



STATE OF WASHINGTON DEPARTMENT OF FISH AND WILDLIFE ENFORCEMENT PROGRAM

Aquatic Invasive Species Enforcement

2008 Report

ALL BOATS
& WATERCRAFT

MUST EXIT TO
WEIGH STATION

FOR
INSPECTION

Prepared by Sergeant Eric Anderson

Aquatic Invasive Species
Check Station
Everyone Transporting
Watercraft **MUST** Stop!



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Introduction & Legislative History

It has been found that Aquatic Invasive Species (AIS) introductions and infestations have harmed the economy, environment, and public health throughout the United States. AIS infestations threaten the native fish and wildlife resources, usually through an unchecked population growth due to the lack of natural predators or environmental limiters that were present in the AIS historical range, but are not found in the new ecosystem. The AIS out-compete the native fish and wildlife species and this usually results in an alteration of the ecosystem. Many native species are irreversibly harmed or pushed to the brink of extinction with the introduction of these unwanted invaders. It has been documented that one of the primary methods of AIS introduction and spread is by contaminated watercraft that are transported from water body to water body between the states.

In 2002, the Washington State Legislature began addressing the issue of interstate travel of AIS contaminated watercraft by passing Engrossed Substitute Senate Bill (ESSB) 6553. The legislation in ESSB 6553 required the Washington Department of Fish and Wildlife (WDFW) and the Washington State Patrol (WSP) to develop a cooperative plan for inspecting watercraft entering the state in an effort to interdict AIS. This resulted in the development of a “Cooperative Boat Inspection Plan” which began to provide a framework for the effort of interdicting AIS entering Washington State.

In 2005, the Washington State Legislature unequivocally supported the belief that AIS were a major threat to the economy, environment and public health of the citizens and aquatic resources of Washington State by passing ESSB 5699. The main intention voiced in ESSB 5699 was “to prevent the introduction or spread of highly destructive species currently not found in Washington’s waters.” The legislation accurately concluded that prevention was and is significantly less expensive and causes far less ecological and economical damage than controlling new infestations. The legislation in ESSB 5699 created a funding source for this purpose by implementing a fee to be added to every Washington State watercraft registration. The funds generated from collection of the fee are appropriated to various agencies and these agencies, in turn, have mandated duties towards the prevention of AIS entering Washington. The legislation in ESSB 5699 mandated that WDFW and WSP would each have duties related to the enforcement of AIS laws. While ESSB 5699 was ground breaking legislation with regards to the prevention of AIS introduction by using enforcement as a tool for interdiction, the bill had deficiencies concerning authority and funding allocation and these deficiencies needed to be addressed. In 2007, with support from WDFW, the Washington State Legislature passed ESSB 5923. The new bill now allowed WDFW to have joint access to funds in the AIS enforcement account which had been previously managed solely by WSP. The legislation also clarified responsibilities with regards to cooperative enforcement efforts. It did this by naming WDFW as the primary agency in regards to enforcement of Washington State AIS laws. ESSB 5923 also corrected a regulatory gap by granting check station authority to WDFW to operate mandatory watercraft inspections in an effort to interdict AIS.

The following report summarizes AIS enforcement activities that the WDFW Enforcement Program executed during 2008 in an effort to fulfill mandated legislative obligations.

WDFW AIS Enforcement Core Missions

To develop, implement, and operate a successful AIS prevention and enforcement program, it was necessary for WDFW Enforcement to develop a set of core missions to guide this endeavor. The core missions would be used to ensure that activities executed would support the overlying goal of AIS prevention and enforcement, and were consistent with mandated requirements set forth in ESSB 5699 & 5923. The core missions adopted by the WDFW Enforcement support the ideology that prevention of AIS introductions are less harmful environmentally and economically to Washington State than trying to contain, control or eradicate an AIS population after it has been established. The following are WDFW's AIS Enforcement core missions:

Prevent AIS from entering Washington State

The prevention of AIS from entering into Washington State is the cornerstone upon which all WDFW AIS interdiction efforts are to be built. This mission is an expansive effort which must encompass the main pathway of AIS spread, which is the overland transport of infected recreational and commercial watercraft, watercraft trailers and all associated equipment, but must also include other pathways, such as pet trade, commercial aquaculture, live sea food, and live fishing bait importation.

Minimize expansion of established AIS populations in Washington State

Washington State has many AIS populations which are established and are rapidly expanding their ranges. While WDFW Enforcement has little ability to control expansion by natural means, it is imperative to take steps to control the spread of these populations through "human actions." Again, the overland transport of infected recreational and commercial watercraft, watercraft trailers, and all associated equipment within Washington State is the main pathway. Additionally, illegal transportation of live fish/shellfish, illegal use/release of live bait, illegal fish stocking activities, and illegal releases of aquatic pets or live seafood are pathways that need to be enforced.

Develop effective working relationships with stakeholder groups

Washington State has many federal, state, municipal, and private stakeholders who are all affected when an AIS becomes introduced and/or established. These stakeholders are valuable allies in the fight against AIS. WDFW Enforcement will make every effort to seek out these stakeholder groups and incorporate them into its AIS enforcement and prevention activities.

Promote public knowledge of AIS threats and laws

It has been proven time after time that an educated general public is an effective weapon in stopping AIS introductions and range expansions. WDFW Enforcement will endeavor to educate the general public about AIS threats and laws through outreach opportunities.

Enforce Washington State AIS laws

The number one weapon that WDFW Enforcement can use against AIS is the enforcement of existing AIS laws. This action is an expansive effort that covers the regulation governing overland transport of infected recreational and commercial watercraft, as well as other WDFW regulated pathways, such as pet trade, commercial aquaculture, live sea food, and live fishing bait importation.

WDFW AIS Enforcement Legislative Mandates

The mandated duties that WDFW Enforcement must fulfill from ESSB 5699 & 5923 have been codified into the Revised Code of Washington (RCW) Title 77, Chapter 12, sections 879 and 882. The following are those sections with the applicable sub-sections highlighted:

RCW 77.12.879

Aquatic invasive species prevention account — Aquatic invasive species prevention program for recreational and commercial watercraft — Enforcement program — Check stations — Training — Report to the legislature.

(1) The aquatic invasive species prevention account is created in the state treasury. Moneys directed to the account from RCW 88.02.050 must be deposited in the account. Expenditures from the account may only be used as provided in this section. Moneys in the account may be spent only after appropriation.

(2) Funds in the aquatic invasive species prevention account may be appropriated to the department to develop an aquatic invasive species prevention program for recreational and commercial watercraft. Funds must be expended as follows:

- (a) To inspect recreational and commercial watercraft;
- (b) To educate general law enforcement officers on how to enforce state laws relating to preventing the spread of aquatic invasive species;
- (c) To evaluate and survey the risk posed by recreational and commercial watercraft in spreading aquatic invasive species into Washington state waters;
- (d) To evaluate the risk posed by float planes in spreading aquatic invasive species into Washington state waters; and
- (e) To implement an aquatic invasive species early detection and rapid response plan. The plan must address the treatment and immediate response to the introduction to Washington waters of aquatic invasive species. Agency and public review of the plan must be conducted under chapter 43.21C RCW, the state environmental policy act. If the implementation measures or actions would have a probable significant adverse environmental impact, a detailed statement under chapter 43.21C RCW must be prepared on the plan.

