

Oregon Aquatic Invasive Species Prevention Program

2010 Program Report



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Program Background

In 2001, to respond to the growing threat of invasive species to the state of Oregon, the Oregon Invasive Species Council (OISC) was created by the Oregon State Legislature. The mission of the Council is to conduct a coordinated and comprehensive effort to keep invasive species out of Oregon and to eliminate, reduce, or mitigate the impacts of invasive species that are already established. In 2001, Portland State University (PSU) developed an Oregon Aquatic Nuisance Species Management Plan, which was the first step to define activities in the state that address the impacts of aquatic invasive species (AIS). By 2007, an extremely destructive fresh water invasive species called the quagga mussel (*Dreissena bugensis*), was detected in Lake Mead, Nevada. As a result of this infestation many Western States implemented programs to protect water bodies against the spread of this highly destructive species. Most of these efforts focused on establishing recreational boat inspection stations and implementing early detection and rapid response (EDRR) strategies.

The OISC requested that the Oregon Department of Fish and Wildlife (ODFW), the Oregon State Marine Board (OSMB), the Oregon Department of Agriculture (ODA), and PSU jointly lead the development of a state plan to address the growing threat and spread of the quagga mussel. Initially the plan included developing boat inspection stations along the borders of the state's main highways and to require trailered watercraft to stop for an AIS inspection. A program budget was submitted to the 2009 Oregon Legislative Assembly to create the infrastructure to build border inspection stations and to staff them at an adequate level for intercepting watercraft before entering the state. After the budget was submitted, Oregon State Police with a determination from the State Attorney General's office deemed mandatory check stations an unreasonable search under the Oregon Constitution.

The Legislature then proposed a different approach in June 2009 for ODFW and OSMB to develop a boat permit program modeled after Idaho who implemented their program in April 2009. This approach established a new user fee on boats (both motorized and non-motorized) and would use the funds to implement a state-wide prevention program. This new dedicated program would fund mobile boat inspection teams, public education and outreach efforts and implement other related activities to protect Oregon against AIS. This new approach for a state-wide program was reflected in House Bill 2220. Developed alongside this effort was another new law, House Bill 2583 making it illegal to launch a boat in Oregon waters with any aquatic species attached to the exterior and/or any aquatic invasive species located within the interior of a boat.

Program Rulemaking

After public hearings and several committee work sessions, House Bills 2220 and 2583 were approved by the House and Senate and signed by the Governor in June and July 2009. OSMB, ODA, and ODFW subsequently wrote and implemented program rules for implementation on January 1, 2010.

The following are the OSMB program statutes and rules:

830.560 – Launching boat with aquatic invasive species prohibited

830.565 – Boat permit required

830.570 – Board to issue permit; fees

830.575 – Fees for permit

830.580 – Rules; contracting services

830.585 – Aquatic Invasive Species Prevention Fund

250-010-0650 – Aquatic Invasive Species Prevention Permit – Rules

The following are the ODFW program rules:

635-059-0000 – Purpose and General Information

635-059-0010 – Aquatic Invasive Species Reporting Information

635-059-0050 – Allowable Blind Material for boats

The following are the ODA program statutes:

