WASHINGTON COASTAL MARINE ADVISORY COUNCIL MEETING

AGENDA

Wednesday, December 12, 2018 9:30 am – 3:30 pm
Location: Port of Grays Harbor Commissioners Chambers, 111 S. Wooding St. Aberdeen, WA
Call-in Instructions: Dial: 641-715-0632; Access Code: 542294#

Coffee and Treats: Breakfast refreshments will be served at 9:15. Please come early to enjoy them. The meeting will start promptly at 9:30 a.m.

Time	Agenda Item (Action items are marked with "!")	Objective (Information, Discussion, Action?)	Presenter(s)
9:30 *(15 min)*	Welcome & Introductions, Agenda Review • Welcome by Chair Garrett Dalan • Introductions • Review agenda ! Adopt summary of June meeting	Information *Reference Materials:* • *Agenda* • *Draft Meeting Summary*	Garrett Dalan, WCMAC Chair Susan Gulick, Facilitator
9:45 *(45 min)*	Coastal Updates • MRC Updates • Agency Updates o Ecosystem Indicators • MRAC • General Coastal Updates	Information	Susan Gulick, Facilitator WCMAC Members
10:30 *(45 min)*	WA Marine Debris Action Plan • Overview of the Marine Debris Action Plan • WCMAC Questions and Discussion	Information *Reference Materials:* • *Washington Marine Debris Action Plan (Link)*	Nir Barnea, NOAA
11:15 *(60 min)*	Salmon Hatchery Production and Management • Overview of hatchery management in WA • WCMAC Questions and Discussion	Information, Discussion	Michele Culver, WDFW
12:15	Morning Public Comment	Information	Public/Observers
12:30	LUNCH		
1:15 *(45 min)*	Derelict Vessel Program • Overview of DNR's Derelict Vessel Program • WCMAC Questions and Discussion	Information, Discussion *Reference Materials:* • *Derelict Vessel Removal Program Brochure*	Troy Wood, WDNR
2:00 *(30 min)*	Update on Maritime Blue 2050 Initiative • Overview of Initiative • WCMAC Questions and Discussion	Information, Discussion *Reference Materials:* • *Maritime Blue 2050 Initiative (link)*	Joshua Berger, Dept. of Commerce
2:30 *(30 min)*	Coastal Resilience Work Group Update • Science-Policy Workshop on Coastal Erosion • Grant Application • WCMAC Questions and Discussion	Information, Discussion *Reference Materials:* • *Work Group Mtg. Summary*	Bobbak Talebi, Ecology Susan Gulick, Facilitator
3:00	Afternoon Public Comment	Information	Public/Observers
3:15 *(10 min)*	WCMAC Workplan • Agenda Topics for Next Meeting o Update by Marine Sanctuary • Agenda Topics for Future meetings	Information, Discussion *Reference Materials:* • *WCMAC Workplan*	Susan Gulick, Facilitator WCMAC Members
3:10 *(5 min)*	Other Issues • Reminder of Dates and Times for Future Meetings • Other issues or announcements	Information	Susan Gulick
3:30	Adjourn		Garrett Dalan

Upcoming WCMAC Meetings

- Wednesday, March 27, 2019
- Wednesday, June 12, 2019

- Wednesday, September 18, 2019
- Wednesday, December 11, 2019

Meetings are held in Aberdeen unless otherwise noted

WASHINGTON COASTAL MARINE ADVISORY COUNCIL MEETING

Draft Summary

Wednesday, September 26, 2018 9:30 am – 3:30pm

Location: Port of Grays Harbor Commissioners Chambers, 111 S. Wooding St., Aberdeen, WA

All meeting materials and presentations can be found on the WCMAC website:

http://www.ecy.wa.gov/programs/sea/ocean/advisorycouncil.html

Council Members Present	
Brian Sheldon, Shellfish Aquaculture	Jessica Helsley, Sust. Salmon Partnership
Casey Dennehy, Recreation	Jennifer Hennessey, Governor's Office
Corey Niles, WDFW	Kevin Decker, Sea Grant
Crystal Dingler, Citizen	Michal Rechner, DNR
Dale Beasley, Commercial Fishing	Mike Cassinelli, Recreational Fishing
David Fluharty, Educational Institution	Mike Passmore, Wahkiakum MRC
Doug Kess, Pacific MRC (by phone)	RD Grunbaum, Conservation
Garrett Dalan, Grays Harbor MRC	Rich Osborne, Science
Jay Carmoney, State Parks	Sally Toteff, Dept. of Ecology

Council Members Absent	
Alla Weinstein, Energy	Larry Thevik, Commercial Fishing
Carol Ervest, Wahiakum MRC	Randy Lewis, Ports
Jeff Ward, Coastal Energy	Rod Fleck, N. Pacific MRC
Joshua Berger, Dept. of Commerce	Tiffany Turner, Economic Development

Liaisons Present	
None	

Others Present (as noted on the sign-in sheet)	
Bobbak Talebi, Ecology	Susan Gulick, Sound Resolutions, Facilitator
Carolyn Winters, Navy Environmental Program	George Kaminsky, Dept. of Ecology
Sidney Fishman, Dept. of Ecology	Brian Lynn, Dept. of Ecology
Gus Gates, Surfrider	Marie Novak, Cascadia Consulting, Note-taker

Welcome and Introductions

Garrett Dalan welcomed everyone to the meeting. All attendees introduced themselves and were invited to provide updates. Susan Gulick reviewed the agenda.

Updates

- Mayor Crystal Dingler announced that north jetty maintenance, a ten-year effort to improve navigation in Ocean Shores, will begin in January.
- Jay Carmony is a new WCMAC member representing State Parks. Jennifer Hennessey was previously WCMAC staff but now is a new WCMAC member representing the Governor's Office. Bobbak Talebi has been assigned as permanent WCMAC staff.

June Meeting Summary

- Garrett asked for additions or changes to the June meeting summary. Jennifer noted that Brian Burke's name was misspelled on page 3 (says Brook) and should be corrected.

! The June Meeting Summary was adopted with the correction of Brian Burke's name.

Coastal Updates

MRC Updates

- Grays Harbor MRC is hosting the MRC Summit in Ocean Shores Oct. 25-27, an annual convening of coastal MRCs. The agenda will focus on resilience and other coastal issues, including the coastal economy and developing a final budget. Garrett will send the registration link to WCMAC members.
- Mike Passmore announced several upcoming USDA trainings for retail seafood sales in the next few months. He will share the class schedule for distribution.
- North Pacific Coast MRC is reviewing projects for potential funding, including testing of Pleistocene wood from national parks, as well as reviewing impacts to wildlife from navy jet noise in the Olympics.

Agency Updates

- State Parks is reviewing shoreline armoring processes in the Seashore Conservation Area. They have had requests for shoreline armoring north of the jetty in Ocean Shores as well as issues on the southern shore of Washington where State Parks administers a small section of beach for recreation and law enforcement. Some properties in the area preceded statehood and natural forces and dams have changed beach nourishment patterns, causing some properties to gain or lose area. They have also had to close campgrounds due to rising ocean levels and erosion. Contact Jay with further questions.
- Global Ocean Health is hosting a workshop Oct. 10 from 2 – 6 pm in Raymond for coastal leaders to discuss how to access state investments in clean energy and resilience as well as shape regulations.

MRAC

- The MRAC recently discussed its ocean acidification funding request to the legislature. Garrett will redistribute the five-year update on the Blue Ribbon Panel's plan and progress that was released in January 2018.

Other coastal updates

- The Nature Conservancy (TNC) is currently hosting a sustainable small business competition. Applications are due mid-October and finalists will receive business development training as well as prize money. Small businesses, especially natural resource based, are encouraged to apply. More information is available at www.wacoastworks.org. Garrett is available to meet with interested businesses.
- The Surfrider Leadership Academy is not being offered this year; instead they are focusing on alumni engagement with previous cohorts and will determine if they will offer the Academy in 2019.
- The Olympic Region Harmful Algal Bloom (ORHAB) project is conducting water sampling for harmful algal blooms (HABs) in several areas off the coast of Oregon and Washington using robotic devices and vessels, including a submaran, in coordination with NOAA Northwest Fisheries Science Center and the Makah Tribe. Data will be used to predict events impacting the shellfish industry and will be available in NOAA's HAB bulletin and Nanoos website.
- The Governor's Southern Resident Orca Task Force has released draft recommendations from its working groups on prey, vessel traffic and noise, and contaminants. Public comment is open until Oct. 7 and the next task force meeting is Oct. 17-18 in Tacoma. More information is available at the Governor's Task Force website and the Puget Sound Partnership website.
- Coast Salmon Partnership and Coast Salmon Foundation are hiring an executive director and program manager; postings are open until Oct. 12.

- Several WCMAC members participated in the webinar that Brian Burke presented on salmon and ocean conditions. Members would like to send Brian an email thanking him for his time and efforts. Technical difficulties prevented it from being recorded, however the Orca Task Force will have a similar webinar on Oct. 9 and Susan will send the link with that recording to WCMAC when it is available. Bobbak Talebi will also post slides from the WCMAC webinar on the WCMAC website. The Pacific Fisheries Management Council meetings provide additional information on fisheries monitoring and forecasting. Corey Niles will review their meeting schedule and advise which meetings would be most beneficial for members to attend. NOAA's science seminar webinar series also provides information about the process, possibilities, and limitations of ecological forecasting. The Pacific Fisheries Management Council also did a webinar series about the state of the art on forecasting marine conditions. Dave Fluharty and Corey will provide links to Bobbak to both webinar series for distribution to members.

WCMAC Budget Request

Susan reviewed the previous WCMAC budget request; appropriated funding was allocated for statutory duties of the Council, facilitation, and funding for specific tasks. The suggested request for 2019-2020 biennium is a status quo request for statutory duties as well as finishing ecosystem indicators and coastal resilience work. Members discussed the specific tasks, as well as the amounts to support them.

Discussion and questions

- Members agreed that an additional specific task should be added for monitoring implementation of the Marine Spatial Plan (MSP). The costs of this would be included in the cost of coordination and facilitation.
- The ecosystem indicators work has not happened due to a delay in the adoption of the MPS, as well as timing coordination challenges with the Northwest Fisheries Science Center's marine indicators project. There are seven months left in the current biennium, so some of the work could potentially start before then.
- Members requested that identifying ecological, economic, and social data gaps be noted in the budget request letter to ensure those issues are included in indicators work.
- Jen stated that there is a projected $1.5 billion budget deficit so additional funding beyond status quo is unlikely.
- Members were interested in seeing the breakdown of funds spent for work completed.

! Members voted to approve Garrett submitting a letter on behalf of the WCMAC to the Governor's Office requesting $217,000 for the next biennium for existing tasks as well as the addition of MSP implementation monitoring and data gap analysis, including ecological, social, and economic, indicators.

Coastal Resilience Work Group Update

Bobbak provided a status update on the proposed coastal hazards resilience science policy workshop focused on erosion tentatively set for early May (date TBD). Materials were included in the meeting packet, including a conceptual agenda as well as a survey summary.

- The work group reviewed the Ruckelshaus Center recommendations and identified and prioritized recommendations that the WCMAC could advance. One priority recommendation was regulatory flexibility for coastal hazards resilience projects. The Dept. of Ecology is conducting a survey on hazard mitigation projects, presenting an opportunity to ask about regulatory flexibility. Regulatory flexibility was not an issue that survey respondents highlighted, but staff are conducting interviews with project staff to learn more about challenges and successes over the next 6 – 12 months.
- The goal of the workshop is to provide information about the state of science and future projects and facilitate discussion between coastal stakeholders on how to advance recommendations on gathering more science and maintaining planning, policy, and funding mechanisms. The agenda for the first day covers science synthesis and review of southwest Washington coastal erosion study as well as task force and Ruckelshaus recommendations; the second day focuses on policy approaches and solutions.

