Cook Inlet Regional Citizens Advisory Council
2007 Annual Report

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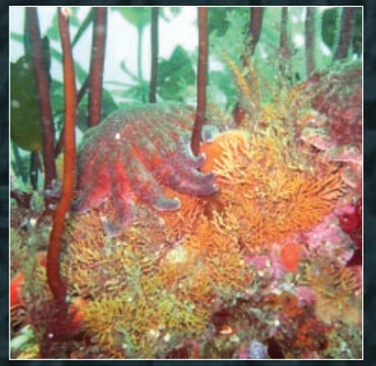
MISSION STATEMENT

Cook Inlet RCAC's mission is to represent the citizens of Cook Inlet in promoting environmentally safe marine transportation and oil facility operations in Cook Inlet.

Our mission reflects the mandates spelled out by Congress when it passed the Oil Pollution Act of 1990, thereby creating two citizen oversight councils — one for Cook Inlet and one for Prince William Sound. Congress established these councils to ensure that citizens, oil industry, and government agencies would work together to prevent oil spills in Alaska's waters.

Since then, Cook Inlet RCAC has been a strong voice for citizens from coastal communities in an area stretching from Anchorage to Kodiak who are working to keep Cook Inlet free from oil pollution.



MESSAGE FROM THE EXECUTIVE DIRECTOR AND PRESIDENT

The grounding of the T/V *Seabulk Pride* in 2006 set the tone for our focus in 2007 — navigational safety in Cook Inlet. We began this year with great excitement when Tesoro Alaska went beyond regulatory requirements and announced their decision to station an assist tug in Nikiski. Later in the year Tesoro again went beyond expectations by keeping the tug stationed year-round and revealing the construction of a new tug solely dedicated and specifically designed to work in Cook Inlet.

A tug in Cook Inlet, however, does not mean that our mission is accomplished. There is much more work to be done. The Council sponsored "Cook Inlet Navigational Safety Forum" echoed the consensus of years past when the participants strongly voiced the need for a comprehensive risk assessment for Cook Inlet. We must see that this assessment is completed, but we will not do it alone.

Cook Inlet RCAC accomplishes the work that Congress has mandated through cooperation. It is in this spirit of cooperation that we work with the citizens of Cook Inlet as well as industry and government agencies to keep Cook Inlet safe and free of oil pollution. The following pages illustrate how important those partnerships are to improve prevention and response practices and to guide our environmental monitoring projects throughout the region.

Working together, we all succeed.

Michael Munger, Executive Director

Douglas Jones, President

RESPONSE TUG ARRIVES

For many Cook Inlet citizens, the 2006 grounding of the T/V *Seabulk Pride* underscored the need for improved safety measures for tankers docking in Nikiski. This prompted the Cook Inlet RCAC to pass a resolution restating their 1996 position that the U.S. Coast Guard should require that an assist tug be stationed in Nikiski, to be paid for by Inlet shippers and producers.

Although the Coast Guard did not establish such a rule, Cook Inlet RCAC Executive Director Michael Munger persistently urged area producers to bring a tug to Cook Inlet and these efforts were rewarded in January 2007 when Tesoro Alaska stationed the M/V *Protector*, a 5500 horsepower tractor tug, at the Nikiski dock. This event was one of the most important maritime safety achievements in Cook Inlet since the inception of the RCAC.

Although the *Protector* was originally slated to leave Cook Inlet when the winter ice retreated, Tesoro decided to station the tug in Nikiski throughout the year and to bear the total vessel costs.

The tug serves as an added precaution to winter-time berthing and un-berthing operations of crude oil tankers and provides critical prevention and response capabilities for the Cook Inlet region.

VIGILANT CONSTRUCTION

In September, Tesoro Alaska went one step further than stationing the assist tug *Protector* in Nikiski when they contracted with Crowley Maritime Corporation for the construction of a new tractor tug. The 6700 horsepower M/V *Vigilant* will replace the 5500 horsepower *Protector* and will be operated by Crowley's marine services division.