570.855 – Watercraft check stations

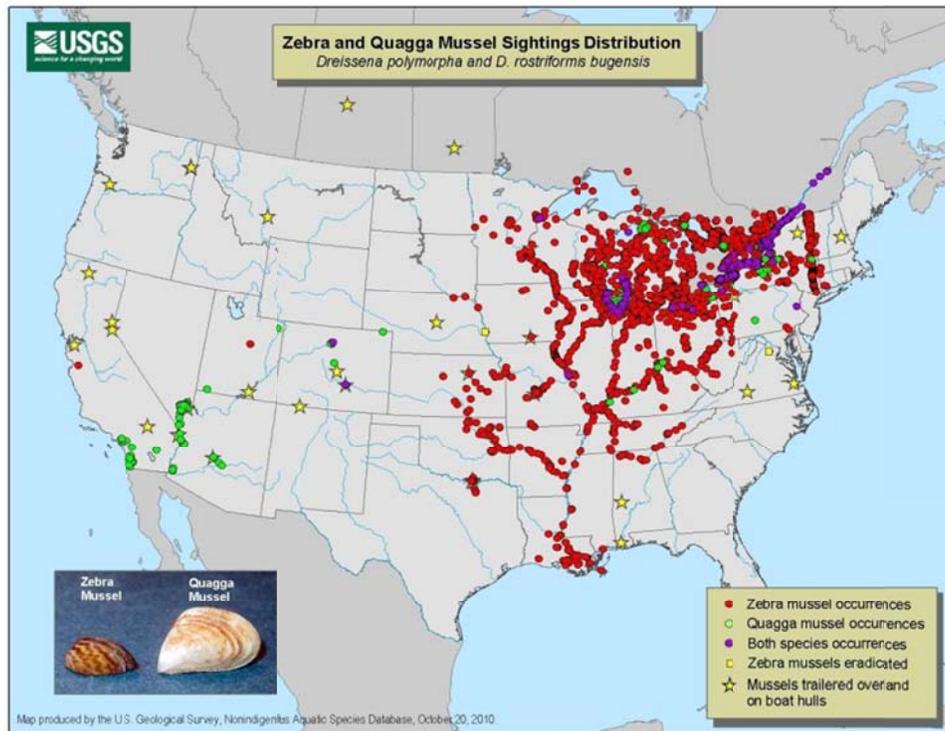
570.860 – Report of prevention efforts

570.865 – Penalty for transporting aquatic invasive species

Program Goal

To protect Oregon against the introduction and spread of aquatic invasive species. Quagga and Zebra mussels (*Dreissena polymorpha*), along with Hydrilla (*Hydrilla verticillata*) are among the top species of concern to keep out of the state. Species like Eurasian watermilfoil (*Myriophyllum spicatum*) and New Zealand Mudsnaills (*Potamopyrgus antipodarum*) already contaminate some Oregon waterbodies and need to be contained at current locations.

Zebra/Quagga Mussel National Distribution Map - 2010



Agency Roles

Oregon State Marine Board

As the state agency in charge of managing recreational boating, OSMB has the lead role to implement the Aquatic Invasive Species Permit Program (AISPP) for boats. This permit program is the funding mechanism that supports all of the activities outlined in this annual report. All permit fees are deposited into the Aquatic Invasive Species Prevention Fund, established in the State Treasury and is separate and distinct from the General Fund. Revenue is appropriated to the OSMB for administering the AIS program. Monthly deposits are then made to ODFW from the fund to support their activities.

The AIS coordinator for the OSMB is engaged in public education and outreach activities about the requirements of the permit program and other AIS topics. The coordinator develops and distributes printed material (brochures, posters, signs, etc.) to state-wide partners, including recreational watersport businesses. Coordination and law enforcement training is also an OSMB and ODFW shared activity. County Sheriff Deputies and Oregon State Police Troopers are contracted with the OSMB and ODFW to enforce their respective agency regulations.

Oregon Department of Fish and Wildlife

As the state agency in charge of managing fish and wildlife resources, ODFW has the primary responsibility to implement the boat inspection stations. Check stations are staffed by trained ODFW employees that have the necessary skills and equipment to decontaminate watercraft, if needed. Inspectors also engage with the public in education and outreach efforts. This can be in the form of providing printed materials at the check stations, attending boating events to provide information, teaching watercraft inspection workshops or attending public meetings to speak about the program. In addition, ODFW inspectors also sample water bodies for the presence of targeted aquatic species.

The AIS coordinator for ODFW manages the inspection teams and determines their work locations and schedules. The coordinator participates in education and outreach activities to the public and is also involved with state-wide projects to manage species of concern and implement strategies that address eradication, control or containment of AIS.

The AIS Prevention Program for the 2010 season comprised of ten Aquatic Invasive Species Technicians (AIST). The technicians were divided into five teams (two people/team) stationed in Clackamas, Salem, Central Point, Madras and La Grande (Figure 1). Watercraft Inspection Teams (WIT) typically worked four, ten-hour days, Wednesday through Saturday. A normal work week was split between roadside inspections (e.g. highway rest areas and waysides) and boat ramp inspections throughout the state.

Each AIST completed the 100th Meridian Initiative Watercraft Inspection Level 1 training course and nine AIST's completed the 100th Meridian Initiative Watercraft Inspection and Decontamination Level 2 course at Lake Mead, Nevada. The training at Lake Mead gave each AIST the opportunity and experience to decontaminate boats infested with quagga mussels, and to witness their effects on the environment.

2010 Program Activities

Boat permit program

Since January 1, 2010, all motorized boats (regardless of length) and non-motorized boats 10ft in length or longer, are required to purchase and carry an aquatic invasive species prevention permit. Oregon registered motorboats pay a \$5 surcharge every two years when they pay their biannual registration. Their registration decals serve as proof of payment into the program. Non-motorized boats 10ft in length or longer are required to purchase an annual \$5 permit and carry it onboard while boating. These non-

motorized permits are transferable between boats and the name on the permit doesn't have to match the person using it. Out-of-state visitors using non-motorized boats pay the same \$5 annual fee as Oregon residents. However, non-resident motorboat operators are required to purchase a \$20 annual permit. These permits purchased by non-resident boaters are also transferable to use on other boats in the same category. During 2010, these permits were issued on water proof paper and available for purchase either through an ODFW license agent (ex. sporting goods stores), from an OSMB registration agent (ex. boating store), the OSMB office in Salem, an ODFW field office, or online through the ODFW website. A \$2 agent fee was charged by all of the agents selling permits. The exceptions were the OSMB Salem office or select REI stores (for members only).