- Last year's workshop proposal included multiple hazards as well as future conditions and interactions. The work group was not able to pursue all of these topics so focused on erosion, but could include additional hazards in the future and submit another grant proposal this year. Bobbak will provide an update on this in December.

Discussion and questions

- Dale Beasley recommended reviewing the Lower Columbia Solutions Group recommendations, including addressing coastal erosion through dredged sediments deposition in affected areas. The workshop is intended to present examples underway in several communities, discuss long-term vision and desired outcomes and how to achieve them through durable solutions. Dale stressed the workshop should be results-oriented rather than just discussion.
- Jen recommended including other decision-makers beyond just congressional leaders, including local elected officials, as well as tribal representatives. Bobbak clarified that the next step will be developing an invitee list.
- The Coastal Resilience Work Group will continue to work with Bobbak on the agenda and workshop details.

Public Comment #1

! No public comments were registered.

Coastal Erosion

WCMAC members watched a video on coastal erosion, available here: https://www.youtube.com/watch?v=RWkGhBMtqI8.

George Kaminsky of the Dept. of Ecology provided an overview of coastal erosion issues as well as results of a five-year study on erosion monitoring and modeling at sites along the southwest coast of Washington. Erosion hot spots have developed due to a decrease in sand supply from historical sources as well as jetty construction. Erosion intensity varies based on sediment budgets, wave climatology, sea level changes, and El Niño cycles which impact sea level variability. Data from this study is highly useful in providing a regional and historical context to develop regional solutions to erosion. His presentation slides will be posted on the WCMAC website: http://www.ecy.wa.gov/programs/sea/ocean/advisorycouncil.html

Discussion and questions

- While some erosion would have occurred due to jetty construction, it would not have occurred at this scale if dams hadn't altered natural sand replenishment from the Columbia River.
- Some sea level rise signals are present in the data, however, relative to other impacts it is currently small, though it will accelerate over time. One issue the study did not include was land subsidence/uplift.
- Crystal mentioned that Ocean Shores residents have noted changes in wave direction and erosion in areas like Oyhut Bay where it hasn't occurred before. George responded that it could be caused by waves being able to more effectively enter the Bay rather than refracting as much as they did in the past. Rehabilitating the jetty will not help reduce erosion in Oyhut Bay. As part of the jetty rehab, the City should be discussing extending the rehab to east of the wastewater treatment plant with the Army Corps which would alter the wave refraction point and provide some protection. Hopefully there will be more data on successful strategies by the time Ocean Shores installs dynamic revetments. Natural examples and case studies show promise but there is currently little design guidance.
- Successful approaches are geographically specific, but a coordinated, strategic regional approach is necessary due to linked natural processes.
- Funding for the North Cove project was provided by the Army Corps as the area is a federal responsibility, and sand came from the Leadbetter (west) side of the channel as there is abundant sand supply.

Washington Coast Restoration & Resiliency Initiative (WCRRI)

Jess Helsley presented on the Washington Coast Restoration & Resiliency Initiative (WCRRI), a collaboration between TNC and the Coast Salmon Foundation to restore and protect natural processes that create unique ecosystems on Washington's coast and sustain those communities through economic growth and job creation. The initiative is largely a volunteer effort that provides an opportunity to collaborate with other coastal partners and develop projects to address root causes of economic and ecosystem challenges.

- The 2015-2017 investment plan provided $11.5 million for restoration projects. The 2017-2019 investment plan funded 17 projects worth $12.5 million. Projects from these investment plans also leveraged $7.2 million in local and additional state funds and created the equivalent of 288 annual FTEs, in addition to multiple ecosystem benefits.
- They are finalizing the list of projects in the 2019-2021 investment plan and will be advocating for its inclusion in the RCO budget. It currently includes 17 projects for $12.5 million. Examples include a planning project proposed by the Makah Tribe for a coastline assessment and comprehensive restoration design for Hobuck Beach to address erosion and ultimately inform development of a shoreline master plan.
- The project list is available on TNC and Coast Salmon Partnership websites and the new list will be posted when final. This year, there were projects worth $7 million they were unable to fund. The smallest project was approximately $50,000, and the cap was set at $2 million.

Discussion and questions

- The strategy for barrier removal and timing (primary or lowest downstream) varies depending on the location and land ownership. For example, upper watershed barriers are mostly in timber company ownership, and state highways are currently under litigation, so it could be decades before barriers are considered for removal. They are also working on a barrier removal inventory in order to be eligible for removal funding, as there are several barriers not listed in state or county databases.
- The EB5 visa program through US Immigration & Customs Enforcement allows foreign investors to fund job creation in exchange for green cards. While not a natural resource funding source, it is aimed at stimulating employment in underserved areas and could be a resource for this initiative to explore.
- The FTE value in submitted projects is $80,000 in salary and benefits ($6.5 million total).

Public Comment #2

! There was no public comment registered.

Upcoming Meetings & Other Announcements

Susan reviewed proposed meeting agenda topics and presentations for the December meeting, as well as proposed dates for 2019 WCMAC meetings. Proposed December meeting topics include:

- ✓ The Derelict Vessel Program,
- ✓ The Marine Debris Action Plan,
- ✓ Salmon hatchery production and management,
- ✓ Ecosystem indicators (NOAA),
- ✓ The Maritime Blue 2050 initiative, and
- ✓ The science policy workshop grant application.

Members should send specific questions about agenda items and presentation topics in advance to Bobbak and Susan so they can brief presenters and help them tailor presentations to audience needs.

Discussion

- Joshua Berger should provide a standing update of the Maritime Blue 2050 initiative during the coastal updates portion of the agenda.
- Peter Ruggiero from OSU could present on the Grays Harbor Coastal Futures Project as he will be presenting on this at the MRC Summit.
- The Science & Research Agenda working group will reconvene and develop a plan for staffing or potentially subcontracting before the end of the biennium and provide an update at the December meeting.
- Staff will provide an update on coastal erosion science policy workshop, including a date.
- ! Due to a conflict on March 20, 2019, members agreed to move the March meeting date to March 27. Other meeting dates were approved.
- Meeting adjourned at 2:55 pm.

Summary of Decisions

- ! The June Meeting Summary was adopted with the changes noted above.
- ! Garrett will submit a budget request letter to the Governor's Office requesting $217,000 for the next biennium for WCMAC work.
- ! 2019 proposed meeting dates were approved, with a week postponement for the March meeting.

Summary of Tasks

- Garrett will submit a letter on behalf of the WCMAC to the Governor's Office requesting $217,000 for the next biennium
- The Coastal Resilience Work Group will continue to work with Bobbak on the agenda and workshop details.
- Members should send specific questions about December agenda items and presentation topics in advance to Bobbak and Susan so they can brief presenters and help them tailor presentations to audience needs.
    - Proposed December meeting topics include:
    - The Derelict Vessel Program,
    - The Marine Debris Action Plan,
    - Salmon hatchery production and management,
    - Ecosystem indicators (NOAA),
    - The Maritime Blue 2050 initiative, and
    - The Coastal Erosion Science-Policy workshop grant application.

Upcoming Meetings

- Wednesday, December 12, 2018
- Wednesday, March 27, 2019
- Wednesday, June 12, 2019
- Wednesday, September 18, 2019
- Wednesday, December 11, 2019

Meetings will be held in Aberdeen unless otherwise noted

Washington State's Marine Debris Action Plan

Nir Barnea, NOAA MDP

WCMAC Meeting, December 12, 2018

Photo: NWSF


NO REFILL

Photo: Peter Kingsley-Smith, SCDNR

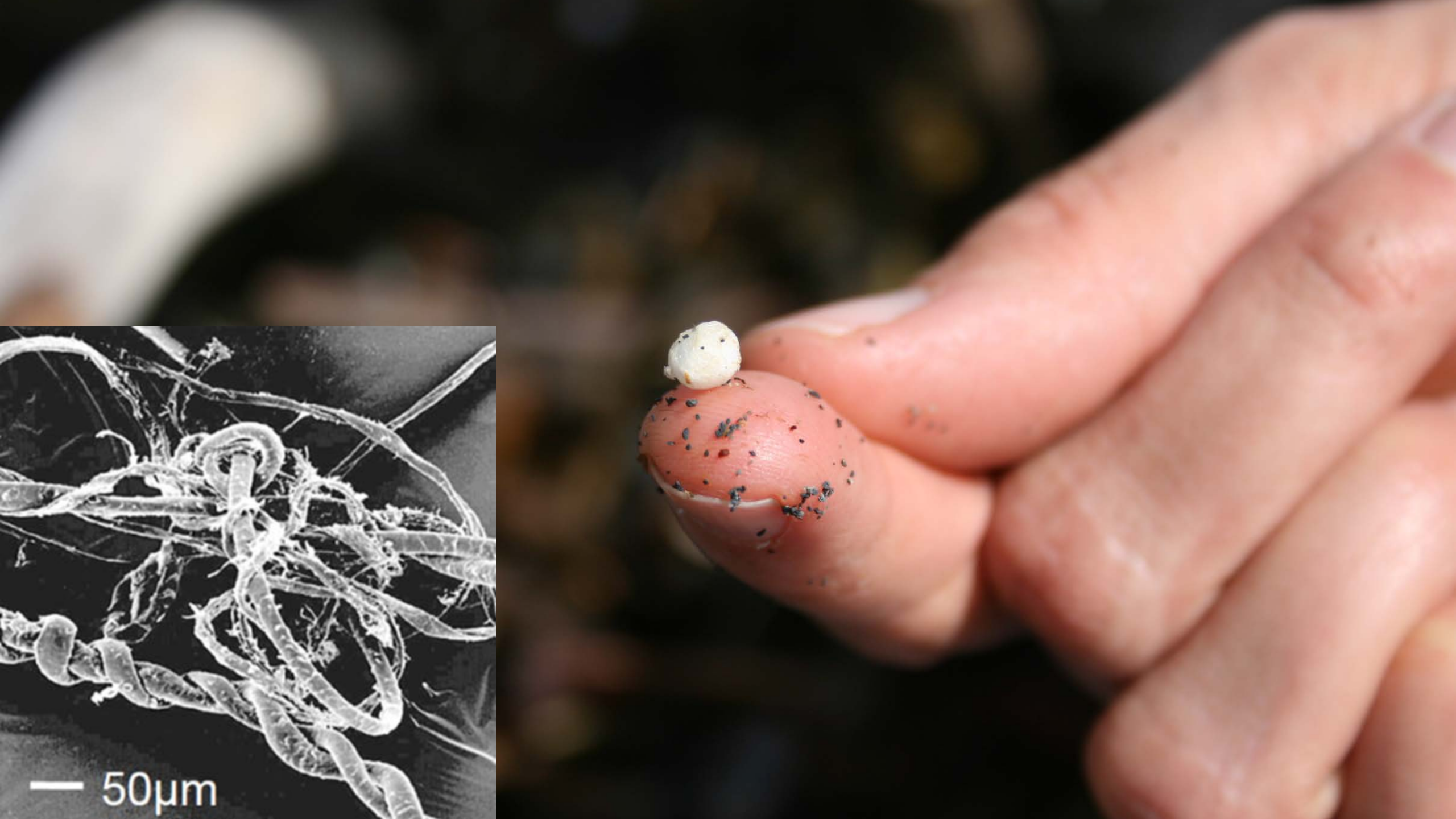

50µm

Photo: Leah Rae, Riverkeeper

Photo: NOAA

Photo: HIHWNMS NOAA/MMHSRP Permit #932-1489

Photo: Blair Witherington

Photo: NOAA

Photo: TNC

Photo: ODFW

Photo: SCA

Northwest Straits FOUNDATION

BE A SOUND THINKER

REPORT LOST NETS

We all care about Puget Sound. It helps define us. Supports our livelihoods. Lets us pass something on to future generations. So report lost nets as soon as possible. There are no penalties, removals are free and this simple act can do more than save fish.