The vessel is in the final stages of fabrication at Nichols Brothers Boat Builders in Washington and is slated to arrive in Cook Inlet in 2008. With steel plate ice belting above and below the water line, under-deck heaters, and immersion heaters for ballast tanks, the *Vigilant* will be even better equipped than the *Protector* to operate in the harsh ice-laden winter waters of Cook Inlet. In addition, the *Vigilant's* twin "Z-Drive" system will be much better suited for Cook Inlet than the *Protector's* Voith-Schneider propulsion system. Tugs with "Z-Drive" propulsion systems have effectively operated in icy Scandinavian waters and in the extreme ice and tide conditions at the Port of Anchorage.

Captain Plummer

SPOTLIGHT

The Council commended Captain Tim Plummer, president of Tesoro Maritime, for taking the initiative to bring an assist tug to Cook Inlet. "Tesoro should be applauded for their commitment to navigational safety by bringing this tug into Cook Inlet," said Executive Director Michael Munger. "It's a rare but welcomed occurrence for a corporation go above and beyond regulatory compliance."

"The Council's efforts finally paid off in January 2007 when Tesoro Maritime stationed a tractor tug at the Nikiski dock...one of the most important maritime safety achievements in Cook Inlet."

CONTINGENCY PLAN REVIEW

Cook Inlet RCAC is mandated by OPA 90 to review contingency plans — the action plans that responsible parties use to address oil spills — for the regulated crude oil industry in Cook Inlet. Cook Inlet RCAC represents the public's interest and works with state agencies and industry during plan reviews to reinforce their importance in protecting Cook Inlet.

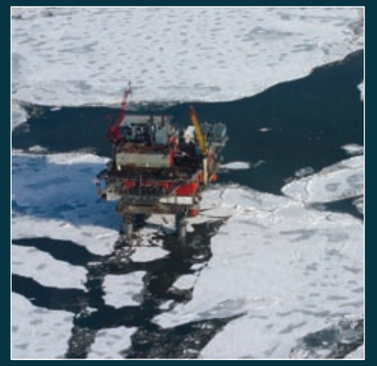
Thorough reviews of these plans are essential to a healthy Cook Inlet since the State of Alaska lengthened the effective period for contingency planning from three years to five years. In 2007, Cook Inlet RCAC commented on the following local area contingency plans:

Forest Oil Corporation
Pioneer Natural Resources
Cook Inlet Pipeline Company
Tesoro Alaska Company

Cook Inlet RCAC also reviewed the Petro Marine Services (Homer Bulk Plant) contingency plan which, unlike the plans of the facilities listed above, is a non-crude facility plan. Using funds from an Alaska Legislative Grant, we review plans of this nature one or two times a year to increase prevention awareness at non-crude facilities and maintain coordination with the government agencies responsible for regulating these facilities.

COOK INLET RCAC HISTORY

Cook Inlet RCAC opened its first office in a little house on the bluff in Old Town Kenai on December 6, 1990. Marathon Oil Company provided the initial start-up funds for the Council and these funds went toward office furnishings and salaries for Frank Mullin, Interim Executive Director, and Karen (Williams) Delaney who is still employed by the Council as Assistant Executive Director.



ICE FORECASTING NETWORK

In 2007, a National Oceanic and Atmospheric Administration (NOAA) ice forecaster requested Cook Inlet RCAC's assistance in obtaining better field ice observations. Cook Inlet RCAC worked with personnel from production platforms, shoreside facilities, supply and response vessels, and charter air services to assemble a network of ice observers located throughout Cook Inlet.

The network provided two daily reports describing ice cover and make-up, ice-pan dimensions and thickness, and digital photographs — greatly enhancing Cook Inlet ice forecasts and analyses. The potential to blend technology with the newly established personal observations led to plans for a network of digital video cameras to be deployed throughout upper Cook Inlet in 2008.