(3) Funds in the aquatic invasive species enforcement account created in RCW 43.43.400 may be appropriated to the department and Washington state patrol to develop an aquatic invasive species enforcement program for recreational and commercial watercraft. The department shall provide training to Washington state patrol employees working at port of entry weigh stations on how to inspect recreational and commercial watercraft for the presence of aquatic invasive species. The department is authorized to require persons transporting recreational and commercial watercraft to stop at check stations. Check stations must be plainly marked by signs, operated by at least one uniformed fish and wildlife officer, and operated in a safe manner. Any person stopped at a check station who possesses a recreational or commercial watercraft that is contaminated with aquatic invasive species is exempt from the criminal penalties found in RCW 77.15.253 and 77.15.290, and forfeiture under RCW 77.15.070, if that person complies with all department directives for the proper decontamination of the watercraft and equipment.

(4) The department shall submit a biennial report to the appropriate legislative committees describing the actions taken to implement this section along with suggestions on how to better fulfill the intent of chapter 464, Laws of 2005. The first report is due December 1, 2007.

RCW 77.12.882

Aquatic invasive species — Inspection of recreational and commercial watercraft — Rules — Signage.

(1) The department shall adopt rules governing how and when the owners of recreational and commercial watercraft may request an inspection of the watercraft for the presence of aquatic invasive species. The department may coordinate with other states on inspection requirements and may determine when other state inspections meet Washington standards.

(2) The department shall develop and post signs warning vessel owners of the threat of aquatic invasive species, the penalties associated with introduction of an aquatic invasive species, and the contact information for obtaining a free inspection. The signs should provide enough information for the public to discern whether the vessel has been operated in an area that would warrant the need for an inspection. The department shall consult with the state patrol and the department of transportation regarding proper placement and authorization for sign posting.

(3) All port districts, privately or publicly owned marinas, state parks, and all state agencies or political subdivisions that own or lease a boat launch must display a sign provided by the department as described under subsection (2) of this section. Signs must be posted in a location near the boat launch to provide maximum visibility to the public.

(4) The department must coordinate with the Washington state parks and recreation commission to include such information in all boating publications provided to the public. The department shall also include the information on the department's internet site.

2008 AIS Enforcement Activities

The following report contains some of the 2008 “highlights,” which show the many facets that WDFW Enforcement Program has implemented in fulfilling mandated AIS activities. The year was a very productive one for AIS enforcement with several “firsts” occurring, including the operation of the first ever mandatory AIS watercraft check stations. However, the enforcement efforts of 2008 should still be considered a “step” in the construction of a program, its foundation per se. WDFW enforcement cannot afford to become complacent, its efforts in AIS enforcement must continue to evolve, for at this time, Washington State is at a critical juncture with respect to AIS, and more specifically, Zebra and Quagga mussels and the devastating economic threat they pose. Since 2007, many western states have become casualties in the war against these two enemies. These mussels are establishing themselves in hydro-electric dam facilities, water supply systems, irrigation systems, boating facilities, etc. To date, Zebra and Quagga mussel have cost U.S. citizens an estimated \$132 billion. In the west, Nevada, California, Arizona, Colorado and Utah have become infested and are now dealing with established and spreading Zebra and Quagga mussel populations. California alone spent \$7.4 million in 2007 trying to control the population spread. With these species now less than a one day drive from Washington, the WDFW Enforcement Program must continue improving its capacity to prevent AIS from entering or spreading in Washington State. The following will highlight how enforcement is attempting to change public behavior to prevent and slow the spread of aquatic invasive species. The only alternative to prevention is control, which comes with a much higher cost, carried by our citizens in such forms as high utility rates, high food/water costs, loss of recreational opportunities, and the loss of our cherished natural resources.

Operation "Plymouth Rock"

On August 22 and 23, 2008, WDFW Enforcement conducted an important "first" for AIS enforcement efforts. This was the operation of the first ever, mandatory, AIS watercraft check station. The check station was operated out of the WSP "Plymouth" Port of Entry weigh station on Highway 395 at the Oregon/Washington border. This check station was the first time that WDFW invoked its legal authority to conduct mandatory AIS check stations. Besides physically interdicting AIS, thus preventing them from entering the state, a check station of this nature facilitates an important public outreach opportunity. The interaction between the officer and citizen and exchange of information about AIS and Washington State Laws is a powerful tool for AIS prevention efforts. Overall, the comments from the public during the check station suggested an overwhelming support of this type of action. With this being the first operation of this kind in Washington State, coordination of the check station was overseen by the AIS Sergeant and was given operational approval by the Chief, Deputy Chief, Regional Captain, and WSP Commercial Vehicle Program Manager.



Motorists transporting watercraft were informed of the check station by portable road signs and a large electronic sign on Highway 395. Any motorist transporting watercraft failing to enter the check station was pursued, stopped by WDFW Enforcement Officers, issued a written warning for failure to stop at the check station, and the watercraft was then inspected. It was decided to only issue warnings for the "failure to stop" due to this being the first check station of this nature operated in the state. Over the course of the check station, 85 watercraft were inspected, 16 written warnings for failure to stop at a mandatory AIS check station, and 4 written warnings for transportation of AIS (*Eurasian milfoil*) were issued. No citations were issued at the check station.



Vessel Safety/AIS Combined Form & Operation "BASIS"

On the 4th of July Holiday weekend, WDFW enforcement conducted operation "Basis" which kicked off the 2008 summer boating season. The patrol incorporated use of a new combined Boating Safety and AIS vessel inspection form. This new form allows officers to conduct both a Boating Safety and AIS inspection at the same time. The focus of the patrol was to perform inspections of watercraft for the presence of AIS, promote public awareness of AIS, and enforce Washington State recreational boating laws.

The patrol was conducted statewide with patrol teams from each region participating. The patrol teams conducted inspections at various launch ramps, marinas, and parks. The goal of the patrol was to conduct as many boat inspections and have as many public contacts as possible. The primary course of enforcement action used during the patrol for any violation of AIS laws was educational and consisted of a verbal or written warning.



Thirty-four officers participated in the patrol and 339 Officer Patrol Hours were logged. Officers noted that the boating activity was down from previous years and was probably attributed to the record high fuel prices. Officers averaged 1.37 vessel inspections per hour and logged 1,326 citizen contacts for the patrol. 463 vessel inspections were conducted with origination of the watercraft being: Washington 392, Oregon 15, Idaho 15, California 2, Montana 1, New York 1, Oklahoma 1, and Canada 1. Over the course of the patrol, there were eight (8) AIS detections. All detections were for Aquatic Plants (seven were Washington watercraft and one from Idaho). All eight cases were handled with on-site decontamination, public education and warnings. No citations were issued.

Washington Department of Fish & Wildlife Washington State VESSEL INSPECTION												
Date		Time		Reason for Contact								
				<input type="checkbox"/> Assist <input type="checkbox"/> Courtesy Inspect. <input type="checkbox"/> Violation <input type="checkbox"/> Other								
body of water				Location								
				<input type="checkbox"/> On water <input type="checkbox"/> Ramp <input type="checkbox"/> Other:								
Operator	Last Name		First Name		M.I.		D.O.B.					
	Street Address											
	City		State		Zip		Phone #					
Owner	Last Name		First Name		M.I.		D.O.B.					
	Street Address											
	City		State		Zip		Phone #					
Vessel	Registration & Decal Control # or Documentation #				Hull I.D. #							
	Vessel Name		Make		Model		Year		Length			
	HP	Color	Weight Capacity		<input type="checkbox"/> Outboard	<input type="checkbox"/> Man	# Persons on Board					
			<input type="checkbox"/> Inboard	<input type="checkbox"/> Sail								
			<input type="checkbox"/> I.O.	<input type="checkbox"/> Jet								
Yes	No	N/A	Required		Yes	No	N/A	Required				
			Numbers (Properly displayed)					Muffler (Adequate Condition)				
			Current Decal (Properly displayed)					Navigation Lights (Properly displayed)				
			Certificate of Numbers (On board)					Distress Signals (Adequate # & Condition)				
			Boater Education Card (Mandatory)					Flame Arrestor (Adequate)				
			Motor Vessel Checklist (Rentals)					Sound Device (Horn/Whistle/Bell)				
			PFD (USCG Approval)					Ventilation (Engine)				
			PFD (Adequate # & Condition)					Ski Flag (Proper use & display)				
			PFD (Type IV on 16' & over)					Carbon Monoxide Sticker (Displayed)				
			PFD - Child (Age 12 & Under)					PWC (Leeward used)				
			Fire Extinguisher (Approved & Charged)					PWC (Operator Age 14 & older)				
Comments:												
<input type="checkbox"/> No Violation <input type="checkbox"/> Warning <input type="checkbox"/> Citation #												
Officer Signature: _____ RW/WAC												