Businesses in Oregon that either rent non-motorized boats to the public (referred to as liveries) or river guides using manually powered watercraft for group-guided activities, are able to buy permits for their boats at a special discounted rate, depending on how many boats the business owns. The discounted rates were devised because of the large number of boats that some liveries and guides own and also to mirror a discount system that motorized boat liveries follow for rented boats.

Education and Outreach

To introduce the new AIS permit program to the public, the OSMB developed a communications and outreach plan in October 2009. New printed materials were designed and produced for statewide distribution. Website pages were developed and notices were sent to register motor boat owners. The OSMB also researched and identified as many boat clubs as possible (both motorized and non-motorized) and sent them a letter outlining the new state laws. In January 2010, the Portland Boat Show was one of the key outreach venues to communicate to boaters about the new AIS program and all of the new print materials were showcased. In addition, ODFW licensing agents (approximately 475 in total) were sent the new program materials to distribute to the public. Boat liveries and guides were also notified by mail about the discount rate available to them for permits. Over the course of the 2010 boating season, the OSMB also had 35 other recreational businesses (non-ODFW agents) purchase permit books to re-sell to the public. These dealers were sent print materials for distribution to their customers.

Billboards were posted on Oregon interstate highways in four locations from April – September 2010. Artwork was shared by the Idaho Department of Agriculture who manages that state's AIS prevention program. As a strategy both Oregon and Idaho agreed to keep a consistent message and share graphics for highway billboards to reinforce the message to the public. Idaho posted billboards in numerous locations during 2009 and 2010.

In addition to printed materials, the OSMB designed a new boat ramp sign for boating access sites around the state. A distribution plan was developed to post the signs at high-risk water bodies for a possible quagga or zebra mussel infestation (based on water chemistry, location and boater use). Because of a limited first-year program budget, the sign purchases have been done in phases.

- The first signs (summer 2010) were distributed to eastern Oregon boat ramps.
- A second printing (Fall 2010) was targeted towards Willamette Valley, southern Oregon and Columbia River sites.
- An anticipated third printing (Spring 2011) will be targeted to coastal facilities.
- A fourth printing (Summer 2011) will be done if needed to fill-in any gaps in coverage.

The primary message in all of the newly designed outreach materials is “Clean, Drain, Dry”. This message is being replicated through partnerships with all of the western states as they create new materials for communicating the AIS message to the public. To facilitate this activity all western states AIS coordinators participate in the “Western Regional Panel on Aquatic Nuisance Species”. This group is coordinated by the U.S. Fish and Wildlife Service. The consistent messaging will help the public understand the call for action and more effectively prevent the spread of AIS by cleaning their recreational gear.

During 2010 additional AIS boat ramp sign concepts have been discussed. For example: developing a sign specifically for non-motorized boat access sites and a sign that could be posted at a water body that contains a specific invasive species to inform the public of its presence. These concepts will be further explored during 2011 and may depend on available funding for implementation.

Highway Signage

In June of 2010, the OSMB signed an interagency agreement with the Oregon Department of Transportation (ODOT) to design, construct and install informational signs on highways at border locations leading into the state. These signs inform non-residents transporting boats into Oregon of the requirement to purchase an AIS permit. A total of 18 locations were identified for installation. During the 2010 fiscal year ten of these signs were installed, with the remaining eight to be installed during 2011.

(and those already present in the state), the specifics of the new AIS permit program and the techniques used to perform a watercraft inspection for zebra and/or quagga mussel contamination. Upon completion of this training, students earn a certificate of completion. This Level 1 course has been taught annually over the last three years. During 2008 and 2009, a partnership formed between the OSMB, ODFW and PSU using existing resources to train and educate people about AIS. During 2010 with the implementation of the new AISPP, ODFW has taken a lead role in implementing these trainings.

Training instructors have all gone through a Level 2 WIT class held at Lake Mead, Nevada each year. The Level 2 course is a two-day, hands-on program teaching students how to identify what a quagga mussel contaminated boat looks like and how to use a portable pressure washer unit with hot water (140° F) to perform a boat decontamination. Lake Mead is the training location because it is contaminated with the quagga mussels (since 2007) and students are able to see what an infested boat looks like. A summary of the Level 1 trainings held in Oregon is outlined below in Table 2.