Call 360-733-1725 or visit www.derelictgear.org to report lost gear.

Microplastic collection

Shoreline survey


Photo: WA DNR


Photo: NOAA

Vessel Turn-in Program

360-902-BOAT (2628)

Has your Dream Boat become a Nightmare?

Is your boat in poor condition?

Is it less than 45 ft?

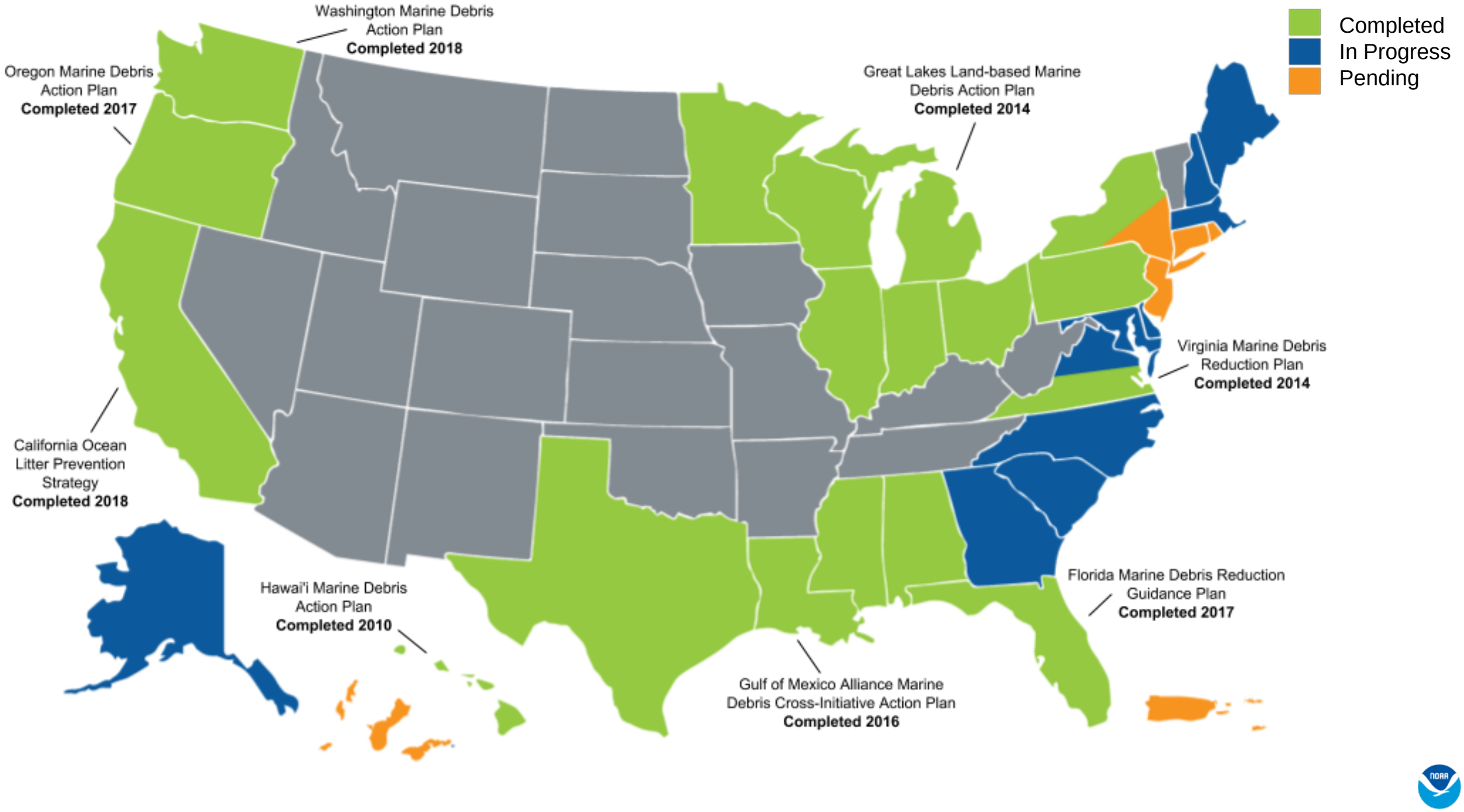
Are you a WA resident?


Photo: WA DNR

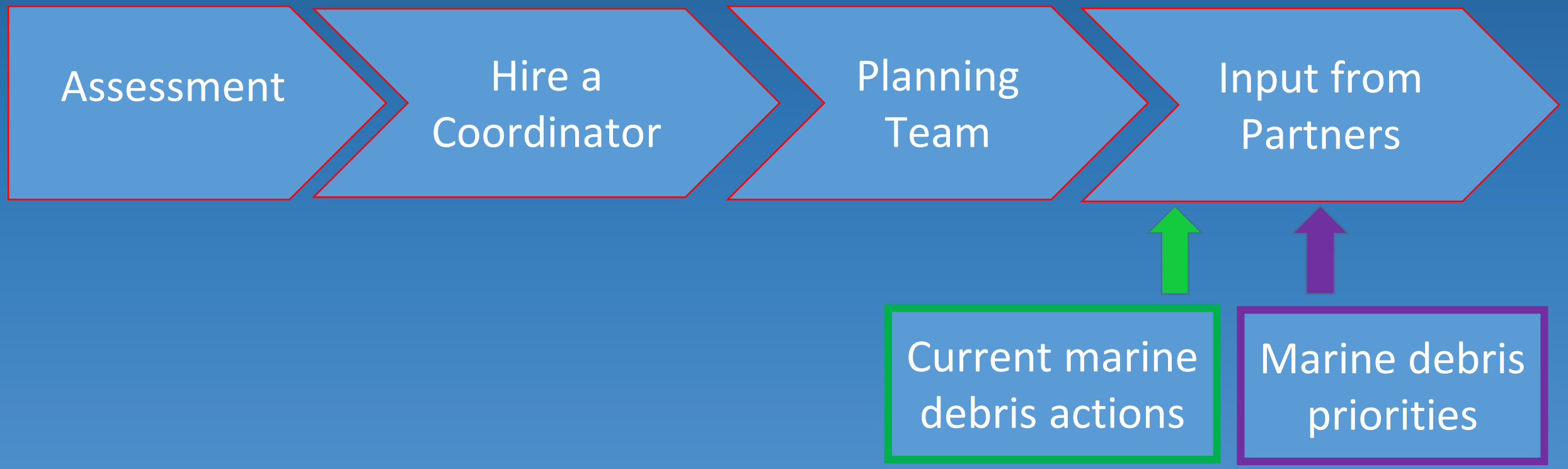
Why Have a Marine Debris Action Plan?

An action plan:

- Increases the effectiveness of marine debris reduction
- Brings marine debris partners together and helps set priorities and identify actions
- Facilitates tracking of actions and objectives
- Facilitates communication among regional marine debris partners
- Helps inform decision makers and others
- Helps partners obtain funding and other resources


Completed
In Progress
Pending
Washington Marine Debris Action Plan
Completed 2018
Oregon Marine Debris Action Plan
Completed 2017
Great Lakes Land-based Marine Debris Action Plan
Completed 2014
Virginia Marine Debris Reduction Plan
Completed 2014
California Ocean Litter Prevention Strategy
Completed 2018
Hawai'i Marine Debris Action Plan
Completed 2010
Florida Marine Debris Reduction Guidance Plan
Completed 2017
Gulf of Mexico Alliance Marine Debris Cross-Initiative Action Plan
Completed 2016

Action Planning is a Process



Workshop 1


Photo: NOAA

Goal:

Strategy:	
Ongoing Actions	
Actions	**Lead and Partners**
On-going actions will be added after the first workshop	

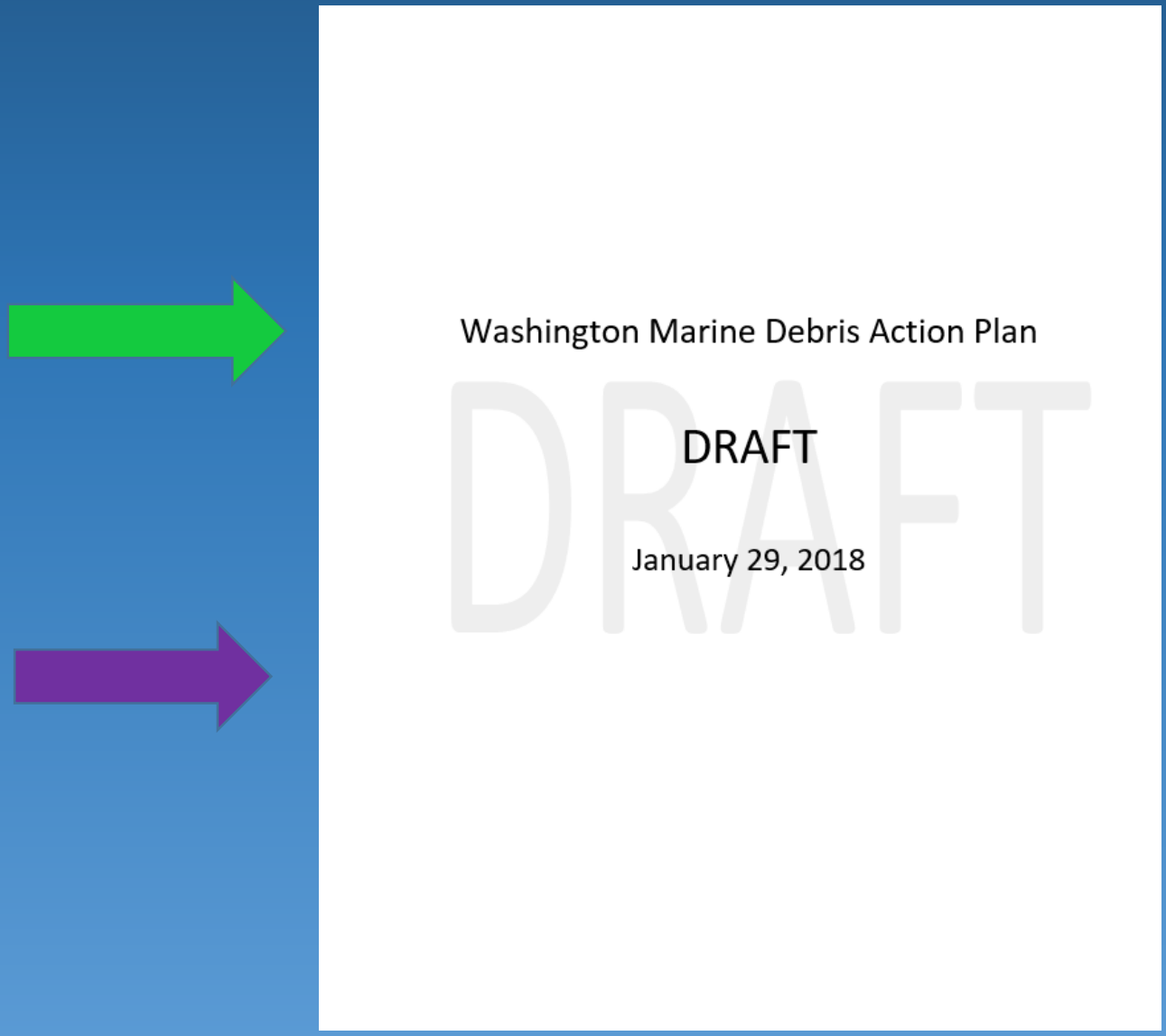
Future Actions	
Actions	**Lead and Partners**