Washington Department of Fish & Wildlife Aquatic Invasive Species VESSEL INSPECTION										
Date		Time		Reason for Contact						
				<input type="checkbox"/> Assist <input type="checkbox"/> Courtesy Inspect. <input type="checkbox"/> Violation <input type="checkbox"/> Other						
Body of water				Location						
				<input type="checkbox"/> On water <input type="checkbox"/> Ramp <input type="checkbox"/> Other:						
Operator	Last Name		First Name		M.I.		D.O.B.			
	Street Address									
	City		State		Zip		Phone #			
Owner	Last Name		First Name		M.I.		D.O.B.			
	Street Address									
	City		State		Zip		Phone #			
Vessel	Registration & Decal Control # or Documentation #				Hull I.D. #					
	Vessel Name		Make		Model		Year		Length	
	HP	Color	Weight Capacity		<input type="checkbox"/> Outboard	<input type="checkbox"/> Man	# Persons on Board			
			<input type="checkbox"/> Inboard	<input type="checkbox"/> Sail						
			<input type="checkbox"/> I.O.	<input type="checkbox"/> Jet						
1) Vessel type:	<input type="checkbox"/> Fishing <input type="checkbox"/> Pleasure <input type="checkbox"/> PWC <input type="checkbox"/> Other									
2) Do you always launch on the same body of water?	<input type="checkbox"/> Yes <input type="checkbox"/> No									
3) Has the vessel been used within the last 30 days?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown									
4) Last two places you have launched the vessel:	State _____ County _____ Body of Water _____ Date _____									
5) Is the vessel "Moored" or "Trailer" between uses?	<input type="checkbox"/> Moored <input type="checkbox"/> Traveled									
6) Do you clean your vessel and trailer between launches?	<input type="checkbox"/> Yes <input type="checkbox"/> No									
7) Do you know what "Aquatic Invasive Species" (AIS) are?	<input type="checkbox"/> Yes <input type="checkbox"/> No									
8) Do you know any Washington State AIS Laws?	<input type="checkbox"/> Yes <input type="checkbox"/> No									
Yes	No	N/A	Inspected		Yes	No	N/A	Inspected		
			Hull					Speed Indicator(s)		
			Outboard/Outdrive					Zinc(s)		
			Propellers					Swim Step(s)		
			Drive Shaft(s)					Thru Hulls		
			Exhaust Port(s)					Bilge(s)		
			Rudder(s)					Fish Well(s)		
			Trim Tabs					Other:		
			Transducer(s)					Trailer		
Contamination? <input type="checkbox"/> No <input type="checkbox"/> Yes AIS educational materials given? <input type="checkbox"/> Yes <input type="checkbox"/> No										
Action taken:										
Officer: _____ Badge Number: _____										

Operation "Weed Whacker"

During August and September, WDFW Enforcement conducted another "first" in the field of AIS enforcement, the targeting of Aquatic Plants/Vegetation being illegally transported by watercraft. The operation consisted of a series of patrols occurring in Regions One, Three, and Four. The priority of these patrols would be the interdiction of watercraft transporting Aquatic Plants/Vegetation and issuing citations for the violations. Prior to these patrols, a press release was issued advising the public that WDFW was stepping up enforcement of these regulations. A subsequent televised report by King 5 news also occurred. The patrols were conducted in the "surveillance and take-down" method with a plain clothes "surveillance" officer and marked patrol "take-down" unit. The surveillance officer was stationed near well known vegetation infested launch ramps looking for boaters who made no effort to remove vegetation from their boats or trailers before leaving the area. The surveillance officer then radioed violator information to the take-down unit stationed down the road.



In Region One, the patrol occurred on August 26 at Long Lake. At Long Lake 18 boats were observed leaving the ramp. Out of the 18 boats, 4 were contaminated by Milfoil. One boater was issued a citation due to no effort to remove any of the vegetation before leaving. Three were given written warnings since efforts to clean the boats were made, but all vegetation had not been removed.

In Region Three, patrols were conducted at Ginko/Wanapum State Park in Vantage and at Columbia Point Park in Kennewick.

On September 2, at Vantage, 34 boats were observed leaving the ramp, of which three had vegetation attached. One vessel made no attempt to remove the vegetation and was issued a citation. Another vessel received a verbal warning since an effort to remove was made, and one vessel could not be contacted due to a citizen safety incident occurring at the same time and the take-down officers were responding.

On September 4, at Kennewick, 50 boats were observed leaving the ramp. Compliance was extremely high with only one boat observed not removing vegetation at the ramp. However, it was found that the operator did pull over and remove the vegetation out of sight of the surveillance officer. This was found out when the vessel was contacted by the take-down officer, no citation or warning was issued.

In Region Four, one patrol occurred on August 27, at Lake Washington. At Lake Washington 64 boats were observed and compliance with vegetation removal was perfect. All boats stopped and removed any and all vegetation before leaving the ramp.

Mussel Interdictions

Ridgefield Quagga –

On February 4, 2008, WDFW received a Quagga Mussel alert concerning a boat contaminated with live Quagga mussels that was in route to British Columbia, Canada. The vessel had been stopped and inspected at the Yermo, California Agriculture check station at 9:00 PM on February 3, 2008 and Quagga mussels were detected at that time. The power washer at the station was not available for decontamination and the vessel was allowed to leave. Fortunately, the California inspector forwarded information about the vessel to the Invasive Species Coordinator for California Department of Fish and Game who, in turn, forwarded the information to the U.S. Fish and Wildlife Service who, in turn, forwarded it to WDFW.



WDFW AIS Sergeant Eric Anderson and AIS Coordinator Allen Pleus decided that the vessel should be stopped and decontaminated to ensure that the mussels would not be a threat. Due to the time of day and the approximate arrival time, it was decided that the vessel would be stopped at the Ridgefield WSP Port of Entry (POE) and would be processed there. In addition it was arranged that the Oregon State Police (OSP) would assist by escorting

the vessel through Oregon into Washington. The vessel was escorted, by OSP, from Albany, Oregon, to the Ridgefield POE. The vessel arrived at the Ridgefield WSP POE weigh station and was quickly inspected. During the inspection, live Quagga Mussels were found on the outdrive, trim tabs, trim tab hydraulics and depth sounder transducer. Samples of the mussels were collected for biological and educational purposes and if needed, evidentiary use. The vessel was then decontaminated by Sergeant Anderson with the Region Five hot water pressure wash unit. Due to the vessel being released by California, it was decided to not cite the owner for the unlawful transportation of a prohibited aquatic animal species. The owner was issued a written warning and the vessel was released.