Table 2. Oregon Level 1 Watercraft Inspection Trainings

Year	Number of Trainings	Number of Students
2008	6	92
2009	9	149
2010	11	233
Totals	26	474

Media Coverage

Oregon has come a long way during the past four years raising awareness about AIS to Oregonians. Much awareness came from a 2008 broadcast called “A Silent Invasion”. OISC partnered with Oregon Public Broadcasting (OPB) to produce this Oregon Field Guide segment. This hour long documentary aired on OPB several times throughout 2008. A complimentary invasive species information and reporting website was also developed (www.oregoninvasiveshotline.org) along with the documentary. In 2009, OPB won the prestigious DuPont-Columbia Journalism Award for “The Silent Invasion”.

Unfortunately, the invasive species issue is hard for the public to understand. Upon passage of the AISPP law the media often focused on the new fee and its unpopularity. A few editorials even criticized the entire program concept. Therefore the education

piece of the program is one of, if not the most important element of the overall program and will continue to be a major focus of efforts in 2011.

To monitor media coverage the OSMB collects and documents boating related print media articles. From August 2009 to December 2010, there were 60 AISPP articles written in 31 different Oregon newspapers. During this same time period, the OSMB produced seven press releases and ODFW produced four. Both agency AIS coordinators were also interviewed for radio and TV news stories broadcasted in the Portland and Eugene markets.

In April of 2010 the OSMB and ODFW AIS coordinators worked with Grant McOmie (an outdoor reporter for the NBC news affiliate KGW Channel 8 in Portland) to produce a television story about the new AISPP. The TV segment was shown on a weekly “Grant’s Getaway” news clip, posted on the Travel Oregon website and on the OSMB website. The show provided a great opportunity to talk about the merits of the program and demonstrated a proper boat inspection to the public.

Watercraft Inspection Team Activity

Roadside Inspection Sites

Watercraft Inspection Teams conducted inspections at the following state-wide rest areas: Wilsonville, Santiam, Ogden, Chemult, Baker Valley and Midland. Additionally, inspections were performed off I-84 at Farewell Bend, near Idaho and the I-5 Port of Entry near Ashland (Figure 2). Inspections were also conducted at the request of watercraft owners at their personal residence or at a designated location.

Watercraft Inspection Teams conducted 681 voluntary inspections at eight sites (Table 3) and an additional 14 inspections at the request of watercraft owners. To gain compliance data, when visibility permitted, WIT’s recorded the number of watercraft that drove by an inspection site without stopping. On days when observations were possible, WIT’s inspected 422 watercraft and observed 1,155 trailered watercraft pass the inspection sites; resulting in a 27% compliance rate for the voluntary inspection stations.

Table 3. Location and number of ODFW roadside watercraft inspections.

Inspection station location	Number of inspections
Baker Valley Rest Area	115
Chemult Rest Area	29
I-5 Port of Entry, Ashland	145
Midland Rest Area	4
Ogden Rest Area	26

Farewell Bend	8
Santiam Rest Area	109
Wilsonville Rest Area	245

All roadside inspection sites were identified by three 48"x48" orange reflective diamond shape signs with 6-8 inch lettering. The signs were placed along the highway in succession at 2,640 ft (.5 mi), 1,500 ft (.28 mi.) and 1000 ft (.18 mi.) before an off-ramp. The first sign read "Boat Inspection Ahead", the second "Boat Inspection Next Right" and the third "Boat Inspection" with a directional arrow pointing to the inspection station. The signs were designed and displayed in accordance with Oregon Department of Transportation protocols.

Boat Ramp Inspection Sites

Watercraft Inspection Teams completed 2,157 boat inspections at 48 boat ramps throughout Oregon. Inspection stations were set up at several additional boat ramps; however, inspections did not occur due to a lack of launch activity (e.g. boats launched prior to the WIT's arrival or no boats launched).

Table 4. Summary of ODFW boat ramp inspections by location and county.

Location	Number of inspections	County
Applegate Reservoir	28	Jackson
Brownlee Reservoir	36	Baker
Bully Creek Reservoir	1	Malheur
Columbia River, Boardman	3	Morrow
Columbia River, Chinook Landing	362	Multnomah
Columbia River, Columbia Slough	32	Multnomah
Columbia River, Gleason Ramp	6	Multnomah
Columbia River, Hat Rock	2	Umatilla
Columbia River, Hood River Marina	13	Hood
Columbia River, McNary	18	Umatilla
Columbia River, Umatilla	24	Umatilla
Crane Prairie Reservoir	5	Deschutes
Deschutes River, Heritage Park	2	Wasco
Detroit Lake	207	Linn
Devils Lake	8	Lincoln
Diamond Lake	344	Douglas
Dorena Lake	4	Lane
Eel Lake	1	Coos
Emigrant Lake	81	Jackson