The images captured by the cameras, in conjunction with field observations and satellite radar imagery, will allow NOAA ice forecasters to produce more accurate ice advisories and analyses, which has implications for winter navigation and marine operations in Cook Inlet. NOAA ice advisories and analyses will soon provide commercial mariners, vessel managers, port managers, tug and barge operators, oil spill responders, and researchers with live images and detailed information for use in making decisions concerning safety, oil spill response, and scheduling. Additionally, the archived video images will be available for future ice studies.

AQUATIC NON-INDIGENOUS SPECIES

Cook Inlet RCAC partnered with the U.S. Fish and Wildlife Service to evaluate risks of non-indigenous species (NIS) introductions to Cook Inlet via ballast tank discharges from ships.

Two active projects are underway — (1) examining the potential transfer of NIS organisms in the ballast tanks of ships conducting Trans-Pacific voyages to Cook Inlet and (2) compiling a catalog of sources and discharge locations of ballast water for all ships entering Cook Inlet. The ballast water catalog project is developing statistics for the number and volume of discharges into Cook Inlet by vessel type, port facility, ballast water source, and ballast management practices.

Through a contract to the Smithsonian Environmental Research Center (SERC), we are quantifying and describing the zooplankton communities in ballast water of LNG ships arriving in Nikiski from Tokyo, Japan. The ballast water tanks were sampled throughout the year. Additional sampling, during voyages from Japan, measured the effects of the oceanic transit on the survival of NIS in the ballast tanks.

Thanks to ConocoPhillips, Marathon Oil and the captains and crews of the LNG Tankers *Polar Eagle* and *Arctic Sun* for facilitating this research with access to their docks and ships.

A copepod, *Acartia omorii*, found in ballast tank sample from Japan. Photo courtesy of Smithsonian Environmental Research Center.

BALLAST WATER

- Ballast water is the water carried in tanks on ships to provide stability.
- Ballast water is typically loaded onto a ship from coastal waters and may contain many living organisms, especially planktonic plants and animals.
- The discharge of ballast water to coastal waters risks introducing these organisms where they can negatively impact native species and habitats.
- To reduce these risks, the U.S. Coast Guard established a program of mandatory ballast exchange for ships entering U.S. coastal waters from outside of the Exclusive Economic Zone.
- By exchanging coastal water for oceanic water, the number of organisms that would arrive at the receiving port is minimized.

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM PERMIT

Cook Inlet RCAC sharply criticized the EPA in 2007 for inadequately addressing public comments regarding the new National Pollution Discharge Elimination System (NPDES) Permit for discharges into Cook Inlet from platforms and onshore facilities.

This permit proposed standards allowing an increase in potential pollutant load from area oil facilities and replaces one that went into effect in 1999. The new permit went into effect in July 2007. Several environmental, Alaska Native and commercial fishing organizations brought suit against the EPA regarding the permit but a court decision has not been made.

Cook Inlet RCAC first reviewed the draft permit in spring of 2006 and submitted 25 pages of detailed comments. That May, Cook Inlet RCAC passed a resolution opposing the permit as written, supporting the goal of zero discharge.

Unfortunately, the final permit did not adequately address a number of significant public comments. Cook Inlet RCAC also identified important changes between the draft and final permit that were not subject to public review.

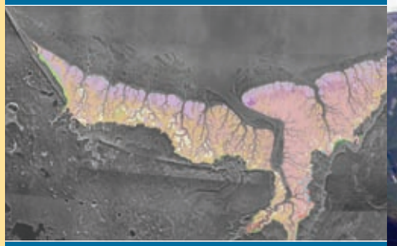
As required by the permit, industry has proposed an environmental monitoring program that will take effect in 2008. Cook Inlet RCAC will be involved in the review process of this program and will work toward coordinating our sampling efforts with those required by EPA.

"This type of habitat can be especially sensitive to spilled oil..."

SALT MARSH MAPPING

Salt marsh habitat dominates in many coastal areas of Cook Inlet, particularly on the west side. This habitat can be especially sensitive to spilled oil since plant roots and sediments can retain oil and cleansing by tides is minimal. Clean-up options are limited by logistics and response actions can cause more damage to the habitat than leaving the oil in place.