LaConner – Conrad’s False Dark Mussels

On April 2, WDFW Sergeant Russ Mullins received a report of a large recreational watercraft possibly infested with Zebra Mussels currently in Washington waters. The report indicated that the vessel had traveled in from Venice, Louisiana, and was located at a marina in LaConner awaiting repairs. Sergeant Mullins responded to the area, located the vessel, contacted marina employees and verified that the vessel would not be leaving the dock. Sergeant Mullins then contacted Aquatic Invasive Species Sergeant Eric Anderson and briefed him on the situation.



The initial report received by Sergeant Mullins also contained information from an “anonymous” witness that the vessel had been initially removed from the water, the mussels had been seen, and the vessel had been quickly re-launched.



On April 3, WDFW Officer Chris Clementson and Aquatic Invasive Species Coordinator Allen Pleus responded to LaConner to inspect the vessel and investigate if there had been violations of Washington AIS laws. The absentee owners of the vessel, who lived in California, were contacted and advised of the situation and agreed to cooperate with all WDFW's requests. The owners had just purchased the vessel in early February.

(Picture of Officer Clementson’s face obscured for protection - as he is currently working in covert undercover operations)

The vessel was removed from the water and inspected. During the inspection, mussels were discovered at the following locations: drive shaft thru-hull fitting, inside each of the four (4) screens at the “pick-ups” on the hull bottom, and at both stern drains for the fish holds. It was determined that the mussels were not Zebra Mussels (*Dreissena polymorpha*), but rather were Conrad’s False mussels (*Mytilopsis leucophaeta*). Captain Bill Hebner responded to the marine yard with the Region Four hot water pressure washer and the vessel was decontaminated. Due to the main witness not coming forward with his statement, for fear of his job being terminated, WDFW enforcement was unable to file charges for this incident.



Spokane – Conrad’s False Dark Mussels

On September 24, 2008, WSP Commercial Vehicle Enforcement Officers (CVEO) stationed at the Spokane Port of Entry (POE) on I-90 near Liberty Lake, contacted WDFW Enforcement about a commercially hauled vessel that was possibly contaminated with AIS. Officer Dave Spurbeck responded to the POE where the CVEOs provided him with a sample of shellfish that they collected from the vessel during their inspection. Officer Spurbeck realized that the shellfish were not Zebra/Quagga mussels but they were very similar in appearance to those species.



The vessel was from Pompano Beach, Florida, and was being transported to Port Angeles, Washington, for a person that had purchased it via non-direct contact (Internet or yacht broker). The vessel was a 1990 Tiara 3600 Express (52') white with a blue stripe and a black hull. Based upon the fact that the vessel was from Florida and description of the mussels, it was concluded they were *Conrad’s False Dark Mussels*, a mussel that occurs in the brackish water of Florida.

Officer Spurbeck was joined by Sergeant Dan Rahn at the POE to assist with investigation of the driver (owner/driver of the commercial hauling company) based upon his knowledge of the contamination and to help with decontamination of the vessel. The driver was aware of AIS, as earlier this year he had transported a vessel to California and was required to have the boat decontaminated. The driver told Sergeant Rahn and Officer Spurbeck that the vessel had been cleaned before leaving Florida.

Officer Spurbeck inspected the hull of the vessel and discovered mussels near the drive shafts, propellers, thru hulls and trim tabs. Officer Spurbeck then collected samples of the mussels. Due to Conrad’s mussels being an “unlisted” AIS by WAC, it was decided to only issue a warning to the driver and not a citation. Officer Spurbeck used the Region One hot water pressure washer to decontaminate the vessel. The driver and vessel were then released.



AIS Market Place Enforcement/Investigations

There are many pathways that AIS can enter Washington State. The pet trade, commercial aquaculture, and live sea food importation are all areas that WDFW Enforcement must be vigilant with the enforcement of existing AIS laws. WDFW officers are trained to be actively looking for AIS and enforcement of applicable laws when doing market place inspections. During 2008, in addition to standard market-place inspections, there were some notable activities concerning AIS entering the market place.

Case - "Hu Trading"

On April 4, 2008, Officer Erik Olson received information concerning a shipment of Florida Soft Shell Turtles that were inbound from Tampa Bay, Florida, into Washington State. The information received by Officer Olson also named the company purchasing and shipping the turtles into SeaTac. Officer Olson recognized the company "Hu Trading" from previous fish and wildlife violations.

Florida Soft Shell Turtles are classified in WAC 220-12-090(d)(iii), as a prohibited aquatic animal species in Washington State, punishable under RCW 77.15.253, making it illegal to possess, import, purchase, sell, propagate, transport, or release a prohibited aquatic animal species.

Officer Olson proceeded to the Air Freight terminal at SeaTac Airport, where he placed a hold on the shipment. Officer Olson obtained the airway bill which documented the shipment of 421 pounds (16 boxes) of "live turtles." Officer Olson inspected the shipment and confirmed that the turtles were Florida Soft Shell Turtles. Officer Olson investigated further and discovered that this was not an isolated incident with previous turtle shipments entering Washington about one time per week to "Hu Trading." Officer Olson seized the entire shipment of the 16 boxes of live turtles and waited until someone arrived to pick up the turtles. Once a subject arrived to take receipt, he contacted the subject and confirmed that it was the owner of "Hu Trading," a company headquartered in South Seattle.



Officer Olson confirmed that the company had been ordering and receiving the shipment(s) of the Florida Soft Shell Turtles. The owner provided an invoice documenting the sale for \$2,422.26.

Officer Olson informed the owner of the violations. The owner was issued a citation and the turtles were euthanized and placed into evidence for the pending criminal court proceedings.

Market Place Activity – Vancouver Pet Store Emphasis

On January 17, 2008, Detachment 5, supervised by Sergeant Rick Webb and lead by Officer Thomas Moats executed an AIS market place emphasis. The primary objective of the patrol was to inspect pet shops in the Clark County area including major retailers of aquarium fish and reptile species to determine if any of the businesses were attempting to sell any listed deleterious/exotic species prohibited by statute. Three teams of officers conducted inspections at 13 businesses during the emphasis.



Several major retailers including Walmart, Petco, and Petsmart were checked during the patrol. Many of the managers of the businesses contacted were well educated on Washington law. The managers advised that in previous years, several species had been carried and sold by the businesses that were prohibited by law (Bull Frogs and Elodea) but when they discovered the prohibition, the stores discontinued carrying those species. No state violations were detected.

WSP CVEO Training

WDFW Enforcement is specifically directed by RCW 77.12.879, to provide training to Washington State Patrol employees working at port of entry weigh stations on how to inspect recreational and commercial watercraft for the presence of aquatic invasive species. During 2008, WDFW's AIS Sergeant Anderson conducted two training sessions for CVEOs at the Shelton WSP academy. A total of 29 CVEOs attended the four-hour training session. The training covers; Washington State AIS Legislation, Introduction to AIS, Basic identification of specific AIS, In-depth identification & life history of Zebra/Quagga mussels, Impacts to the Pacific Northwest, Watercraft inspection methods/techniques, Documentation of inspections on Washington State AIS certification form, and Protocols if AIS are detected during an inspection.



Federal Agency Training

AIS Sergeant Anderson conducted two training sessions for the Federal Bureau of Reclamation. The first was for employees of the Columbia Basin Regional office in Ephrata (21 attendees). The second was at the NW Regional Dam Operators training in Yakima (84 attendees, including personnel from WA, OR, ID, NV, CO, and UT). The trainings covered Washington State AIS Legislation, Introduction to AIS, Basic Identification of specific AIS, In-depth identification & life history of Zebra/Quagga mussels, Impacts to the Pacific Northwest, and protocols to follow if they encounter AIS.

