been able to find its own fish passages. Tibbles noted there was a lot of anadromous waters catalog work conducted in the past while logging was taking place. There were also assessments in 2004, and they have been working with ADF&G to reassess the area to see where fish currently are and if there are worthwhile places to invest funds to replace stream crossings and bridges. Over the summer, they visited many locations to make sure the work was still important.



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

Whissel introduced a motion to proceed with no concerns. Stephens seconded, and there was no opposition. The motion passed unanimously.

No PI Response required/provided

Budget:

Table 2. Project Budget to-date.

Budget Category:		Proposed FY 22	Proposed FY 23	Proposed FY 24	Proposed FY 25	Proposed FY 26	5- YR TOTAL PROPOSED	QUARTERLY EXPENDETURES	ACTUAL CUMULATIVE
Personnel		\$ 39,640.00	\$ 39,640.00	\$ 39,640.00	\$ 39,640.00	\$ 39,640.00	\$ 198,200.00	\$ 2,088.29	\$ 61,857.94
Travel		\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 15,000.00		\$ 8,088.85
Contractual		\$ 1,791,722.39	\$ 1,333,006.79	\$ 1,333,006.79	\$ 874,291.00	\$ 579,876.00	\$ 5,911,902.97	\$ (618.53)	\$ 4,431,016.06
Commodities		\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 2,500.00	\$ -	\$ 1,147.82
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Costs	Rate =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL		\$ 1,834,862.39	\$ 1,376,146.79	\$ 1,376,146.79	\$ 917,431.00	\$ 623,016.00	\$ 6,127,602.97	\$ 1,469.76	\$ 4,502,110.67
General Administration (5% of subtotal)		\$ 165,137.62	\$ 123,853.21	\$ 123,853.21	\$ 82,568.79	\$ 56,071.44	\$ 551,484.27	\$ -	\$ -
PROJECT TOTAL		\$ 2,000,000.01	\$ 1,500,000.00	\$ 1,500,000.00	\$ 999,999.79	\$ 679,087.44	\$ 6,679,087.24	\$ -	\$ 4,502,110.67
Other Resources (In-Kind Funds)		\$ 450,000.00	\$ 1,767,376.00	\$ 1,767,376.00	\$ -	\$ -	\$ 3,984,752.00	\$ -	\$ -

The USFWS uses the cooperative agreement process to develop annual budgets, scope of work, and accountability for project objectives and financial management. The “contractual” column represents payments for the current cooperative agreement between the USFWS, PGC, and a contract for A/E to provide construction oversight and engineering support. Detailed reports of spending are included in Appendix 1. Costs incurred were first applied to previous years’ NCE’s before being applied to the FY24 budget.

Expenditures in Q4 of 2024 were composed of personnel salary and contractual obligations. Personnel activities included USFWS personnel attending partner meetings, providing technical assistance, construction oversight, and developing cooperative agreements, amendments, and contracts for FY24 for one staff member. There was one line item in the contractual category for this quarter that was a deobligation for the end of one contract with WJA LLC.



Exxon Valdez Oil Spill Trustee Council
General Restoration, Habitat Enhancement, Habitat Protection, and Facilities Projects
Quarterly Project Reporting Form

Appendix 1: Detailed FY24 Expenditures To-Date

Table 3. Summary of quarterly expenditures for FY24 through Q4.

Budget Category:	FY24					
	Proposed	Q1 Expenditure	Q2	Q3	Q4	FY24 Total
	FY 24	Feb-April	May-July	Aug-Oct	Nov-Jan(2024)	Expense
Personnel	\$ 39,640.00	\$ 7,193.43	\$ 8,609.33	\$ 25,565.57	\$ 2,088.29	\$ 43,456.62
Travel	\$ 3,000.00	\$ -	\$ 2,965.48	\$ 302.50	\$ -	\$ 3,267.98
Contractual	\$ 1,333,006.79	\$ 1,333,006.79	\$ 92,232.62	\$ 233,923.15	\$ (618.53)	\$ 1,658,544.03
Commodities	\$ 500.00	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL	\$ 1,376,146.79	\$ 1,340,200.22	\$ 103,807.43	\$ 259,791.22	\$ 1,469.76	\$ 1,705,268.63

Table 4. Itemized list of FY24 expenditures and the quarter reporting occurred. Dates reflect the post date by USFWS Finance.