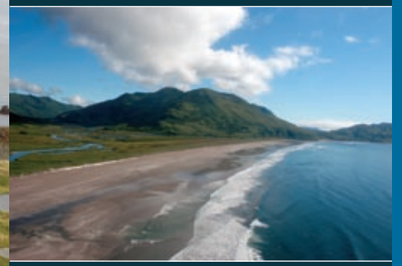
Cook Inlet RCAC is providing detailed habitat maps for major Cook Inlet salt marshes — areas for which we have little current baseline information. In 2007, through a contract with Kachemak Bay Research Reserve, we produced detailed habitat maps for Chickaloon, Trading, and Redoubt bays using data collected in 2006. In September 2007, biologists spent ten days working from the Homer-based R/V *Columbia* mapping and sampling salt marsh plant associations in Iniskin, Iliamna, Oil, and Chinitna Bays.



MAPPING

Detailed maps of salt marsh plant communities are being produced for Cook Inlet like the one shown in the above thumbnail for Chickaloon Bay. The lowest tidal areas of these salt marshes are mud flats composed of fine silts and clays. Mudflats can provide rich feeding areas for birds, marine invertebrates, and fish.

Different plant communities dominate in lower elevation floods on each tide, compared with areas higher up in the intertidal zone. Thus, plants with the highest salt tolerances are found in the low marsh, and those with lower tolerances to salt are found in high marsh. Tidal creeks interweave across the marshes and mud flats, further influencing the distribution of the various plants within the larger salt marsh. These tidal creeks fill with seawater during high tides and drain during low tides.



SHOREZONE IN ALASKA

Cook Inlet RCAC initiated a ShoreZone mapping program in Alaska with a 2001 pilot project. This has led to state-wide efforts by a consortium of local, state, and federal agencies and organizations. Coordination of ShoreZone efforts is now provided by the Nature Conservancy and a web-development team from NOAA is continually improving web-access of all Alaska ShoreZone data and imagery.

Photographs show several different Kodiak Island habitats including a sand and gravel pocket beach between two rock reefs (above left), a protected estuary showing salt marsh habitat (left), and an exposed wide sand and gravel beach (above).

KODIAK SHOREZONE

Mapping of nearshore habitats was done in the Kodiak Island archipelago in 2007 using ShoreZone mapping protocols. This project was funded through proposals submitted to the Exxon Valdez Oil Spill Trustee Council and the State of Alaska's Coastal Impact Assistance Program.

Aerial surveys were conducted in 2002 and 2005 for all 4,981 km of shoreline for Kodiak and nearby islands. The resulting low-tide oblique imagery was subsequently interpreted by biologists and geomorphologists to systematically map habitat features such as substrate and sediments, as well as invertebrate and algal assemblages within 19,000 discrete shoreline segments. This islands-wide GIS database and imagery is integrated into the larger Alaska ShoreZone websites and can be viewed at www.coastalaska.net or www.fakr.noaa.gov/maps/szintro.htm.

The information obtained for this project supports research that improves oil spill planning and response efforts in coastal areas. In general, the physical data show two broad regions of the Kodiak Island Archipelago — the Pacific coast characterized by higher wave exposures and more wide bedrock platforms and the Shelikof Strait coast with more sediment shoreline and lower wave exposures overall.

Differences in shoreline types have implications for the distributions of important or sensitive biological habitats and can drive oil spill recovery rates. For example, salt marshes were mapped on 24% of the shoreline. This habitat is known to be especially sensitive to spilled oil. The map on page 12 shows that the eelgrass *Zostera marina*, an essential fish habitat, is mapped on approximately 25% of the shoreline throughout the archipelago, mainly in low wave exposure areas near the heads of inlets and embayments. The surf grass *Phyllospadix sp.* was mapped along 8% of the coast, but only on the Pacific coast region. These different distributions reflect the different energy tolerances of these seagrasses.