WDFW Internal Agency Training

During 2008, AIS Sergeant Anderson conducted two training sessions for WDFW Field staff. The training sessions were conducted out of the Region Five office in Vancouver. The trainings were conducted during late winter (February) and spring (May) before the employees began the “high-season” field work time in which they would be encountering large numbers of watercraft. A total of 52 WDFW employees attended the four-hour training sessions. The training covered AIS Legislation, Introduction to AIS, Basic AIS Identification, Identification & life history of Zebra/Quagga mussels, Impacts to the Pacific Northwest, Watercraft Inspection techniques, Documentation on Washington State AIS Certification form, and protocols if AIS are detected during an inspection.

AIS Educational Outreach Presentations/Display Booth

AIS Sergeant Anderson conducted seven AIS educational outreach presentations to various stakeholder groups during 2008. The various groups included; Yakima Fly Fisher club (20 attendees); Puget Sound Anglers – Olympia chapter (33 attendees); Evergreen Bass club (21 attendees); Moses Lake Bass & Walleye club (20 attendees); the “Atomic Ducks” recreational scuba diver club (11 attendees), and four presentations to middle school classes during the Quincy School District “Water Festival” (approximately 120 students). Sergeant Anderson also operated an AIS display booth at the “Go Play Outside” youth exposition. The booth included the AIS enforcement vehicle as part of the display. It is estimated 3,000 students attended the exposition.

Regional Decontamination/Inspection Equipment

Regional watercraft inspection and decontamination kits have been developed, purchased, and stationed at each of the WDFW regional offices. The kit is made up of the equipment, tools, and personal protective gear required for WDFW officers or other personnel to safely conduct watercraft inspections or decontaminations. The equipment includes an electric/diesel hot water pressure washer. All WDFW Enforcement Officers and WDFW field staff (who have attended the regional trainings) have been taught the proper use of the equipment. During 2008, the kits were deployed and put to use at all three mussel interdictions and during operation “Plymouth Rock.”



AIS Highway Signage

On October 31, 2008, the State Interagency Agreement between WDFW and Washington State Department of Transportation (WA DOT) for the fabrication and installation of 20 mandated AIS highway signs was completed. The requirements for the signs were outlined in RCW 77.12.882. The signs warn vessel owners about AIS, the penalties associated with transportation of AIS, and the contact information for obtaining a free inspection. The signs come in two sizes, 12' x 8' for multi-lane highways and 8' x 6' for two lane highways. The signs were installed at the following locations:

- (1) West bound, U.S. Route 2 – west of Idaho border – 8' x 6'
- (2) North bound, Interstate 5 – north of Oregon border – 12' x 8'
- (3) South bound, Interstate 5 – south of Canada border – 12' x 8'
- (4) South bound, State Route 9 – south of Canada border – 8' x 6'
- (5) West bound, U.S. Route 12 – west of Idaho border – 8' x 6'
- (6) South bound, State Route 20 – west of Idaho border – 8' x 6'
- (7) South bound, State Route 31 – south of Canada border – 8' x 6'
- (8) North bound, Interstate 82, - north of Oregon boarder – 12' x 8'
- (9) West bound, Interstate 90 – west of Idaho border – 12' x 8'
- (10) North bound, U.S. Route 97 – north of Oregon border – 8' x 6'
- (11) South bound, U.S. Route 97 – south of Canada border – 8' x 6'
- (12) North bound, U.S. Route 101 – north of Oregon border – 8' x 6'
- (13) North bound, U.S. Route 197 – north of Oregon border – 8' x 6'
- (14) North bound, Interstate 5 – north of Oregon border – 12' x 8'
- (15) West bound, State Route 270 – west of Idaho border – 8' x 6'
- (16) West bound, State Route 278 – west of Idaho border – 8' x 6'
- (17) South bound, U.S. Route 395 – south of Canada border – 8' x 6'
- (18) North bound, State Route 401 - north of Oregon border – 8' x 6'
- (19) South bound, State Route 539 – south of Canada border – 8' x 6'
- (20) North bound, U. S. Route 730 – north of Oregon border – 8' x 6'


Appendix (A) contains a copy of the State Interagency Agreement between WDFW and WA DOT.



WDFW Enforcement Website

RCW 77.12.879 mandated that WDFW shall include AIS information on the Department Internet site. While this is satisfied with WDFW's main Internet page, WDFW Enforcement also decided to include AIS as a feature on its program web page as well. The enforcement web page includes links that will connect the user to the main WDFW AIS Internet page and it also contains AIS informational content not available on the main page. The exclusive content includes the 100th Meridian Initiative video on how to inspect watercraft for AIS and how to decontaminate if AIS is found.

AQUATIC INVASIVE SPECIES



WDFW works to keep invasive mussels out of state
Once established, quagga mussels and their relative zebra mussels can multiply quickly and threaten native fish and wildlife by consuming available food and smothering other species. The mollusks, which spread by attaching to boats or other water-based equipment, also clog water-intake systems at power plants, irrigation districts, public water suppliers, and other facilities.

- > Quagga mussel (*Dreissena bugensis*) Fact sheet
- > Washington State Ballast Water Program

Zebra Mussel inspections help stop the spread of this invasive species. Watch how you can help and what to look for when inspecting your own boat.

Broadband Running Time: 17:05

WASHINGTON DEPARTMENT OF FISH & WILDLIFE

ENFORCEMENT

Enforcement Home
About Enforcement
Reporting Violations/Poaching
Careers in Fish and Wildlife Law Enforcement
Hunter Education
Master Hunter Program
Dangerous & Problem Wildlife
Surveys and Public Feedback
Frequently Asked Questions (FAQs)
Quarterly Newsletter
Enforcement Personnel
Regional Enforcement Office
Advisory Group
Annual Reports

REPORT A
1-877-933-9847
ONLINE REPORTING

Dangerous Wildlife Complaints
1.877.933.9847
More information on Dangerous Wildlife Complaints

Ringleader of poaching ring sentenced to prison
The ringleader of a group of poachers who called themselves the "Kl'Em Ad'Boyz" was sentenced last week to 13 months in prison, following a seven-month undercover investigation.

CAREERS IN FISH & WILDLIFE LAW ENFORCEMENT
Officers execute and serve all criminal processes related to enforcement activities, safeguard department lands and equipment, present programs to the public, and provide assistance to other law enforcement.

AQUATIC INVASIVE SPECIES
WDFW works to keep invasive mussels out of state. Once established, quagga mussels and their relative zebra mussels can multiply quickly and threaten native fish and wildlife by consuming available food and smothering other species. The mollusks, which spread by attaching to boats or other water-based equipment, also clog water-intake systems at power plants, irrigation districts, public water suppliers, and other facilities.

- > Quagga mussel (*Dreissena bugensis*) Fact sheet
- > Washington State Ballast Water Program

Zebra Mussel inspections help stop the spread of this invasive species. Watch how you can help and what to look for when inspecting your own boat.

Broadband Running Time: 17:05

I AM LOOKING FOR...


- Report a Violation/Poacher
- Cougar Incident Reports
- Hunter Education
- Master Hunter Program
- Spot Fishing Regulations
- Big Game Hunting Regulations
- Shellfishing Beach Maps and Regulations
- Deer/Elk Gear Report Form
- WDFW Regions
- Vehicle Use Permit
- Buy Access to WDFW Areas

SURVEYS & PUBLIC FEEDBACK
The Washington Department of Fish and Wildlife Enforcement Program is committed to providing high-quality police services. Instructive comments will help us improve the delivery of service and achieve our goals.