Fern Ridge Lake	16	Lane
Fish Lake	13	Jackson
Foster Reservoir	6	Linn
Green Peter Lake	25	Linn
Henry Hagg Lake	93	Washington
Howard Prairie Lake	106	Jackson
John Day River, Le Page Park	20	Sherman
Lake Billy Chinook	16	Jefferson
Lake of the Woods	11	Klamath
Lava Lake	1	Deschutes
Lost Creek Reservoir	181	Jackson
Olallie Lake	3	Jefferson
Owyhee Reservoir	78	Malheur
Paulina Lake	1	Deschutes
Phillip Reservoir	1	Baker
Prineville Reservoir	6	Crook
Selmac Lake	13	Josephine
Siltcoos Lake	1	Lane
Ten Mile Lake	30	Coos
Thief Valley Reservoir	3	Baker
Timothy Lake	16	Clackamas
Triangle Lake	4	Lane
Unity Lake	3	Baker
Wallowa Lake	104	Wallowa
Wickup Reservoir	1	Deschutes
Willamette River, Rogers Landing	26	Yamhill
Willamette River, Wallace Marine Park	66	Polk
Willamette River, Willamette Park	135	Multnomah
Woahink Lake	1	Lane

Summary of Inspections

The five teams completed 2,852 watercraft inspections with eighty percent of the watercraft inspected being registered in Oregon, 7% Washington, 6% California, 4% Idaho and the remaining 3% included 23 other states and British Columbia (BC). Watercraft from 19 of the 27 states and BC came from states infested with quagga or zebra mussels (Table 4). The WITs conducted 19 decontaminations: five with hot water/high pressure and 14 physical removals of AIS. Teams did not observe any boats with quagga or zebra mussels. The five hot water decontaminations were necessary due to either New Zealand mudsnails presence, heavy aquatic fouling and marine organisms attached to boat hulls (i.e. barnacles, mussels, seaweed). Eurasian watermilfoil and other plant material accounted for 12 of the 14 physical removals of AIS with the remaining two decontaminations being marine mussels found on boat hulls and trim tabs.

Table 5. Watercraft inspected by state and invasive mussel presence.

State or Province	Number of watercraft inspections	Zebra or quagga mussels present in home state.
Alaska	1	no
Arizona	17	yes – quagga
British Columbia	2	no
California	174	yes – both
Colorado	6	yes – both
Florida	6	no
Idaho	102	no
Illinois	3	yes – both
Indiana	1	yes – both
Louisiana	1	yes – zebra
Maryland	1	yes – zebra
Michigan	4	yes – both
Minnesota	1	yes – both
Missouri	1	yes – both
Montana	11	no
Nevada	11	yes – quagga
New Mexico	1	yes – zebra
North Dakota	1	yes – zebra
Ohio	2	yes – both
Oklahoma	1	yes – zebra
Oregon	2,266	no
Tennessee	1	yes – zebra
Texas	5	yes – zebra
Utah	4	yes – both
Virginia	2	no
Washington	198	no
Wisconsin	1	yes - both
Wyoming	2	no

Decontamination Equipment

ODFW purchased five, self-contained decontamination trailers, one for each WIT. Each trailer contains a water heater that can heat water temperatures in excess of 140°F and a pressure washer, capable of sustaining water pressure at 3,000 psi. The decontamination units meet or exceed all of the standards for watercraft decontamination of quagga/zebra mussels according to the 100th Meridian Initiatives standards. Four of the trailers have one, 180 gallon water tank and the other trailer has two, 250 gallon water tanks. Each trailer also contain a catch basin tarp (10'x 26'x2''

with round foam walls) to capture any water during a watercraft decontamination and a siphon pump to recapture the water for proper disinfection and disposal.



Outreach and Education

All public contacts served as educational opportunities regardless of an individual's boating habits. Watercraft Inspection Teams set-up a "booth" at their inspection site to distribute AISPP and aquatic invasive species information. The teams were also involved in giving presentations to fishing and hunting groups, State Park fireside talks and professional and civic organizations. Additionally, WITs had display booths at other public events throughout the state (e.g. Wallowa Watershed Festival, Deschutes County Fair, Turkey Rama Days, Race for The River, RiverFest and the Oregon State Fair).

Law Enforcement Activities

With any new law there is a certain amount of time needed for the public to learn of its existence and become aware of how to comply. This was especially true with the non-motorized boating community and out-of-state residents boating in Oregon. Even with all of the education and outreach activities already discussed in this report, a significant percentage of non-motorized boaters contacted on the water during 2010 by law enforcement officers (LEO) were not aware of the permit requirement.