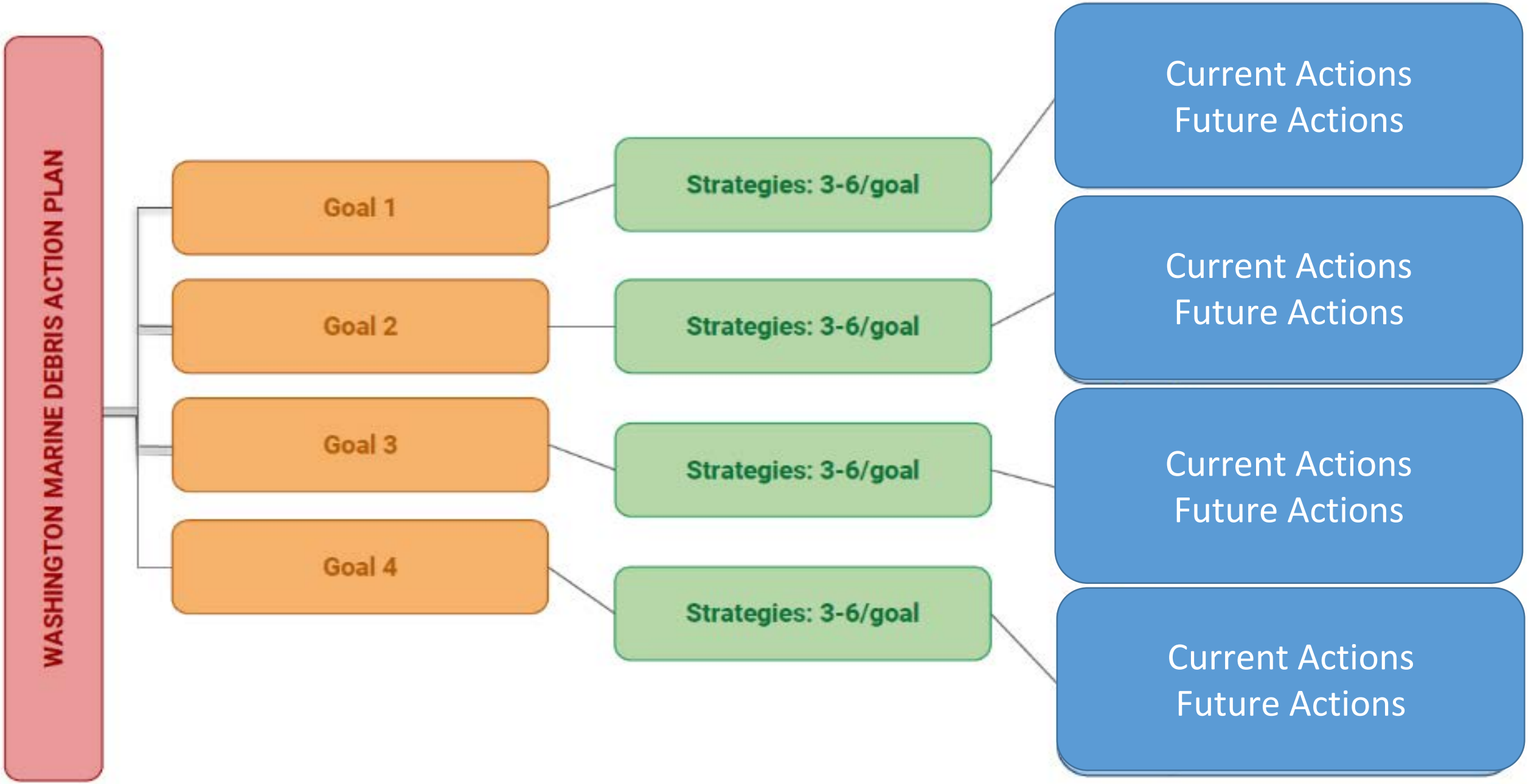
Interim Draft

Review

Current marine debris actions

Marine debris priorities




WASHINGTON MARINE DEBRIS ACTION PLAN
Goal 1
Goal 2
Goal 3
Goal 4
Strategies: 3-6/goal
Strategies: 3-6/goal
Strategies: 3-6/goal
Strategies: 3-6/goal
Current Actions
Future Actions
Current Actions
Future Actions
Current Actions
Future Actions
Current Actions
Future Actions

Workshop 2

Photo: NOAA

PREVENTION

Goal 1: Prevent generation of marine debris through coordinated actions that include community engagement, policy changes, best management practices, and incentive programs.

Strategy 1: Change individual behavior through community engagement and public education	
Current/Ongoing Actions	
Action	**Lead and Partners**
1. Outreach and education around prevention of marine debris through public presentations, traveling exhibits, volunteer outreach, citizen science trainings, University courses, recycling initiatives, and hands-on beach cleanups as educational tool.	CoastSavers, COASST, Lions Clubs International, Northwest Straits Foundation, OCNMS, Pacific Shellfish Institute, PCSGA, Puget SoundKeeper Alliance, Salish Sea Education, University of Washington, USFWS, Zero Waste Washington
2. Developed curriculum for 4th - 8th grade students: Beach Sweepers - Keeping Debris Out of the Sea	Pacific Shellfish Institute
3. Implement the Marine Debris Educator Toolkit with our outreach curriculum	Stillaguamish Tribe of Indians
4. Support educational display/program development at the Padilla Bay NERR, which includes marine debris prevention topics	NOAA-NOS
5. Use of websites, social media, blogs and e-newsletters to educate a broad audience/general public on marine debris science, issues, and actions that can be take to prevent marine debris	NOAA-NOS, CoastSavers, COASST, University of Washington

Finalize the Plan

2018 Washington
Marine Debris Action Plan

September 2018

Photo Credit: Heidi Walker

Goal 1: Prevention

Prevent the generation of marine debris through coordinated actions that include community engagement, policy changes, best management practices, and incentive programs.

A child answers marine debris questions at an outreach event (Photo: NOAA)

Strategy 1.1: Change individual behavior through community engagement and public education	
Current/Ongoing Actions	
Actions	**Lead and Partners**
1.1.1. Conduct outreach and education around prevention of marine debris through public presentations, traveling exhibits, volunteer outreach, citizen science trainings, University courses, waste prevention and recycling initiatives, and hands-on beach cleanups	CoastSavers, COASST, Lions Clubs International, Northwest Straits Foundation, OCNMS, Pacific Shellfish Institute, PCSGA, Puget Soundkeeper, Salish Sea Expeditions, Sound Water Stewards, UW Tacoma, University of Puget Sound/Oikonos, USFWS, Zero Waste Washington, Environment WA, WashPIRG, Surfrider Foundation, Washington Environmental Council, Port Gamble S'Klallam Tribe, WDNR Aquatic Reserves, NPS, Padilla Bay NERR, NOAA MDP
1.1.2. Implement a curriculum for 4th - 8th grade students: Beach Sweepers - Keeping Debris Out of the Sea	Pacific Shellfish Institute
1.1.3. Implement the Marine Debris Educator Toolkit within existing outreach curriculum	Stillaguamish Tribe of Indians

Implementation

Opportunities for Collaboration

Current actions
Future actions

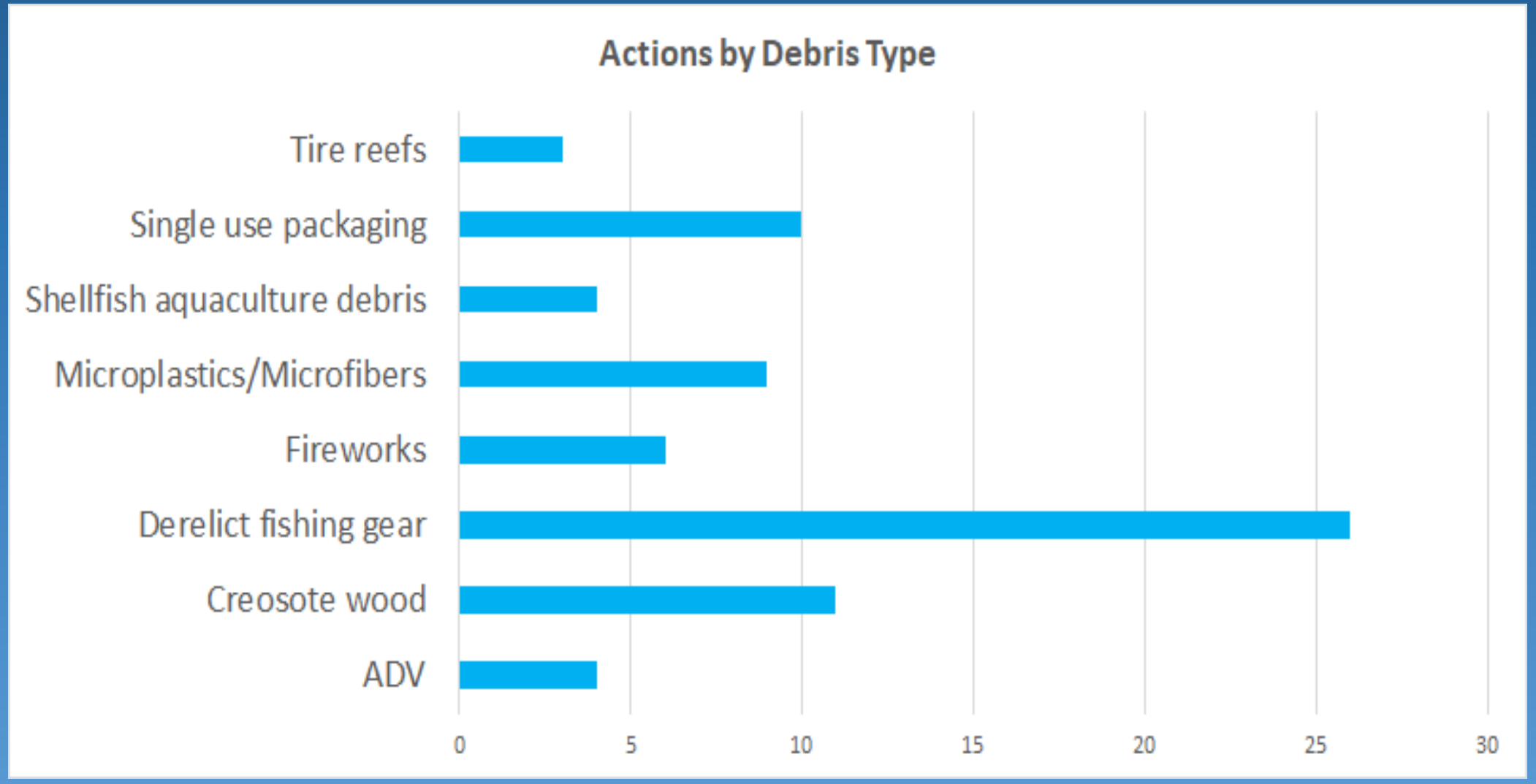
Prevention

- 1.1.1. Conduct outreach and education around prevention of marine debris…(Multiple partners)
- 1.1.23. Conduct targeted marine debris prevention outreach to marinas, yacht clubs, boaters, and ports (Multiple partners)

Removal

- 2.1.2. Coordinate and conduct large and small cleanups throughout Washington, including the Puget Sound, the Strait of Juan de Fuca, the Pacific Coast and the Columbia River Estuary; mobilize volunteers; and track and share results (Multiple partners)

Implementation



Next Steps

Washington MDAP

- Implement actions
- Semi-annual updates + communication among partners
- Annual accomplishment update
- Plan update workshop in 2020

Agencies

- Carry out actions
- Support regional partners

https://marinedebris.noaa.gov/regional-action-plan/washington-marine-debris-action-plan

Thank You!

Nir Barnea
nir.barnea@noaa.gov

Photo: Heidi Walker


WASHINGTON
DEPARTMENT OF NATURAL RESOURCES

Washington Department of Natural Resources

Derelict Vessel Removal Program

December 2018

Why Remove Derelict Vessels?