Officer Commendation / Complaint
Complaint Form
Customer Satisfaction Survey



Now Playing Library Rip Burn Sync Me



00:08

Now Playing Library Rip Burn Sync Media Guide



00:42

Certified Marine Yard Program

In 2008, WDFW Enforcement Program implemented a “Certified” Marine yard program. The program allows WDFW Enforcement to certify marine businesses as official inspection/decontamination locations. This permits the outsourcing of watercraft inspections and decontaminations. The program gives the boating public another avenue for requesting and acquiring watercraft inspection and decontamination services. The inaugural company certified under the program was/is CSR Marine, based out of Seattle, Washington. CSR controls three separate “service” yards from which they can offer the service to the public. Businesses that are/will be certified under the program are allowed to charge for the inspections/decontaminations. Personnel from the businesses must attend four hours of training in inspection/decontamination procedures, reporting requirements, AIS identification, and documentation procedures. Upon completion of the training, the business and inspector/decontaminators are issued certificates and unique identification numbers which are used for documenting inspections. The program has a certification interval for businesses and inspectors/decontaminators (three years).



AIS “Toll Free” Phone Line

On July 1, 2008, the WDFW Enforcement Program "Toll Free" AIS phone line became operable. This line serves as a primary contact system for the public to access information about the boat inspection program, report AIS sightings/violations or find out general information about AIS. The system has an automated menu that provides the caller information to navigate through the options. The automated menu conveys enough information about the boat inspection program that the caller is able to determine the need for an inspection, minimizing unnecessary inspections. The phone number for the line is posted on all new AIS signage and within the WDFW fishing pamphlet. To date the line has received 23 calls and logged one hour and 12 minutes of total call time (1:12). The average call length is three minutes, indicating that the callers are navigating the menu options and receiving the needed information. The majority of calls have originated from Washington State; however three calls have originated from Pennsylvania and one from Ohio.

Enforcement Activity Reporting System (EARS)

In July, WDFW Enforcement Program updated its Enforcement Activity Reporting System (EARS) to include specific activity codes related to AIS enforcement. This allows the tracking and compilation of officer enforcement activities conducted during routine and specialized patrols with regards to AIS. Due to implementation half-way through the year, the 2008 totals in EARS are incomplete. Since July, officers have logged in the following data for AIS activities:

Patrol hours	Investigation hours	Citizens Contacted	Violations Detected	Arrests Total	Misdemeanor	Gross Misdemeanor	Infraction	Written Warning	Verbal Warning
609	81	2116	112	15	5	1	9	50	47

In addition, the data shows that since July, officers have conducted AIS enforcement activities in 30 different counties and conducted eight (8) regulated activity checks.

Mandatory Watercraft Check Stations



In 2008, WDFW Enforcement Program began utilizing its authority to conduct Mandatory AIS Watercraft Check Stations. At these stations anyone transporting watercraft must stop and allow the watercraft to be inspected for the presence of AIS. As detailed earlier in this report, the inaugural check station was conducted in operation “Plymouth Rock,” however, an additional nine (9) check stations were conducted at various locations.

- Aug. 16, **Kettle Falls** – 44 watercraft inspected.
- Aug. 23, **Lake Washington** – 84 watercraft inspected.
- Aug. 23, **Columbia River/Marine Park (Vancouver)** – 27 watercraft inspected.
- Aug. 31, **Lake Roosevelt/Fort Spokane** – 53 watercraft inspected.
- Sept. 1, **SR 101/Indian Valley weigh station** – 78 watercraft inspected.



- Sept. 1, **Hwy 503** – 16 watercraft inspected.
- Sept. 9, **Chief Joseph Dam/Lk Rufus Woods** – 7 watercraft inspected.
- Sept. 10, **Col. River/Chinook** – 5 watercraft inspected.
- Sept. 14, **Big Lake/Skagit Co.** – 12 watercraft inspected.

2009 WDFW AIS Enforcement Proposed Actions

For 2009, WDFW Enforcement Program is proposing the following actions in an effort to continue its evolution in AIS enforcement. In an attempt to prevent and slow the spread of AIS:

- **Proposed Legislation-** *Appendix (B) contains a copy of the proposed RCWs & WAC*
 - Creation of a new section to be added to Chapter 77.15 RCW, which would give WDFW officers the authority to temporarily stop and inspect watercraft believed to have entered Washington State from any designated high risk AIS state or foreign country. In addition, the officers would have authority to check for sufficient valid documentation/certification to verify the watercraft has been inspected and certified as free of AIS or adequately cleaned and decontaminated.
 - Creation of a new section to be added to Chapter 77.15 RCW, which creates the crime of “Unlawful transportation of watercraft, watercraft conveyance and/or associated equipment without inspection/decontamination documentation.” This would require persons entering Washington and transporting watercraft used in any high-risk aquatic invasive species state or foreign country to have it either inspected or cleaned before entering Washington. The person must have valid documentation/certification proving the action. A violation of this law would be an infraction.
 - Creation of a new section to be added to Chapter 77.15 RCW, which creates the crime of “Unlawful transportation of contaminated watercraft, watercraft conveyance and/or associated equipment.” This would make it illegal if a person transports any watercraft on any public road containing raw water in any hold or having any aquatic organism attached. The law would have first and second degrees based upon the violator’s knowledge of the contamination. First degree would be a gross misdemeanor and second degree would be a misdemeanor.
 - Creation of a new Washington Administrative Code rule designating as “High Risk” AIS specific states and foreign countries.
- **Proposed Acquisitions-**
 - Acquisition of new portable AIS check station signs. (This is after running the mandatory check stations and discovering that the public had trouble seeing and reading current signs.)
 - Acquisition of a “Portable Variable Message Sign” for use in operating AIS check stations on major, multiple-lane highways. (Again, this is after running the mandatory check stations and discovering that the public had trouble seeing and reading current signs.)
- **Proposed Personnel Actions-**
 - Creation and hiring of a new AIS Officer position.
 - The establishment of annual AIS “Expectations” for each region and officers with regards to number of check stations operated, number of market place inspections, and number of watercraft to be inspected during routine patrols.

Appendix (A) – State Interagency Agreement

<p>STATE INTERAGENCY AGREEMENT</p> <p>ACTUAL COST</p>	<p>ORGANIZATION AND ADDRESS:</p> <p>WASHINGTON STATE DEPARTMENT OF FISH AND WILDLIFE 600 Capitol Way North OLYMPIA, WA 98501-1091</p>
<p>AGREEMENT NUMBER</p> <p>GCA 5734 5735</p>	<p>Description of Work:</p> <p>FABRICATE AND INSTALL AQUATIC INVASIVE SPECIES SIGNING</p>

THIS Agreement is made between the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, hereinafter "WSDOT," and the WASHINGTON STATE DEPARTMENT OF FISH AND WILDLIFE, hereinafter "WDFW," collectively the "Parties" and individually the "Party."

WHEREAS, WDFW is seeking to control the spread of invasive aquatic species within the state of Washington by installing signs along state highways, and

WHEREAS, such signs are legislatively mandated by RCW 77.12.882, and

WHEREAS, WDFW has requested WSDOT's assistance in manufacturing and installing the signs necessary for notification purposes, and

WHEREAS, WSDOT has expressed its willingness to assist WDFW, and

WHEREAS, WSDOT has the required materials, equipment and expertise to perform the requested work,

NOW, THEREFORE, pursuant to chapter 39.34 RCW and in consideration of the terms, conditions, and performances contained herein, and attached Exhibits A, B and C, which are incorporated and made a part hereof, IT IS MUTUALLY AGREED AS FOLLOWS:

1. GENERAL

WDFW is seeking to warn vessel owners of the threat of aquatic invasive species within the state of Washington as required by RCW 77.12.882.