COOK INLET RCAC RESEARCH PARTNERS

Cook Inlet RCAC is coordinating sampling programs with NOAA's National Status and Trends program as they assess habitat conditions that influence biodiversity and distribution of soft bottom benthic invertebrate communities in Kachemak Bay. In 2007, we participated during a research cruise to coordinate our sampling methods.

We provided field support to scientists from NOAA's Auke Bay Laboratory during their 2007 Gulf of Alaska forage fish habitat study. ShoreZone imagery and data were used to identify locations for the fish capture surveys. These data will improve our knowledge of specific habitats that can be impacted by oil spills that reach shore.

We continue to sponsor the website www.seaweedsofalaska.com developed by Mandy Lindenberg. The website provides photos and information about seaweed species identified during our shoreline surveys. The site is expanding to include seaweeds collected throughout Alaska by partnering organizations.

Cook Inlet RCAC worked with scientists from NOAA's Office of Restoration and Response on a study evaluating effects of oil and specific clean-up methods on intertidal clams. One aspect of the study is to evaluate the influence of beach armoring on clam habitat and populations. This information will translate well to Cook Inlet RCAC concerns since armored beaches are common in Cook Inlet.

With our partners at the Kachemak Bay Research Reserve and the University of Alaska Fairbanks, we submitted the report "Seasonality of Boundary Conditions for Cook Inlet, Alaska." This study investigated mechanisms that influence volume and property fluxes at the inflow and outflow boundaries to Cook Inlet and how they change seasonally. This type of information is necessary to develop and improve ocean circulation models and oil spill trajectories in Cook Inlet.

Cook Inlet RCAC was asked to lead the Cook Inlet component of the Alaska Ocean Observing System (AOOS). When fully developed, AOOS will provide public access to both real-time information and long-term trends about Alaska's ocean conditions and marine life. We will coordinate these efforts with a larger Gulf of Alaska observing system and have submitted proposals to obtain funding for deploying observation platforms and developing atmospheric and oceanic predictive models.

HARBOR SPECIFIC GRS

The Harbor Specific GRS is a component of the Clean Harbors and Marinas Initiative, an Alaska Department of Environmental Conservation (ADEC) and Environmental Protection Agency initiative. GRSs are being developed for harbors and small boat marinas within the Kenai Peninsula Borough.

This year, Cook Inlet RCAC worked with the ADEC to form a workgroup to identify and prioritize specific harbors and to create operational GRS plans. By utilizing the templates of the GRS and the Clean Harbors and Marinas Initiative, this program will facilitate pollution response within harbor areas. The program will enable responders, users, managers, and regulators to clean up the harbor areas efficiently and will aid in the prevention of future incidents.

When established, this program will provide cleaner harbor environments and will provide a template for other small harbors and marinas around the state or nationwide.