Boat Permit Compliance

Compliance with the boat permit requirement by Oregon registered motor boats (\$5 biennial surcharge) was relatively easy. Boaters cannot complete their registration renewal process until all required fees are paid. The same is now true in 2011 with any licensed boat guide. These are businesses that take the public out on guided trips and must renew their guide license with the OSMB every year. Starting in 2011 the \$5 per boat surcharge for any non-motorized boats owned by a guide business, will be automatically included with their renewal process.

Another group of boats that saw high compliance rates were the non-motorized boat liveries and members of boating clubs. These organized groups of boaters were much easier to reach and therefore learned of the permit requirements early in the year. The casual non-motorized boater that only uses their boat a few times per year, or the active boater who is not part of an organized group was much harder to reach. When the OSMB asked law enforcement agencies to report an estimate on the compliance rate with non-motorized boaters, in July they reported less than 50% compliance. Early in 2010 the OSMB requested LEO's focus on education instead of citations until after the Memorial Day weekend. Even after this, LEO's primarily focused on educating boaters of the permit requirement. Throughout the 2010 boating season there was a mix of citations and warnings issued, however, many more warnings were issued than citations. It should be noted not all of the warnings given in the state were reported to the OSMB. Shown below is the breakdown of reported citations and warnings made by County Sheriff Marine Patrol Deputies.

Table 6. AIS Boat Permit Enforcement Activity (reported)

Boat Category	Warnings	Citations
Non-motorized	25	7
Non-resident motorized	11	3
Total	36	10

In addition to the reported enforcement activity in table eight, two county sheriff departments' implemented "fix-it-tickets". This is a process where marine patrol deputies would issue boaters a citation for no AIS permit but offer them the opportunity to report to court with a newly purchased permit and have the citation dismissed. This gains compliance with the boater and doesn't penalize them with a citation. Polk County deputies issued these tickets to 28 non-motorized boaters and Malheur County deputies issued these to 18 non-resident motorized boaters.

County marine patrol deputies also performed boat inspections for AIS and attended events to speak to the public about the new program. Statewide deputies logged 12.5 hours during 2010 with this activity.

The Fish and Wildlife Division of the Oregon State Police (OSP) was also very active during 2009 and 2010 with AIS activities. The OSP troopers kept track of hours spent

on AIS activities and also the number of boater contacts made. Shown below is a summary of their work broken down by AIS category.

Table 7. OSP Reported AIS Activity

July 1, 2009 - December 31, 2009		Hours	Boater Contacts	# Not in Compliance
Zebra/Quagga Mussels		21	5	0
Non-native Fish Introductions		14.5	0	0
Invasive Aquatic Species - Other		20.5	23	1
	Total	56	28	1
January 1, 2010 - December 31, 2010		Hours	Boater Contacts	# Not in Compliance
Zebra/Quagga Mussels		27	74	0
Non-native Fish Introductions		13	5	1
Invasive Aquatic Species - Other		273.25	265	58
Invasive Plants		17.5	13	0
AIS Boat Inspections		47		
	Total	377.75	357	59
Biennium Total		433.75	385	60

In addition to the above reported activity the SW region of OSP implemented AIS action plans for both 2009 and 2010. These action plans focused enforcement efforts on helping to prevent the spread of AIS. One focus area was to prevent the transportation of live fish into the state by educating boaters and anglers through enforcement saturations at various lakes and reservoirs in Jackson County during high peak use times. These action plans also focused on conducting saturation patrols on I-5 to monitor and inspect vehicles coming into Oregon with boats that might be transporting AIS. The following table summarizes the activity during these planned activities.

Table 8. OSP Action Plan Activities

		Hours	Boater Contacts	AIS Boat Exams	# of Citations	# of Warnings
2009 Action Plan		115	170	47	0	20
2010 Action Plan		140	312	139	0	39
	Total	255	482	186	0	59

As shown with all the reported activity above, throughout the year many different LEO's (county sheriff marine patrol deputies and state police fish & wildlife troopers) have taken the time in addition to their normal river patrols to assist with AIS activities. This has included interacting with the public at sportsman shows and county fairs, to assisting ODFW with operating boat inspection stations and speaking at meetings to stakeholders. In addition, OSP included a featured story about the AISPP in their on-line monthly newsletter in June 2010. These dedicated LEO's are on the front-lines interacting with the public and sometimes in very hostile circumstances. They have done an outstanding job during the first year serving as advocates of a program some see as unnecessary. Their service is greatly appreciated in so many different ways.