Itemized List							
Category	EVOS Fiscal Year	Date	Quarter Reported	Expense	Personnel	FY Expense Applied	Notes
Contractual	2024	5/7/2024	1	\$ 1,333,006.79	PCG	FY22 and FY23 NCE	Reported as one lump sum payment by USFWS finance personnel. \$192,103.60 applied to FY22 NCE.
Personnel	2023	Multiple	1	\$ 7,193.43	Multiple	FY22 NCE	Represents multiple payments over the reporting period. All \$7,193.43 applied to FY22 NCE.
Travel	2024	6/20/2024	2	\$ 533.38	Apsens	FY22/23/24 NCE	Applied over multiple NCE and Fiscal Years.
Travel	2024	7/9/2024	2	\$ 559.45	Apsens	FY22/23/24 NCE	*Note lodging fee mislabeled as Contractual in accounting spreadsheet. Applied over multiple NCE and Applied over multiple NCE and Fiscal Years.
Travel	2024	6/21/2024	2	\$ 423.50	Tibbles	FY22/23/24 NCE	Applied over multiple NCE and Fiscal Years.
Travel	2024	8/9/2024	2	\$ 302.50	Tibbles	FY22/23/24 NCE	Applied over multiple NCE and Fiscal Years.
Travel	2024	7/9/2024	2	\$ 1,146.45	Tibbles	FY22/23/24 NCE	*Note lodging fee mislabeled as Contractual in accounting spreadsheet. Applied over multiple NCE and Applied over multiple NCE and Fiscal Years.
Contractual	2024	7/19/2024	2	\$ 92,232.62	WJA PLLC	FY22/23/24 NCE	Applied over FY22 NCE Only.
Personnel	2024	Multiple	2	\$ 8,609.33	Multiple	FY22 NCE	
Personnel	2024	Multiple	3	\$ 25,565.57	Multiple	FY22/23 NCE	Applied to the FY22, drawing it down to 0. Remaining cost applied to FY23 NCE.
Travel	2024	8/7/2024	3	\$ 302.50	Tibbles	FY22/23/24 NCE	Applied to FY22 and 23 NCE's drawing them down to \$0. Rest of cost applied to FY24 budget.
Contractual	2024	9/30/2024	3	\$ 233,923.15	WJA PLLC	FY24	Previous contractual charges drew down previous years' NCE's, so this charge applies to the FY24 budget.
Personnel	2024	Multiple	4	\$ 2,088.29	Tibbles	FY23 NCE	All Q4 charges applied to FY23 NCE
Contractual	2024	1/23/2025	4	\$ (618.53)	WJA PLLC	FY24	Applied to FY24 budget

Table 5. Summary of cost to date applied to no cost extensions (NCE) of previous fiscal years.

Budget Category:	FY24						FY24 Expenses		Remaining	FY23 Expenses	Remaining	FY24 Expenses	Remaining
	Proposed	Q1 Expenditure	Q2	Q3	Q4	FY24 Total	applied to FY22 NCE		FY22 NCE	applied to FY23		applied to FY24	FY24 Funds
	FY 24	Feb-April	May-July	Aug-Oct	Nov-Jan(2024)	Expense							
Personnel	\$ 39,640.00	\$ 7,193.43	\$ 8,609.33	\$ 25,565.57	\$ 2,088.29	\$ 43,456.62	\$ 21,238.68	\$ -	\$ 22,217.94	\$ 17,422.06	\$ -	\$ -	\$ 39,640.00
Travel	\$ 3,000.00	\$ -	\$ 2,965.48	\$ 302.50	\$ -	\$ 3,267.98	\$ 50.65	\$ -	\$ 1,128.48	\$ -	\$ 2,088.85	\$ -	\$ 911.15
Contractual	\$ 1,333,006.79	\$ 1,333,006.79	\$ 92,232.62	\$ 233,923.15	\$ (618.53)	\$ 1,658,544.03	\$ 192,103.60	\$ -	\$ 160,153.55	\$ -	\$ 1,306,286.88	\$ -	\$ 26,719.91
Commodities	\$ 500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352.18
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL	\$ 1,376,146.79	\$ 1,340,200.22	\$ 103,807.43	\$ 259,791.22	\$ 1,469.76	\$ 1,705,268.63	\$ 213,392.93	\$ -	\$ 183,499.97	\$ 17,422.06	\$ 1,308,375.73	\$ 67,623.24	