2. STATEMENT OF WORK

WSDOT will furnish the following services:

- Fabricate twenty (20) "Aquatic Invasive Species" signs, see Exhibit A.
- Provide personnel and equipment to install twenty (20) "Aquatic Invasive Species" signs located on various State Highways, see Exhibit B.
- Provide sign posts, wind beam, angle, bolts, and rivets for the installation of the "Aquatic Invasive Species" signs.

3. PERIOD OF PERFORMANCE

Subject to its other provisions, the period of performance of this Agreement shall commence on May 15, 2008 and terminate on August 31, 2008.

4. PAYMENT

WDFW, in consideration of the faithful performance of the work done by WSDOT, agrees to reimburse WSDOT for the actual direct and related indirect costs incurred for the fabrication and installation of these signs as estimated in Exhibit C. WDFW agrees to make payment to the WSDOT within thirty (30) days of receipt of a detailed invoice, showing labor, equipment and materials used and the costs for each. Payments are not to be more than one (1) per month. It is agreed that a partial payment will not constitute agreement as to the appropriateness of any item and that, at the time of final payment, all required adjustments will be made. WSDOT shall submit a final billing to WDFW within ninety (90) calendar days following completion of the work.

5. HOLD HARMLESS

5.1 WDFW agrees to and shall protect, defend, indemnify and save harmless the WSDOT and its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments and /or awards of damages (both to persons and/or property) arising out of, or in any way resulting from, the placement of the WDFW signs on highway right of way as provided under this Agreement. WDFW will not be required to indemnify, defend and save harmless the other WSDOT if the claim, suit or action for injuries, death or damages (both to persons and/or property) is caused by the sole negligent acts or omissions of the WSDOT.

5.2 WSDOT shall protect, defend, indemnify and save harmless the WDFW, and its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments and /or awards of damages (both to persons and/or property) arising out of, or in any way resulting from, WSDOT's negligent acts or omissions while performing under the terms of this Agreement. WSDOT will not be required to indemnify, defend and save harmless the WDFW if the claim, suit or action for injuries, death or damages (both to persons and/or property) is caused by the sole negligent acts or omissions of the WDFW. Where such claims, suits, or actions result from concurrent negligent acts or omissions of of the Parties, or involves those actions covered by RCW 4.24.115, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's own negligent acts or omissions.

5.3 These indemnification provisions shall survive any termination of this Agreement.

6. AGREEMENT ALTERATIONS AND AMENDMENTS

WSDOT and the WDFW may mutually amend this Agreement. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind the WDFW and WSDOT.

7. DISPUTES

Consistent with RCW 43.17.320 through .340, the Parties shall make every effort to resolve disputes arising out of or relating to this Agreement through discussion and negotiation.

In the event discussion and negotiation fail to resolve a dispute arising under this Agreement, it shall be determined by a Dispute Board in the following manner: Each Party to this Agreement shall appoint one member to the Dispute Board. The members so appointed shall jointly appoint an additional member to the Dispute Board. The Dispute Board shall review the facts, Agreement terms and applicable statutes and rules and make a determination of the dispute. The determination of the Dispute Board shall be final and binding on the Parties hereto. All costs associated with the additional member will be equally split between the Parties. As an alternative to this process, either of the Parties may request intervention by the Governor, as provided by RCW 43.17.330, in which event the Governor's process will control.

8. TERMINATION

In the event funding from state, federal or other sources is withdrawn, reduced or limited in any way after the effective date of this Agreement and prior to normal completion, the WDFW may terminate this Agreement, subject to negotiations under those new funding limitations and conditions. If WDFW terminates this Agreement, it agrees to pay for all work performed by WSDOT up to the effective date of termination.

9. ORDER OF PRECEDENCE

In the event of an inconsistency in this Agreement, unless otherwise provided herein, the inconsistency shall be resolved by giving precedence in the following order:

- a. Applicable Federal and State Statutes and Regulations;
- b. The Terms and Conditions of this Agreement, including Exhibits "A, B, and C".

10. ALL WRITINGS CONTAINED HEREIN

This Agreement contains all the terms and conditions agreed upon by the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the Parties hereto.

11. OWNERSHIP AND MAINTENANCE OF SIGNS

WDFW shall become the owner of the signs when fabricated by the WSDOT. WDFW shall also be the owner of the signs and sign structures when installed on highway right of way by the WSDOT. WDFW shall be solely liable for all costs of maintenance of the signs and sign structures, as well as liable for all costs of removal and/or replacement of such signs and sign structures. WDFW understands and agrees that the WSDOT has no legal authority to pay for the cost of maintaining, removing and/or replacing the signs or sign structures. Further, WDFW understands and agrees that if WSDOT must remove a sign and/or sign structure for the safety of the traveling public, WDFW shall be solely responsible for WSDOT's costs of performing such work.

Exhibit "A"
Page 1 of 1
State Highways

Type 1 Sign
12



Type 2 Sign

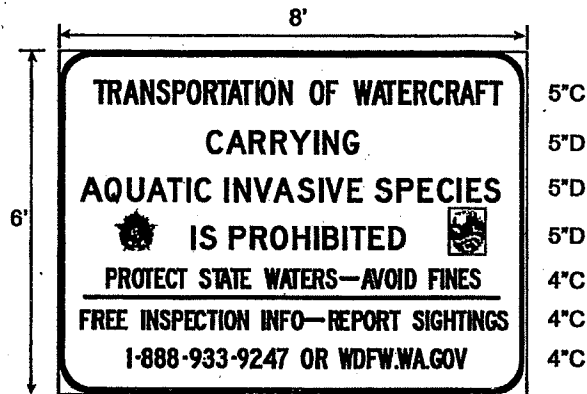


Exhibit "B"

Page 1 of 1

1. U.S. Route 2 – West of Idaho Border
Westbound – Type 2 Sign
2. Interstate 5 – North of Oregon Border
Northbound – Type 1 Sign
3. Interstate 5 – South of Canadian Border
Southbound – Type 1 Sign
4. State Route 9 – South of Canadian Border
Southbound – Type 2 Sign
5. U.S. Route 12 – West of Idaho Border
Westbound – Type 2 Sign
6. State Route 20 – West of Idaho Border
Southbound – Type 2 Sign
7. State Route 31 – South of Canadian Border
Southbound – Type 2 Sign
8. Interstate 82 – North of Oregon Border
Westbound – Type 1 Sign
9. Interstate 90 – West of Idaho Border
Westbound – Type 1 Sign
10. U.S. Route 97 – North of Oregon Border
Southbound – Type 2 Sign
11. U.S. Route 97 – South of Canadian Border
Southbound – Type 2 Sign
12. U.S. Route 101 – North of Oregon Border
Northbound – Type 2 Sign
13. U.S. Route 197 – North of Oregon Border
Northbound – Type 2 Sign
14. Interstate 205 – North of Oregon Border
Northbound – Type 1 Sign
15. State Route 270 – West of Idaho Border
Westbound – Type 2 Sign
16. State Route 278 – West of Idaho Border
Westbound – Type 2 Sign
17. U.S. Route 395 – South of Canadian Border
Southbound – Type 2 Sign
18. State Route 401 – North of Oregon Border
Northbound – Type 2 Sign
19. State Route 539 – South of Canadian Border
Southbound – Type 2 Sign
20. U.S. Route 730 – North of Oregon Border
Northbound – Type 2 Sign