- Improve water quality (from antifouling paint, oil, fuel and other hazardous materials)
- Improve aesthetics
- Reduce hazards to responsible boaters

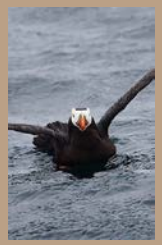
Impact

- Aquatic wildlife and vegetation
- Hazardous to human health and safety
- Navigational hazards
- Financial

HOW IS WILDLIFE IMPACTED?

Chemical	Source on Boat	Risk to Orca
Polychlorinated Biphenyls (PCBs)	Electrical transformers, capacitor fluid, wiring, former military vessels	Reproductive impairment, skeletal abnormalities, immunotoxicity, endocrine disruption
Polybrominated diphenyl eithers (PBDEs)	Flame retardants: on all boats for fire protection. In large quantities on larger (commercial) vessels	Endocrine disruption, impairs live and thyroid
Dibutyltin (DBT)	Antifoulant pesticide in vessel paint	Immune system disruption
Polychlorinated napthalenes (PCNs)	Vessel insulation, wiring, capacitors, engine oil additive	Endocrine disruption
Polychlorinated paraffins (PCPs)	Flame retardants, paints, sealants, additive in lubricating oils	Endocrine disruption




- Who to call?
- Derelict Vessel Removal Program (DVRP)
- Custody Process
- Vessel Turn-in Program (VTiP)

When to call - Federal

- US Coast Guard
  - Search & Rescue
  - Abate “Imminent Substantial Pollution Threats” in marine waters
  - Monitor federal navigation channel hazards
- US Army Corps of Engineers
  - Address federal navigation channel hazards
  - Pick up small floating hazards
- Environmental Protection Agency
  - Abate “Imminent Substantial Pollution Threats” in inland waters
  - Investigate Clean Water Act violations

When to call - State

- Department of Ecology - Oil Spill Section
  - Respond and remove pollution and pollution threats
- Department of Ecology - Water Quality Section
  - Issue water quality permits
  - Investigate and enforce water quality violations
- Department of Natural Resources
  - Manage state lands
  - Address trespasses using RCW 79.105 & WAC Derelict Vessel Removal Program RCW 79.100

Derelict Vessel Removal Program

- Program within the Dept. of Natural Resources
- Work closely our federal, state, local govts.
  - WA Department of Ecology
  - US Coast Guard
  - Ports, Counties, Cities
- Address problems presented by abandoned and derelict vessels in our waters
- Promote prevention
  - Vessel Turn-in Program
  - Insurance requirement
- **Not an initial response organization**

Derelict Vessel Removal Program

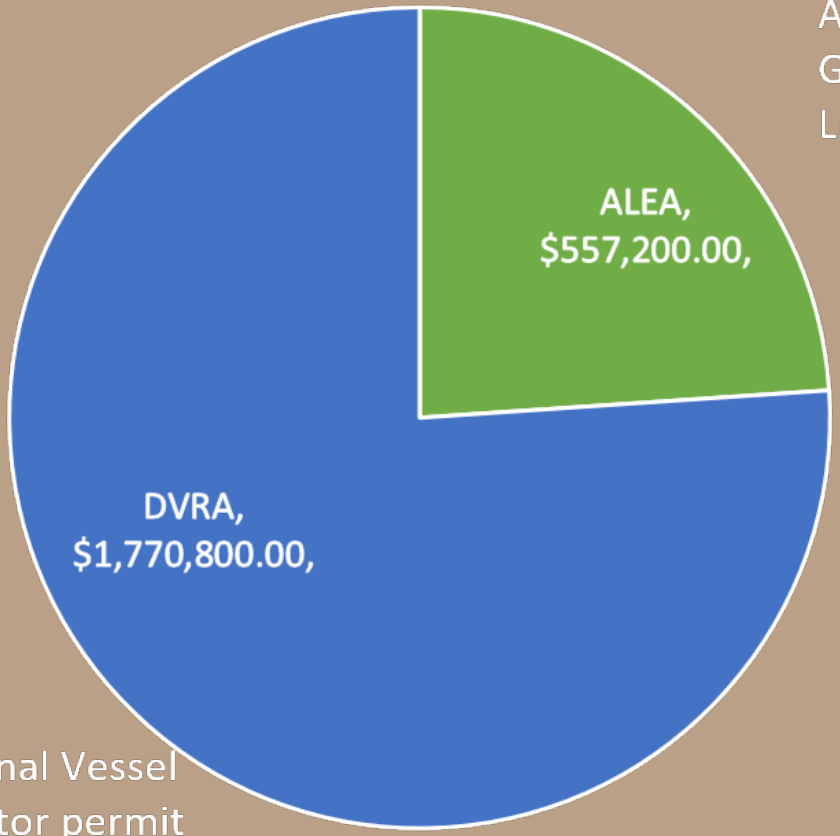
- Authority – (RCW 79.100)
  - Remove and dispose of vessels up to 200’ long.
  - Due process met through 30-day custody.
  - Immediate emergency authority if owner is unwilling or unable to step in.
- Funding
  - Derelict Vessel Removal Account
    - Recreational boater registration $3/boat
    - Certain commercial vessels $1/ft starting 2015
  - Aquatic Lands Enhancement Account - DNR match

Derelict Vessel Removal Program

- Inventory
  - Database for all derelict/abandoned vessels reported since the Program began.
  - Vessel listed by priority category.
- Guidance & assistance
- National model

Funding

17-19 DNR Appropriation by Account



ALEA Sources:
Geoduck sales
Lease revenue

DVRA Sources:
$3 per Recreational Vessel
$5 on Vessel Visitor permit
$1/ft on certain Commercial Vessels

For 17-19: $2.3 million

For 15-17: $2.47 million

For 13-15: $7.29 million
($4.828 Million in one-time from Capital Budget)

Derelict Vessel Removal Account access

- Who has access to the account?
  - Department of Licensing
    - Deposits fees
  - Authorized public entities
    - “The Department of Natural Resources; the Department of Fish and Wildlife; the Parks and Recreation Commission; a metropolitan park district; a port district; and any city, town, or county with ownership, management, or jurisdiction over the aquatic lands where an abandoned or derelict vessel is located.”
  - Private
    - Vessel Turn-in Program (VTiP)

Database
Reporting form

Vessel of Concern Reporting Form

INSTRUCTIONS: Fill out the following form to the best of your ability. If unknown, write unknown. Upon completion, submit to the appropriate agency (see below). For reporting in the event of a marine emergency, in the Pacific Ocean from Grays Harbor south and on the Columbia, Snake and Salmon Rivers, contact the USCG Sector Columbia River Command Center at (503) 861-6211 or for emergencies in Puget Sound and in the Pacific Ocean north of Grays Harbor contact the USCG Sector Puget Sound at (206) 217-6004.

For Vessels in Oregon, submit forms to:
Rachel Bullene - (503) 378-2836
Rachel.e.bullene@or.us.gov

For Vessels in Washington, submit forms to:
Derelict Vessel Removal Program - (360) 902-1548
dvrp@dnr.wa.gov

BE ADVISED OF THE FOLLOWING: Derelict vessels not only pose a hazard to the environment but also pose many hazards to people. Please keep this in mind when gathering information and remain a safe distance from derelict vessels and **DO NOT** go onboard unless you are trained to do so.

DATABASE New entry Existing entry If entry already exists in the database, Vessel ID #_____

Reporting Organization _____ Name _____ Phone # _____

VESSEL INFORMATION

Vessel Name _____ **Current Registration (*check one*):** Yes No

Registration Number _____ Registration Expiration _____

Hull Type (*check one*): Steel Wood Fiberglass Aluminum Cement Other _____

Length _____ Hull Color _____ Superstructure Color _____

Trim Color _____ **Vessel Type (*check one*):** Commercial Recreational Unknown

Vessel Subtype (*check one*): Cruising Sailing Fishing Passenger Barge Tug

General Location _____ State/County _____

Lat/Long _____ Approx. Water Depth _____

Vessel is (*check one*): Afloat Aground Tide Dependent Sunk

How secured? (*check one*) Tied securely to dock Tied but not secure On mooring buoy Anchored

Fuel Type: _____ Total Fuel Capacity _____ Number of Tanks _____

Fuel Vent Location (if known) _____ Description/Quantity of any HAZMAT _____

Is vessel occupied? _____ Evidence of other illegal activity _____

Current or planned actions to cleanup/remove by Fed/state/local government:

OWNER INFORMATION

Last Known Owner _____ Phone Number _____

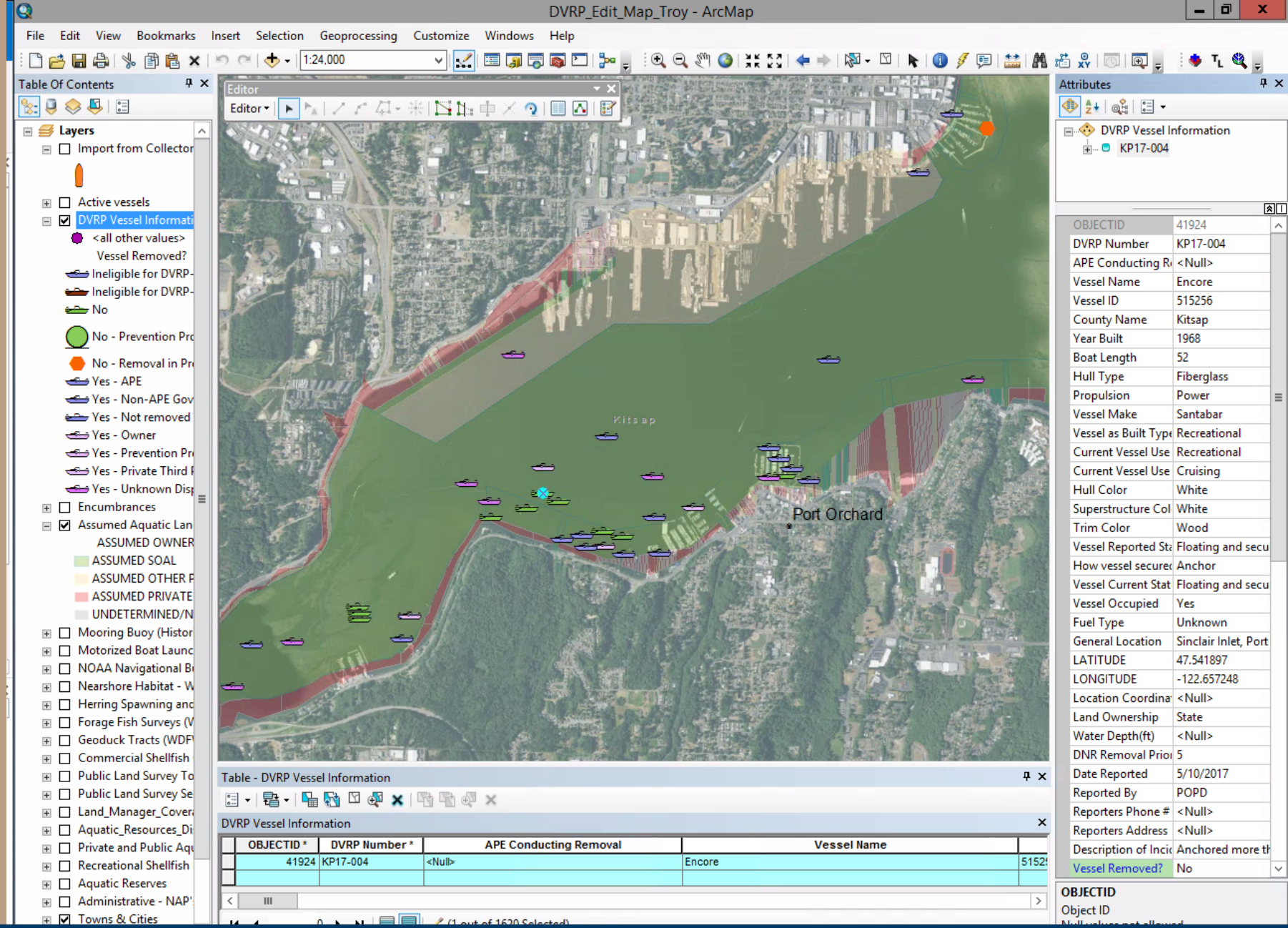
Address _____

Has the owner been contacted? (*check one*): Yes No

Does the owner plan on taking action to remove/cleanup the vessel? If so, what? _____