KODIAK GRS WORKGROUP

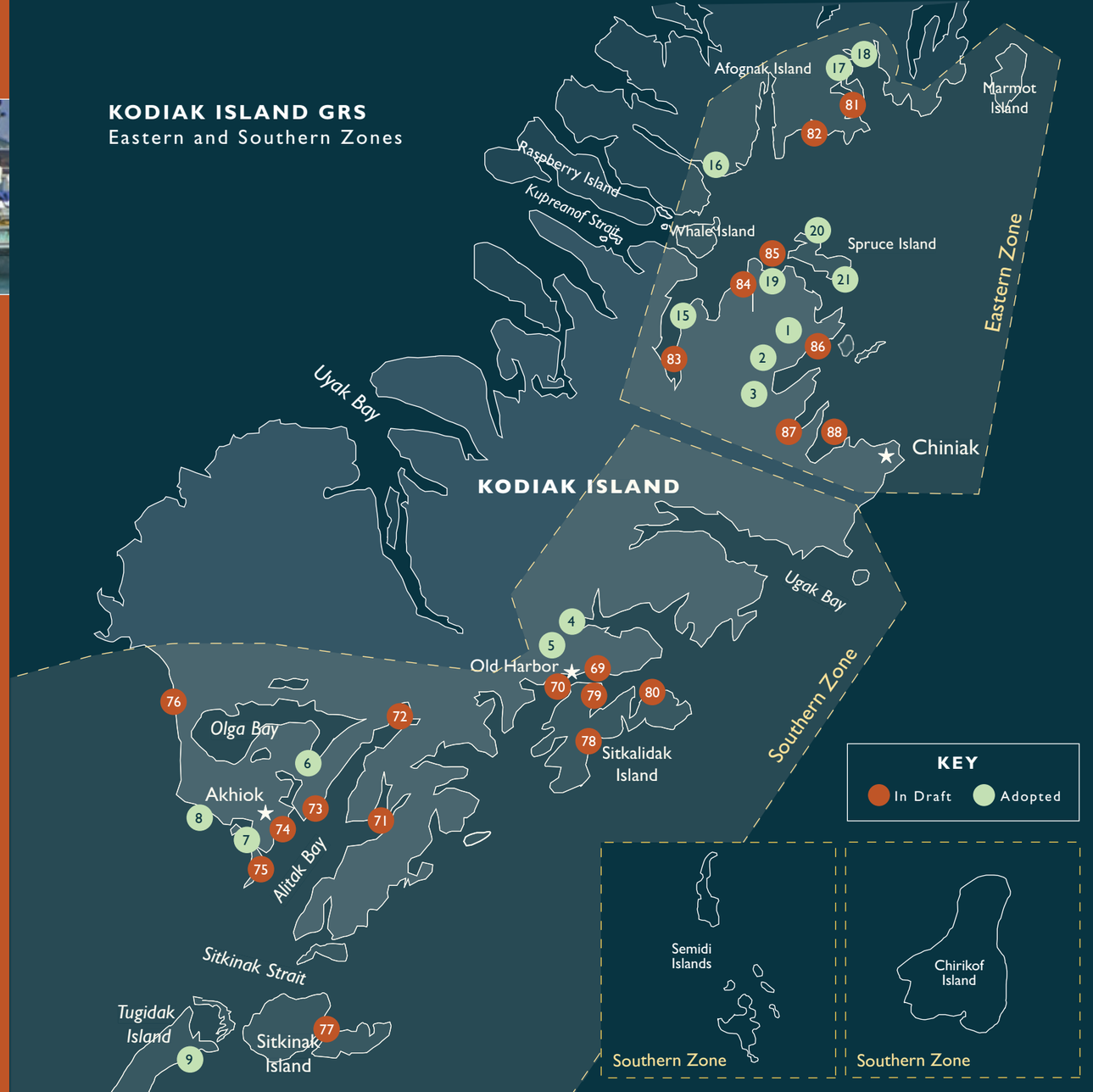
The Kodiak GRS Workgroup met in 2007 to select specific areas for the remaining two Kodiak Zones — Eastern and Southern. For each zone, 20 sites were selected using the same criteria as the sites selected for the previous three zones. The criteria included environmental sensitivity, exposure to risk of being oiled, and ability to succeed in protecting the area.

The map on the adjacent page shows the Eastern Zone and the Southern Zone where the GRS is final and has been adopted into the contingency plan (green) or where the GRS is still in draft form and will be reviewed by the workgroup (red). To complete the project, site surveys are slated for the summer of 2008.

WHAT IS GRS?

Geographic Response Strategies (GRS) are oil spill response plans tailored to protect a specific sensitive area from impacts following a spill. These map-based response plans show responders where sensitive areas are located and where to place spill protection resources.

GRS sites are selected by a workgroup often comprised of scientists, government representatives and area stakeholders. The workgroup bases each selection on three criteria: environmental sensitivity, risk of impact from an oil spill, and feasibility of protecting the site. Once GRS site selection is finalized, the workgroup develops the appropriate strategy to protect the location. Each strategy is ground tested by deploying spill response equipment and personnel as though an actual spill has occurred. The test serves as a means to evaluate the strategy and allows for proper adjustment to be made prior to an event.