Exhibit "C"
Page 1 of 1

ESTIMATED - COSTS

UJATIC INVASIVE SPECIES SIGNS - FABRICATION & INSTALLATION

DATE: 3/3/08

	UNITS	UNIT PR	QUANT	AMOUNT
FABRICATION & SHIPPING				
12'X8' SIGN	S.F.	\$9.50	480.0	\$4,560.00
8'X6' SIGN	S.F.	\$9.50	720.0	\$6,840.00
MATERIALS				
6"X8"X20' PRESSURE TREATED WOOD POST	EACH	\$100.00	15.0	\$1,500.00
4"X6"X16' PRESSURE TREATED WOOD POST	EACH	\$40.00	45.0	\$1,800.00
WINDBEAM	FEET	\$2.25	580.0	\$1,305.00
ANGLE ALUMINUM	FEET	\$2.45	880.0	\$2,156.00
MOUNTING HARDWARE: (RIVETS, BOLTS, CLIPS, ETC.)	Lump Sum	\$50.00	20.0	\$1,000.00
INSTALLATION - LABOR				
MIANTENANCE SPECIALIST 3	HOUR	\$35.00	220	\$7,700.00
MAINTENANCE SPECIALIST 2	HOUR	\$32.00	220	\$7,040.00
TRAFFIC CONTROL				
MAINTENANCE TECHNICIAN 1 - (FLAGGING)	HOUR	\$28.00	40	\$1,120.00
EQUIPMENT				
INSTALLATION TRUCK	HOUR	\$16.00	220	\$3,520.00
IMPACT ATTENUATOR TRUCK	HOUR	\$3.10	40	\$124.00
TOTAL ESTIMATED DIRECT COSTS				\$38,665.00
INDIRECT COSTS		10.77%		\$4,164.22
TOTAL ESTIMATED COSTS				\$42,829

Appendix B – Proposed AIS RCWs/WACs

NEW SECTION. Sec. 1. A new section is added to chapter 77.15 RCW to read as follows:

**TITLE- Aquatic Invasive Species_ Watercraft, Watercraft
Conveyance and/or Associated Equipment Inspection
Authority_– Applicability**

- (1) Notwithstanding RCW 77.15.080(2), for recreational and commercial watercraft, watercraft conveyance, and/or associated equipment believed to have entered Washington state from a designated high risk aquatic invasive species state or foreign country as defined by department rule, fish and wildlife officers and ex officio wildlife officers have the authority to temporarily stop the person transporting the watercraft and inspect the watercraft, watercraft conveyance, and associated equipment for the presence of aquatic invasive species, and/or check for sufficient valid documentation/certification to verify that since its last use, the watercraft, watercraft conveyance and associated equipment have either been inspected and certified as free of aquatic invasive species or adequately cleaned and decontaminated.
- (2) If the watercraft, the watercraft conveyance, or the associated equipment is found to be contaminated with any aquatic organism, aquatic plant, contains any raw water or the person does not have any valid documentation/certification that the watercraft, the watercraft conveyance and/or associated equipment has either been inspected and certified free of aquatic invasive species or has been cleaned/decontaminated of aquatic invasive species, the person is subject to criminal and/or civil penalties under applicable statutes within title 77 RCW.
- (3) Contaminated watercraft, watercraft conveyance and/or associated equipment are subject to impoundment for adequate quarantine and/or cleaning and decontamination. Any and all costs incurred for the impoundment and/or cleaning and decontamination shall be paid by the person.
- (4) WDFW may promulgate rules pertaining to which states and foreign countries are designated as “high-risk” for aquatic invasive species.
- (5) WDFW may promulgate rules pertaining to valid documentation/certification requirements for inspection and cleaning/decontamination procedures for watercraft, watercraft conveyance and/or associated equipment.
- (6) WDFW may promulgate rules pertaining to policy and procedural requirements for inspection and cleaning/decontamination protocols for watercraft, watercraft conveyance and/or associated equipment.

NEW SECTION. Sec. 1. A new section is added to chapter 77.15 RCW to read as follows:

TITLE- Unlawful Transportation of Watercraft, Watercraft Conveyance and/or Associated Equipment without Inspection/Decontamination Documentation/Certification – Penalty

- A person is guilty of unlawful transportation of watercraft, watercraft conveyance and/or associated equipment without inspection/decontamination documentation if the person enters into Washington transporting any watercraft, watercraft conveyance and/or associated equipment that has been used in any high-risk aquatic invasive species state or foreign country as defined in department rule and fails to provide valid documentation/certification proving that since its last use, the watercraft, watercraft conveyance and/or associated equipment has either been;
 - a. Inspected and certified free of aquatic invasive species; or
 - b. Cleaned/decontaminated for aquatic invasive species.
- Unlawful transportation of watercraft, watercraft conveyance and/or associated equipment without inspection/decontamination documentation is an infraction pursuant to R.C.W 77.15.160.

NEW SECTION. Sec. 1. A new section is added to chapter 77.15 RCW to read as follows:

TITLE-Unlawful Transportation of Contaminated Watercraft, Watercraft Conveyance and/or Associated Equipment - Penalties

(1) A person is guilty of unlawful transportation of contaminated watercraft, watercraft conveyance and/or associated equipment in the second degree if the person transports any watercraft, watercraft conveyance and/or associated equipment on any state or public road, including forest roads and:

- (a) The commercial or recreational watercraft, watercraft conveyance and/or associated equipment contain raw water in any hold. This includes but is not limited to bilge wells, fish holds, live wells, and any water holding devices, such as waterski and wakeboard bladders or tanks; and/or
- (b) The commercial or recreational watercraft, watercraft conveyance and/or associated equipment have any aquatic organism attached to or located within the watercraft, watercraft conveyance and/or any associated equipment.

(2) A person is guilty of unlawful transportation of contaminated watercraft, watercraft conveyance and/or associated equipment in the first degree if the person knowingly transports any watercraft, watercraft conveyances, and/or associated equipment on any state or public road, including forest roads and:

- (a) The commercial or recreational watercraft, watercraft conveyances and/or associated equipment contain raw water in any holds. This includes but is not limited to bilge wells, fish holds, live wells, and any water holding devices, such as waterski and wakeboard bladders or tanks; and/or

- (b) The commercial or recreational watercraft, watercraft conveyance and/or associated equipment have any aquatic organism attached to or located within the watercraft, the watercraft conveyance and/or any associated equipment.

(3) This section does not apply to:

- (a) A person stopped at an aquatic invasive species check station who possesses a recreational or commercial watercraft, watercraft conveyance and/or associated equipment that is contaminated with an aquatic invasive species, if the person complies with all department directives for the proper decontamination of the watercraft, watercraft conveyance and/or associated equipment; or
- (b) A person who possesses a recreational or commercial watercraft, watercraft conveyance and/or associated equipment that is contaminated with an aquatic invasive species and the person possesses sufficient valid documentation or certification verifying that the watercraft, watercraft conveyance and/or associated equipment were inspected and found to be free of aquatic invasive species or were adequately cleaned and decontaminated. The person must be able to prove that the watercraft, watercraft conveyance and/or associated equipment has not been used since the inspection or cleaning, and the person must comply with all department directives for the proper decontamination of the watercraft, watercraft conveyance and/or associated equipment.

- For the purpose of this statute, “any aquatic organism” shall mean any plant, animal or fungus.

| NEW SECTION. Sec. 1. A new section is added to WAC to read as follows:

Title- **High-risk Aquatic Invasive Species States and Foreign Countries**

(1) High-risk aquatic invasive species states includes;

- a. Alabama, Arkansas, Arizona, California, Colorado, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, South Dakota, Nebraska, Nevada, New Hampshire, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Utah, Vermont, Virginia, West Virginia and Wisconsin.

(2) High-risk aquatic invasive species foreign countries includes;

- a. Canada
 - i. Provinces, Ontario and Quebec.



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