Online Inspection Reporting Database

In 2009 the OSMB implemented a new management tool allowing all LEO's enforcing boating laws to document their work into a secure on-line reporting database. This new database created opportunities to better track state-wide enforcement activities and to have citations, warnings, patrol hours and locations of enforcement activity more quickly accessible and more readily available for summary reports. With the success of this system it was decided to have a new section built that could be made available to the ODFW AIS boat inspectors. This would allow inspectors to enter in their field data for easy tracking and management. This collected data consists of: boat inspection location, name of inspector, type of watercraft, owners contact information, last waterbody visited and if the inspected boat was clean or contaminated with AIS. If a boat is found to be contaminated with AIS it is cleaned on-site and more detailed information is collected with regards to the specific AIS found. This database is very valuable as it documents all of the work done inspecting boats around the state. AIS program coordinators can easily use the stored information to help with management decisions and track the spread of AIS. The creation of this database was started in late summer 2010 and completed several months later. Therefore, the database was not available to the AIS inspectors during the summer boating season but all of the summer data was entered prior to this report being written. Future plans are for AIS inspectors to enter in data on either a daily or weekly schedule so program managers can have access to recently collected data and run reports upon request.

Program Financial Statement

The funds collected from the sale of permits are deposited directly into the Aquatic Invasive Species Prevention Fund established in the State Treasury, separate and distinct from the General Fund. The OSMB administers this fund and transfers a portion of the monies collected to ODFW on a monthly basis. During the year collected monthly

revenues were being split by the three partner agencies. The ODFW and OSMB each received 40% and OSP 20%.

The first influx of revenue into the AISP Fund started with the biennial renewal of Oregon motorized boat registrations during November and December 2009. The OSMB has approximately 178,000 registered motor boats that renew their registration on a two year cycle. Approximately 89,000 of these boats renew each year. Renewal notices are sent to boaters in November of the year their registration expires. Following this renewal notice a large group of boaters usually renew their registrations before the end of their expiration year.

Table 9. Permits sold and Revenue Collected from Nov. 2009- Dec. 2010

Category	Permits	Revenue
Oregon Motorized	149,554	\$747,770
Non-Motorized	45,594	\$219,889
Out-of –State Motorized	3,388	\$67,760
Interested Earned		\$2,084
Program Total	198,536	\$1,037,503

In addition to reporting the program budget, it's also relevant to document the amount of permits sold. When making comparisons between the different permit categories, it's important to note that not all of the boaters using Oregon's waterways knew of the permit requirement. In the categories of non-motorized and out-of-state motorized this is especially true. These two categories represented boaters that were not previously required to have any interaction with the OSMB for boating in Oregon prior to the AIS boat permit requirement. As stated in the law enforcement section, the non-motorized boat permit compliance rate was only around 50%. With more outreach and education activities planned in 2011, it is hoped that compliance rates will rise significantly during the coming year and consequently the revenue raised from that category will increase. Table five shows the amount of permits sold, taking into consideration the discount pricing rate for permits sold in bulk to non-motorized boat businesses (guides and liveries).

With the limited first year funding it was important to prioritize the expenditures for the program. Startup costs were high as was expected to purchase equipment (both field

and office) for new staff. In addition, certain program elements were either phased in slowly throughout the year or planned for implementation during the second year. The following list summarizes the major accomplishments of the program within the first year.

Funded Program Accomplishments:

Staffing:

- ODFW – 1 AIS coordinator + 10 seasonal boat inspectors
- OSMB – 1 AIS coordinator + 1 accounting technician + 1 information systems specialist

In addition all employees were fully equipped with office supplies (computers, desks, etc.).

Education and Outreach:

- Printed and distributed 62,000 rack cards, 40,000 brochures and 800 posters.
- Printed and have in storage ready for distribution in 2011 an additional 50,000 rack cards and 40,000 brochures.
- Printed 30,000 inspection station rack cards for ODFW staff distribution.
- Designed, constructed and distributed 150 boat ramp signs to Eastern Oregon boat ramp managers.
- Ordered and have in storage an additional 150 boat ramp signs ready for distribution to Willamette Valley boat ramp managers during winter 2011.
- Contracted with the ODOT to construct and install 10 highway informational signs.
- Purchased quagga mussel encrusted educational displays (from Lake Mead NV) for ODFW boat inspection stations and public events (i.e. boat and sportsman shows).
- Gave 47 program presentations to groups and attended 19 public events.
- Organized 11 level 1 WIT trainings and certified 233 students.

Special Projects:

- Contracted with a database designer to develop an on-line AIS reporting system for ODFW inspectors.
- Contributed financial support to an OISC project for a new state-wide, all taxa, invasive species database that will include GIS mapping elements.