"Attendees and members of the panel alike supported the risk assessment and called on the State of Alaska and the U.S. Coast Guard to fund the endeavor..."

COMMITTEE & COMMUNITY AWARENESS PROGRAM

To increase their understanding of current topics in 2007, committee and staff members attended the 30th Arctic Marine Oil Spill Program Technical Seminar, the Marine Habitat and Technology Workshop for Alaska, and the Alaska Invasive Species Conference. Additionally, Chevron hosted a tour of their facilities at Trading Bay and the Platform Bruce in an effort to educate the Council on the oil separation procedures and safety protocols employed by Chevron during production.

Attendance at workshops and seminars coupled with personal tours of local production facilities, provides the Council with education that vastly improves the group's decision-making on oil industry issues.

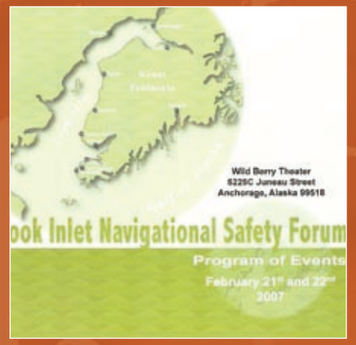
Effective communications with our stakeholders is central to our program. By utilizing various print, digital, and radio resources to deliver information, Cook Inlet RCAC strives to improve our communication with constituents and industry representatives.

One such example of improved communication is the evolution of our newsletter, *Council Briefs*. In 2007, Cook Inlet RCAC redesigned the newsletter as an online interactive version that provides the reader with links to relevant sections of our website or to other websites. This format will enable us to efficiently provide our subscribers with more detailed information to augment stories.

COOK INLET RCAC HISTORY

In 1998, the 20th Alaska State Legislature honored the Council for the outstanding environmental accomplishments of its volunteer members and staff since its inception seven years prior.

The Legislature commended Cook Inlet RCAC's Alaskan volunteer spirit and dedication to its mission of being responsible and cooperative leaders in environmental monitoring of Cook Inlet . They stated that Cook Inlet RCAC's reviews of oil spill prevention and response plans for crude oil tankers and onshore and offshore facilities and terminals operating within Cook Inlet were remarkable accomplishments.



Conferences and forums play an important role in conveying the value of the RCAC model to others. In 2007, Cook Inlet RCAC representatives participated in local events like the Alaska Forum for the Environment and large regional proceedings such as the Clean Pacific Conference and Exhibition in Seattle, Washington.

Cook Inlet RCAC also hosted a two-day Navigational Safety Forum in Anchorage in February 2007 where major industry, regulatory, municipal, and environmental stakeholders from across the region met to identify risks and discuss potential safeguards for the Inlet.

The objective of the event was to develop recommendations to improve navigational safety through regulations, interventions, or additional research and study.

A major point of discussion at the 2007 forum focused on our renewed request for a comprehensive navigational risk assessment in Cook Inlet to identify deficiencies and to help implement measures that make vessel traffic safer. Attendees and members of the panel alike supported the risk assessment and called on the State of Alaska and the U.S. Coast Guard to fund the endeavor, an essential first step to accomplish the study.

These conferences and forums provide a venue for Cook Inlet RCAC to reach both broad audiences and issue-specific assemblies. The intimate settings of community visits, an integral component of the Community Awareness Program, and round out our Committee & Community Awareness Program affording us the opportunity to speak with smaller audiences — not only about our work, but also specific issues that directly affect their communities.

GROUPS REPRESENTED BY COOK INLET RCAC

The organization of the Cook Inlet Regional Citizens Advisory Council is outlined in the Oil Pollution Act of 1990 (OPA 90). The thirteen-member Board of Directors represents various municipalities, cities, boroughs, and special interest groups to ensure board representation of all citizens within the Cook Inlet region. The Act also calls for the inclusion of non-voting Ex-Officio members, representing various state and federal agencies.