_____

Database

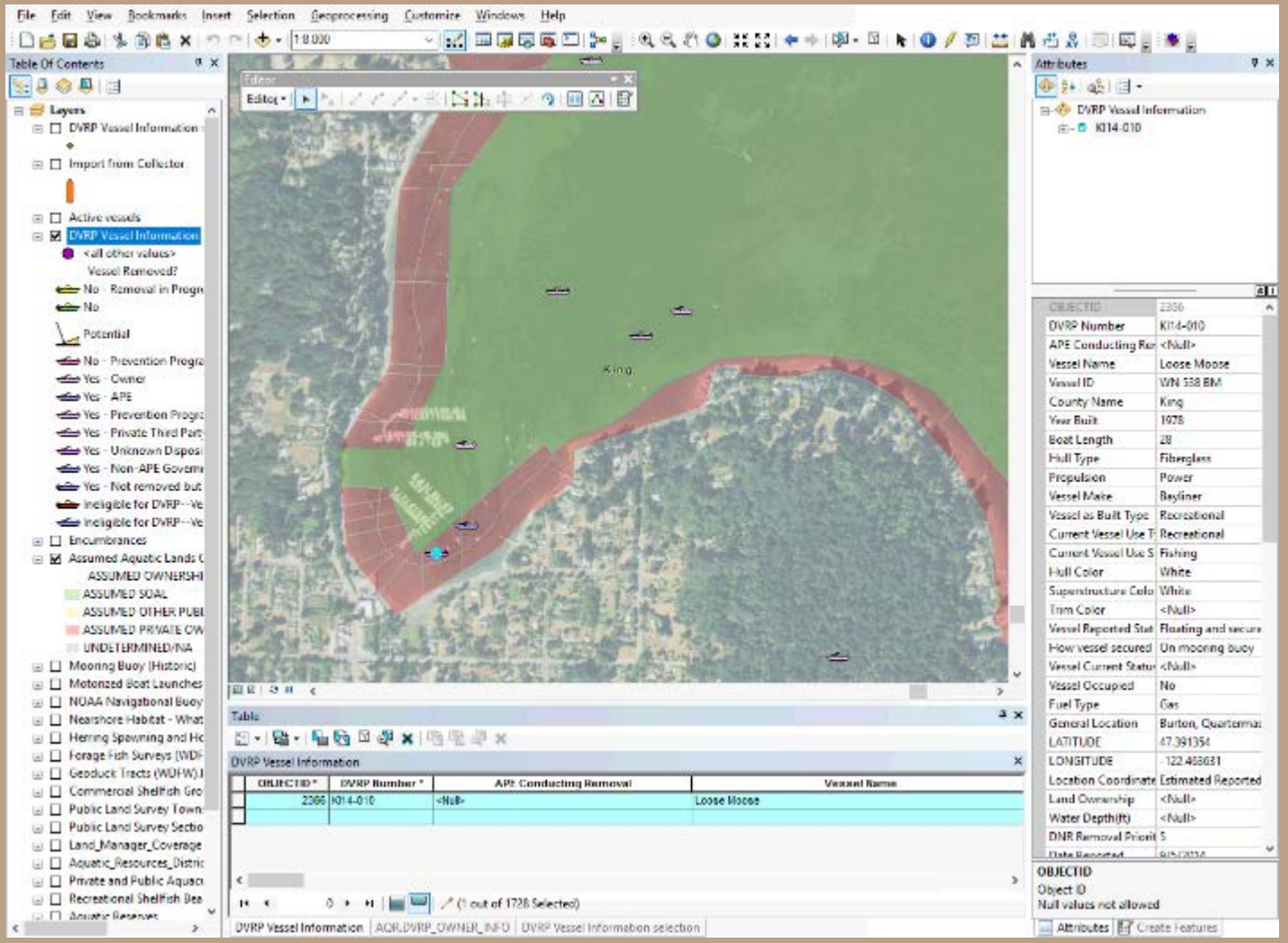

DVRP_Edit_Map_Troy - ArcMap
File Edit View Bookmarks Insert Selection Geoprocessing Customize Windows Help
1:24,000
Table Of Contents
Layers
Import from Collector
Active vessels
DVRP Vessel Informati
<all other values>
Vessel Removed?
Ineligible for DVRP-
Ineligible for DVRP-
No
No - Prevention Pro
No - Removal in Pr
Yes - APE
Yes - Non-APE Gov
Yes - Not removed
Yes - Owner
Yes - Prevention Pr
Yes - Private Third P
Yes - Unknown Disp
Encumbrances
Assumed Aquatic Lan
ASSUMED OWNER
ASSUMED SOAL
ASSUMED OTHER P
ASSUMED PRIVATE
UNDETERMINED/N
Mooring Buoy (Histor
Motorized Boat Launc
NOAA Navigational B
Nearshore Habitat - W
Herring Spawning and
Forage Fish Surveys (W
Geoduck Tracts (WDF
Commercial Shellfish
Public Land Survey To
Public Land Survey Se
Land_Manager_Cover
Aquatic_Resources_Di
Private and Public Aqu
Recreational Shellfish
Aquatic Reserves
Administrative - NAP
Towns & Cities
Editor
Editor
Kitsap
Port Orchard
Attributes
DVRP Vessel Information
KP17-004
OBJECTID 41924
DVRP Number KP17-004
APE Conducting R <Null>
Vessel Name Encore
Vessel ID 515256
County Name Kitsap
Year Built 1968
Boat Length 52
Hull Type Fiberglass
Propulsion Power
Vessel Make Santabar
Vessel as Built Type Recreational
Current Vessel Use Recreational
Current Vessel Use Cruising
Hull Color White
Superstructure Col White
Trim Color Wood
Vessel Reported Sta Floating and secu
How vessel secure Anchor
Vessel Current Stat Floating and secu
Vessel Occupied Yes
Fuel Type Unknown
General Location Sinclair Inlet, Port
LATITUDE 47.541897
LONGITUDE -122.657248
Location Coordina <Null>
Land Ownership State
Water Depth(ft) <Null>
DNR Removal Prior 5
Date Reported 5/10/2017
Reported By POPD
Reporters Phone # <Null>
Reporters Address <Null>
Description of Inci Anchored more th
Vessel Removed? No
OBJECTID
Object ID
Table - DVRP Vessel Information
DVRP Vessel Information
OBJECTID * DVRP Number * APE Conducting Removal Vessel Name
41924 KP17-004 <Null> Encore 5152

Aquatic Land Ownership

DNR DVRP

Green is State Owned Aquatic Lands. (DNR jurisdiction)

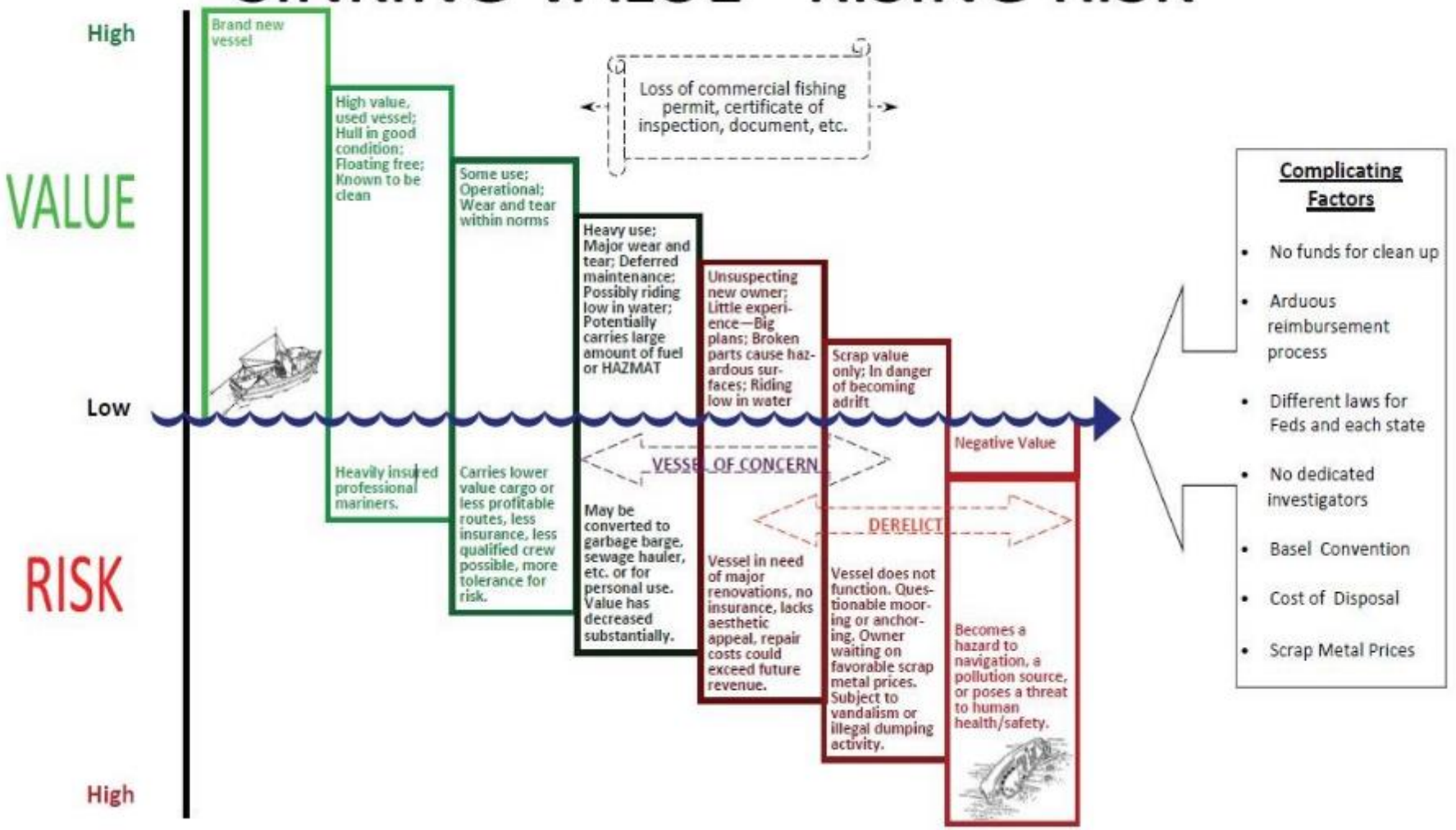
Red is other. (County or City Jurisdiction)