ODFW Boat Inspection program:

- Purchased five mobile boat decontamination units.
- Purchased roadside inspection station supplies consisting of temporary highway signs, tent canopy with publication display table and identifying sign banner.
- Equipped inspectors with all the necessary boat inspection tools including boat wash water containment mats.
- Conducted 2,852 boat inspections statewide from 28 different states.

Stakeholders Committee

Based on comments received from the public during the summer boating season, the OSMB decided to convene a stakeholders committee to help strategize improvements for the future of the permit program. Representatives on the committee included: ODFW, OSMB, NW Outboard Trailer Sailors Boat Club, Non-motorized boat rental business, Polk County Marine Patrol Deputy, NW Rafters Association, North Santiam Watershed Council, OISC, NW Steelheaders and PSU. This committee was convened on September 24th 2010 and included 14 members; the agenda is included with this report as appendix B. The group made the following recommendations for improvement to the program:

- Improve the delivery of the permit purchasing process and offer more options to non-motorized boaters.
- Develop an OSMB purchasing system to accommodate more permit sales and offer permits for sale with no agent fee.
- Offer non-motorized boaters the option to purchase a two year permit. This was proposed to be a Tyvek “raft tag” and/or a sticker.
- Maintain the transferability of the non-motorized permits to use on multiple watercraft.
- Offer a permit with no printed personal information on it.
- Make available a one year Tyvek “raft tag” permit to non-motorized boat liveries.

- Include the permit fees for boats owned by licensed guides into their annual business license renewal. Have the current system of issuing either Tyvek “raft tags” or stickers as proof of payment into the program and not require guides to carry additional paper permits.

In addition to the above recommendations, the OSMB had several minor housekeeping items to correct in the program rules and proposed to also include federally owned boats to the permit exemption list (state, county and city owned boats are already exempted from requiring a permit to operate). Consequently, the AISPP permit rules were opened up for public comment during the month of December with a public hearing held on December 29th 2010 as required by state law. In total there were five written comments received with the majority of them in favor of OSMB offering a two year permit. No members of the public attended the hearing held at the OSMB office.

January 2011 Update:

At the OSMB quarterly Board meeting on January 13th 2011 the staff recommendations for changes to the permit program rules were approved. All of the bulleted program recommendations outlined by the stakeholders committee are to be implemented. As of January 31st the OSMB had placed an order for new permit Tyvek tags to be printed and made available for sale to the public by mid-February. These permit tags will be offered as either a one or two year permit. Stickers will not be made available in 2011 but if adequate demand is documented, they will be considered for a 2012 printing.

Program Future Needs

As stated earlier in this report, a percentage of the non-motorized and non-resident motorized boat owners are still not aware of the new AIS permit requirement. A high priority for all the partner agencies will be to continue with a focus on educating the public about the program. Most of the public’s confusion about the program is because they don’t understand why the state has implemented the permit fee and how the collected funds are used. This annual report and the documented activity during 2010 will be used to further the efforts to inform the public about the AIS threat to Oregon and how the state is moving forward to prevent future infestations.

Because the funding source for all the programs activity comes completely from the sale of the AISPP, low compliance rates from non-motorized and non-resident motorized boats has caused the projected revenue levels to be less than originally expected. This has consequently caused the 2011 boat inspection activities planned by ODFW to be scaled back. In addition, because revenue levels are still unknown the OSMB has spent its portion of the budget very conservatively. Several planned activities were not implemented in 2010 for this reason (ex. establishing a grant program for AIS prevention and outreach activities and helping to fund county sheriff AIS work). If

compliance rates rise as a result of increased outreach activities and more presence from law enforcement officers, then a more complete program can be implemented by the partner agencies.

Another program need is to address the lack of authority by the state to implement mandatory watercraft inspection stations. During the 2010 inspection season 73% of the vessels being towed on Oregon roadways did not stop for the volunteer inspection stations set-up at roadside locations. This creates a problem because an AIS contaminated boat can be driven into Oregon, by-pass an inspection station and then launch in a waterbody, consequently spreading an environmentally damaging species. Of the vessels inspected, 26 states were represented (not including Oregon); 19 of those states currently have quagga or zebra mussel infestations. At the very least, management zones should be implemented where watercraft are required to stop and be inspected at the 18 points of entry into Oregon. The ability to conduct mandatory watercraft inspections at entry points would considerably improve the odds of identifying and decontaminating infested vessels before launching into Oregon waters. Employing mandatory inspections at points of entry would also help protect our neighboring states, just as they are already doing for Oregon.

During 2011 the OSMB, ODFW and OSP will continue to explore the options available under current state laws to try and implement a mandatory inspection program if deemed to be a legal activity.

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