BOARD OF DIRECTORS SEATS

Municipality of Anchorage
City of Homer
City of Kenai
City of Kodiak
City of Seldovia
Kenai Peninsula Borough
Kodiak Island Borough
Alaska Native Groups
Aquaculture Associations
Environmental Interest Groups
Commercial Fishing Groups
Recreational Groups
State Chamber of Commerce

EX-OFFICIO MEMBERS

CAPTAIN MARK DEVRIES
United States Coast Guard

CARY LEHNHAUSEN
United States Forest Service

JOE DYGAS
Bureau of Land Management

JOHN WHITNEY
National Oceanic and Atmospheric Administration

MATT CARR
Environmental Protection Agency

RICHARD T. PRENTKI
Minerals Management Service

PATRICIA WINN
Division of Homeland Security and Emergency Management

BETTY SCHORR
Alaska Department of Environmental Conservation

TOM BUCCERI
Alaska Department of Natural Resources

COOK INLET RCAC HISTORY

In 1991, the Council received their first certification as the official Regional Citizens Advisory Council for Cook Inlet. The certification was presented to then President, James E. Carter, Sr. by then Senator Frank Murkowski.

Pictured left to right: Don Gilman, Kenai Peninsula Borough Mayor; Bill Stillings, CISPRI General Manager; Senator Murkowski; John Beitia, Unocal; Joe Sautner, ADEC; James E. Carter.

OPA 90 requires that the Council establish committees to accomplish its mandates. To that end, Council directors and public members comprise the Environmental Monitoring Committee (EMC), the Prevention, Response, Operations and Safety Committee (PROPS), and the Protocol Committee to assist the Council in meeting its obligations.

PROTOCOL COMMITTEE

COUNCIL MEMBERS
John Douglas, Chair
Vern McCorkle
Doug Jones
Grace Merkes
Rob Lindsey
Trenten Dodson

ENVIRONMENTAL MONITORING COMMITTEE

COUNCIL MEMBERS
Molly McCammon, Chair
Carla Stanley
Vern McCorkle
Gary Fandrei
Bob Shavelson
Doug Jones

PUBLIC MEMBERS
Craig Valentine
Marilyn Sigman
Woody Koning
Steve Hackett
Steve Hunt
Elizabeth Chilton
Glen Glenzer

PREVENTION, RESPONSE, OPERATIONS, AND SAFETY COMMITTEE

COUNCIL MEMBERS
Rob Lindsey, Chair
Bob Shavelson
Carla Stanley
Doug Jones
Grace Merkes
Mary Jacobs

PUBLIC MEMBERS
Barry Eldridge
Bill Osborn
Bob Flint
Deric Marcorelle
Jerry Brookman
Lois Epstein
Philip Cutler
Ted Moore

CHARTER FUNDING COMPANIES

ConocoPhillips
Cook Inlet Pipeline Company
Forest Oil
Marathon Oil Company
Chevron/Unocal
XTO Energy
Tesoro/Kenai Pipeline

BOARD MEMBERS

DOUG JONES
Recreational Interest Groups – President

BOB SHAVELSON
Environmental Interest Groups – Vice President

JOHN DOUGLAS
City of Kenai – Treasurer/Secretary

ROB LINDSEY
City of Kodiak

MOLLY MCCAMMON
Municipality of Anchorage

MAVIS OWENS
City of Seldovia

JAMES SHOWALTER
Alaska Native Organizations

GRACE MERKES
Kenai Peninsula Borough

TRENTEN DODSON
Commercial Fishing

CARLA STANLEY
City of Homer

MARY JACOBS
Kodiak Island Borough

VERN MCCORKLE
State Chamber of Commerce

GARY FANDREI
Aquaculture Associations

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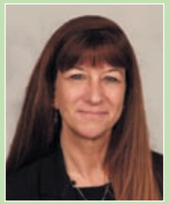
MICHAEL MUNGER
Executive Director



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Assistant Executive Director

SUSAN SAUPE
Director of Science and Research

STEVEN CATALANO
Director of Operations

MARGARET FRENCH
Administrative Assistant

MARITTA NEWGREN
Accounting/Grants Manager

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