Priorities

Priority 1	**Emergencies**	**Vessels that are in danger of sinking, breaking up or blocking navigation channels or that present environmental risks such as leaking fuel or other hazardous substances.** **Category includes but is not limited to vessels that meet the temporary possession criteria or that will meet those criteria if owner stops taking or fails to take action.** **Examples include: vessels adrift, sinking, dragging anchor, badly anchored/moored, pumps barely keeping up with water intake, beached and breaking up, sunk in a navigation channel, presenting environmental risk such as leaking fuel or other hazardous materials, etc.**
Priority 2	Non-emergency existing threats to human health, safety and environment	Vessels, floating or sunken, which pose an existing or probable future—but not immediate—threat to human health, safety and the environment. These vessels are likely to become Priority 1 vessels after a minor change in circumstances. Examples include: vessels sunk near a boat launch; vessels beached near a public access area; vessels abandoned & unattended in an area of high current or vessel traffic; vessels that need to be pumped continuously to stay afloat and are not tied to shore power; vessels sunk where they may be a hazard to small vessel navigation (e.g., sunk just under the surface); vessels in advanced state of deterioration and/or dismantled--particularly those with fuel on board.
Priority 3	Vessels impacting habitat and not already covered in prior category	Any vessel, floating or sunken, that doesn't meet one of the previous categories but still poses a direct threat to any of the elements of the natural environment, including vessels that impact: • Any plant or wildlife species listed on a state or federal endangered, threatened, proposed, sensitive, candidate, concern or monitor list. • Essential Habitats where listed species have primary association, such as spawning areas. • Any other plant or animal species protected by local, state, or federal agency. • Aquaculture practices and/or farming of food fish, shellfish, and other aquatic plants and animals in fresh water, brackish water or saltwater areas. • Marine protected areas, restoration areas or aquatic reserves. (A vessel can potentially impact these areas without being located within its boundaries.) Examples include vessels: in close proximity to shellfish beds or public beaches, sunk or abandoned in or near a marine reserve, aground on surf smelt or sand lance habitat, creating barriers to fish passage, etc.
Priority 4	Minor navigation or economic impact	Vessels, floating or sunken, that don't meet one of the previous categories but pose an economic impact such as blocking a marina slip, public park buoy or guest dock or vessels in trespass in a planned buoy field, private mooring buoy, etc.
Priority 5	Other abandoned or derelict vessels	Vessels that meet the definition of abandoned or derelict, but do not satisfy any of the criteria listed above. These vessels may be sunk at depth; floating but well-kept and attended vessels in trespass, etc.

SINKING VALUE - RISING RISK



Custody Process - options

- RCW 79.100 Derelict Vessel Removal Act (**Authorized Public Entities** - publlic)
  - Meet definition of “abandoned” or “derelict”, could take 30 days
  - Emergency temporary possession
  - 30 day custody process
  - 30 day appeal period, Pollution Control Hearing Board (PCHB)
  - Total days: 30 to 60ish

- **RCW 79A.65 WA State Parks (custody process)**
- **RCW 53.08 Port Moorage Facilities**
- **RCW 88.26 Private Moorage Facilities**

Custody Process

The Great Wall of Text
RCW 79.100

(1) "**Abandoned vessel**" means a vessel that has been left, moored, or anchored in the same area without the express consent, or contrary to the rules of, the owner, manager, or lessee of the aquatic lands below or on which the vessel is located for either a period of more than thirty consecutive days or for more than a total of ninety days in any three hundred sixty-five-day period, and the vessel's owner is: (a) Not known or cannot be located; or (b) known and located but is unwilling to take control of the vessel. For the purposes of this subsection (1) only, "in the same area" means within a radius of five miles of any location where the vessel was previously moored or anchored on aquatic lands.

(5) "**Derelict vessel**" means the vessel's owner is known and can be located, and exerts control of a vessel that:

(a) Has been moored, anchored, or otherwise left in the waters of the state or on public property contrary to RCW **79.02.300** or rules adopted by an authorized public entity;

(b) Has been left on private property without authorization of the owner; or

(c) Has been left for a period of seven consecutive days, and:

(i) Is sunk or in danger of sinking;

(ii) Is obstructing a waterway; or

(iii) Is endangering life or property.

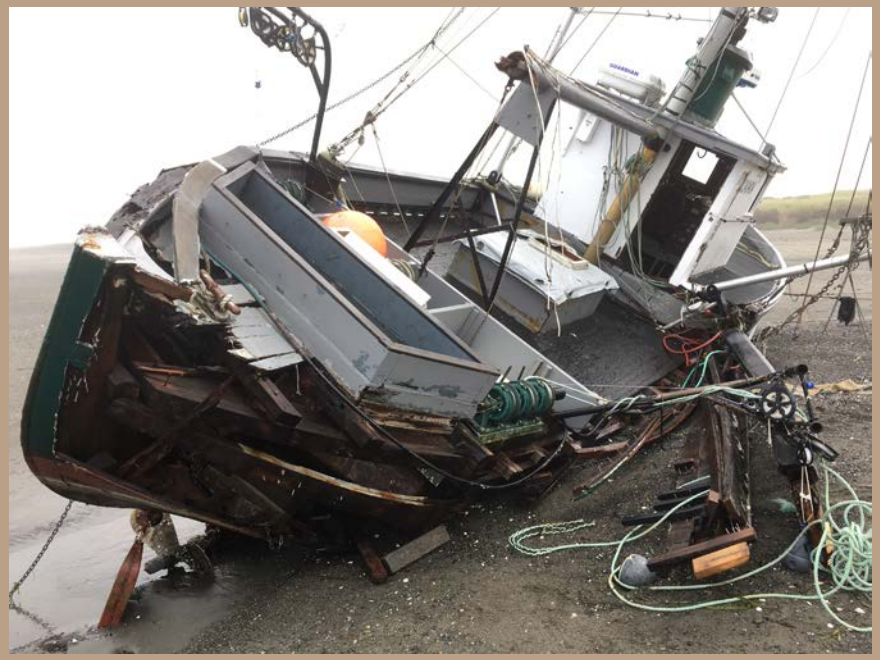
Custody Process

RCW 79.100

Process overview – not comprehensive: After establishing the vessel is abandoned or derelict.

1. **Day 0** – Post the vessel and send a copy to DNR so we can place it on our website
2. **Day 1 to 7** – Letters of intent to gain custody both registered and regular mail sent to last registered owner and any known lien holders.
3. **Day 10 to 20** – Publish once a notice in a newspaper of general circulation for the county in which the vessel was found.
4. **Day 30** – Congratulations! You have gained custody of a boat. At this time you can make a risk management decision to use, sell or destroy the vessel.
5. **Day 60** – last day an owner can appeal the custody process or costs.

Goal: To reduce the number of derelict and abandoned vessels in the waters of the state.



- Success: ~813 Vessel removals completed by ~50 Agencies since Jan. 2003.

Owner Accountability

Forus (Benton County)

Helena Star (Pierce County)

Deep Sea (Island County)

Total judgements: $1,990,989

Vessel Turn-in Program

- Has your dream boat become a nightmare?
- If you own a boat that's in poor condition or no longer functions but is not legally derelict or abandoned, you might be eligible for DNR's Vessel Turn-in Program (VTIP)
- Program is allotted up to $200,000 per biennium by statute.

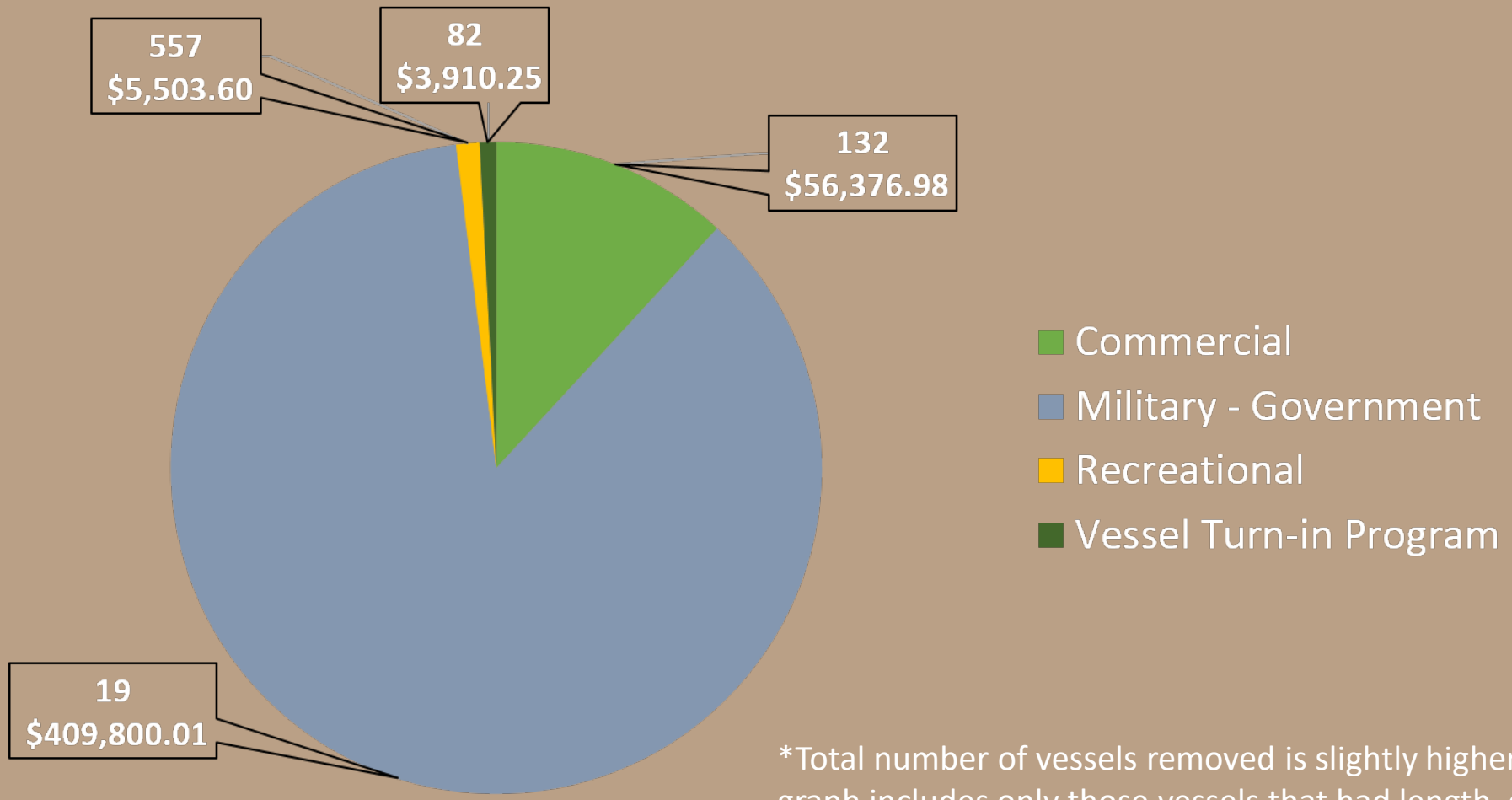
May 1, 2014 to June 30, 2015
40 = Total Vessels Destroyed

July 1, 2015 to June 30, 2017
35 = Total Vessels Destroyed

July 1, 2017 to present
35 = Total Vessels Destroyed
$70K left in VTIP
3 currently in work

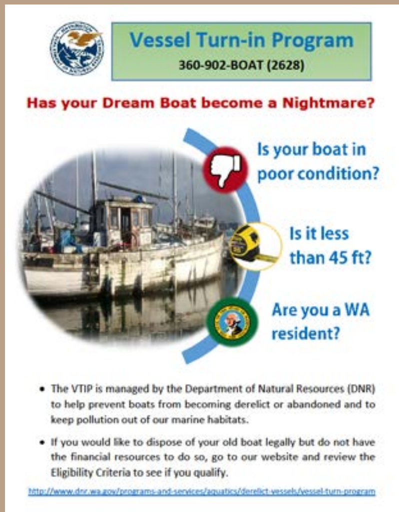
Vessels Removed By Vessel Type

(July 2013 to August 2018)

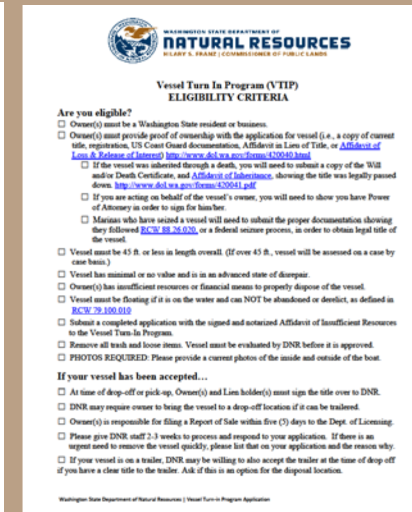


*Total number of vessels removed is slightly higher; graph includes only those vessels that had length, cost and type data entered into our database.

Handouts



Vessel Turn-in Program
360-902-BOAT (2628)
Has your Dream Boat become a Nightmare?
Is your boat in poor condition?
Is it less than 45 ft?
Are you a WA resident?
• The VTIP is managed by the Department of Natural Resources (DNR) to help prevent boats from becoming derelict or abandoned and to keep pollution out of our marine habitats.
• If you would like to dispose of your old boat legally but do not have the financial resources to do so, go to our website and review the Eligibility Criteria to see if you qualify.
http://www.dnr.wa.gov/programs-and-services/aquatics/derelict-vessels/vessel-turn-program



Washington State Department of Natural Resources
Hilary S. Franz | Commissioner of Public Lands

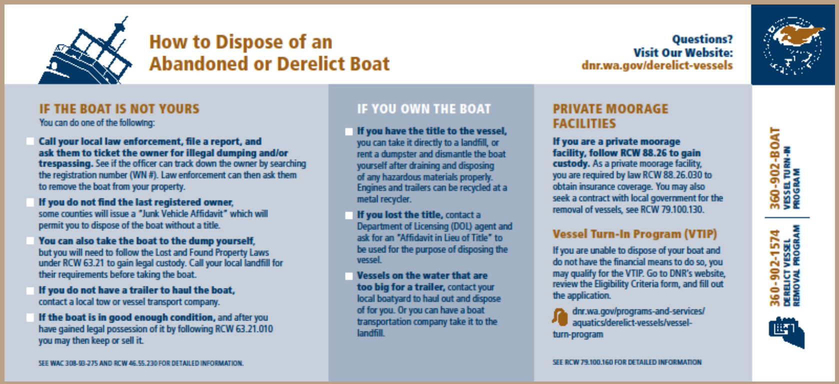
Vessel Turn In Program (VTIP)
ELIGIBILITY CRITERIA

Are you eligible?
☐ Owner(s) must be a Washington State resident or business.
☐ Owner(s) must provide proof of ownership with the application for vessel (i.e., a copy of current title, registration, US Coast Guard documentation, Affidavit in Lieu of Title, or Affidavit of Loss & Release of Interest) http://www.dol.wa.gov/forms/420040.html
☐ If the vessel was inherited through a death, you will need to submit a copy of the Will and/or Death Certificate, and Affidavit of Inheritance, showing the title was legally passed down. http://www.dol.wa.gov/forms/420041.pdf
☐ If you are acting on behalf of the vessel's owner, you will need to show you have Power of Attorney in order to sign for him/her.
☐ Marinas who have seized a vessel will need to submit the proper documentation showing they followed RCW 88.26.020, or a federal seizure process, in order to obtain legal title of the vessel.
☐ Vessel must be 45 ft. or less in length overall. (If over 45 ft., vessel will be assessed on a case by case basis.)
☐ Vessel has minimal or no value and is in an advanced state of disrepair.
☐ Owner(s) has insufficient resources or financial means to properly dispose of the vessel.
☐ Vessel must be floating if it is on the water and can NOT be abandoned or derelict, as defined in RCW 79.100.010
☐ Submit a completed application with the signed and notarized Affidavit of Insufficient Resources to the Vessel Turn-In Program.
☐ Remove all trash and loose items. Vessel must be evaluated by DNR before it is approved.
☐ PHOTOS REQUIRED: Please provide a current photos of the inside and outside of the boat.

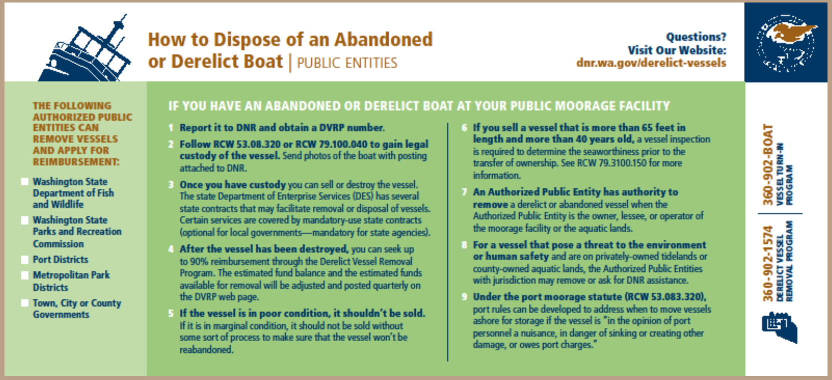
If your vessel has been accepted…
☐ At time of drop-off or pick-up, Owner(s) and Lien holder(s) must sign the title over to DNR.
☐ DNR may require owner to bring the vessel to a drop-off location if it can be trailered.
☐ Owner(s) is responsible for filing a Report of Sale within five (5) days to the Dept. of Licensing.
☐ Please give DNR staff 2-3 weeks to process and respond to your application. If there is an urgent need to remove the vessel quickly, please list that on your application and the reason why.
☐ If your vessel is on a trailer, DNR may be willing to also accept the trailer at the time of drop off if you have a clear title to the trailer. Ask if this is an option for the disposal location.

Washington State Department of Natural Resources | Vessel Turn-in Program Application

dnr.wa.gov/derelict-vessels
VESSEL TURN-IN PROGRAM
Helping prevent boats from becoming derelict
Has your dream boat become a nightmare? You might be eligible for DNR's Vessel Turn-in Program (VTIP). DNR can help approved owners dispose of their vessels safely and legally, and may even cover the costs.
To participate in the program, you must:
Meet the VTIP Eligibility Criteria requirements.
Submit an application with photos.
Remove personal belongings from the boat.
Meet a DNR representative at the vessel for an evaluation.
Email: dvrp@dnr.wa.gov or
Phone: 360-902-BOAT (2628)
Report an abandoned or derelict vessel
Derelict Vessel Removal Program
(not a 24-hour line, Non-Response Agency)
360-902-1574 or Email: dvrp@dnr.wa.gov
Report oil spills (24-hour response)
US National Response Center
800-424-8802
Washington Department of Ecology
800-OILS-911 or 800-258-5990
Report emergencies
If the vessel is in an emergency, call 911 or the US Coast Guard (USCG) on Channel 16 VHF-FM
US Coast Guard 24-hour emergency
206-217-6001 (Puget Sound to Neah Bay to Bellingham)
503-861-2242 (Columbia River and SW Washington)
NATURAL RESOURCES
PROTECTING NATURAL RESOURCES
Derelict Vessel Removal Program
Removing vessels that pose threats to the health and safety of Washington's waters
NATURAL RESOURCES
dnr.wa.gov/derelict-vessels
Removing derelict and abandoned vessels that threaten the health or safety of people and wildlife.
An increasing number of recreational and commercial vessels are found abandoned or in such disrepair that they are a danger to human safety and the environment.
As steward of the state's 2.6 million acres of aquatic lands, the state Department of Natural Resources (DNR) manages the Derelict Vessel Removal Program (DVRP). DNR removes and disposes of derelict vessels, offers expertise to help other authorized public entities with removal efforts, and reimburses them up to 90% of removal and disposal costs.
What damage can a derelict or abandoned vessel cause?
More than an eyesore—pollution associated with vessels poses a risk to people and the environment.
Contamination is mainly caused by fuel spills (gas or diesel).
Drifting, beached, broken-up or sunken vessels can threaten human safety
Be a navigational hazard—impact on aquatic habitats.
The 'Holiday' was the first vessel removed under the program. Posing a significant threat to navigation, it was removed from lower Budd Inlet by DNR in 2003.
The Derelict Vessel Removal Program (DVRP) is committed to protecting the environment, ecosystems, and all aquatic life in our state's waters.
Pollution associated with derelict and abandoned vessels poses a risk to people and the environment.



How to Dispose of an Abandoned or Derelict Boat
Questions?
Visit Our Website:
dnr.wa.gov/derelict-vessels
IF THE BOAT IS NOT YOURS
You can do one of the following:
Call your local law enforcement, file a report, and ask them to ticket the owner for illegal dumping and/or trespassing. See if the officer can track down the owner by searching the registration number (WN #). Law enforcement can then ask them to remove the boat from your property.
If you do not find the last registered owner, some counties will issue a "Junk Vehicle Affidavit" which will permit you to dispose of the boat without a title.
You can also take the boat to the dump yourself, but you will need to follow the Lost and Found Property Laws under RCW 63.21 to gain legal custody. Call your local landfill for their requirements before taking the boat.
If you do not have a trailer to haul the boat, contact a local tow or vessel transport company.
If the boat is in good enough condition, and after you have gained legal possession of it by following RCW 63.21.010 you may then keep or sell it.
SEE WAC 308-93-275 AND RCW 46.55.230 FOR DETAILED INFORMATION.
IF YOU OWN THE BOAT
If you have the title to the vessel, you can take it directly to a landfill, or rent a dumpster and dismantle the boat yourself after draining and disposing of any hazardous materials properly. Engines and trailers can be recycled at a metal recycler.
If you lost the title, contact a Department of Licensing (DOL) agent and ask for an "Affidavit in Lieu of Title" to be used for the purpose of disposing the vessel.
Vessels on the water that are too big for a trailer, contact your local boatyard to haul out and dispose of for you. Or you can have a boat transportation company take it to the landfill.
PRIVATE MOORAGE FACILITIES
If you are a private moorage facility, follow RCW 88.26 to gain custody. As a private moorage facility, you are required by law RCW 88.26.030 to obtain insurance coverage. You may also seek a contract with local government for the removal of vessels, see RCW 79.100.130.
Vessel Turn-In Program (VTIP)
If you are unable to dispose of your boat and do not have the financial means to do so, you may qualify for the VTIP. Go to DNR's website, review the Eligibility Criteria form, and fill out the application.
dnr.wa.gov/programs-and-services/aquatics/derelict-vessels/vessel-turn-program
SEE RCW 79.100.160 FOR DETAILED INFORMATION
360-902-BOAT VESSEL TURN-IN PROGRAM
360-902-1574 DERELICT VESSEL REMOVAL PROGRAM



How to Dispose of an Abandoned or Derelict Boat | PUBLIC ENTITIES
Questions?
Visit Our Website:
dnr.wa.gov/derelict-vessels
THE FOLLOWING AUTHORIZED PUBLIC ENTITIES CAN REMOVE VESSELS AND APPLY FOR REIMBURSEMENT:
Washington State Department of Fish and Wildlife
Washington State Parks and Recreation Commission
Port Districts
Metropolitan Park Districts
Town, City or County Governments
IF YOU HAVE AN ABANDONED OR DERELICT BOAT AT YOUR PUBLIC MOORAGE FACILITY
1 Report it to DNR and obtain a DVRP number.
2 Follow RCW 53.08.320 or RCW 79.100.040 to gain legal custody of the vessel. Send photos of the boat with posting attached to DNR.
3 Once you have custody you can sell or destroy the vessel. The state Department of Enterprise Services (DES) has several state contracts that may facilitate removal or disposal of vessels. Certain services are covered by mandatory-use state contracts (optional for local governments—mandatory for state agencies).
4 After the vessel has been destroyed, you can seek up to 90% reimbursement through the Derelict Vessel Removal Program. The estimated fund balance and the estimated funds available for removal will be adjusted and posted quarterly on the DVRP web page.
5 If the vessel is in poor condition, it shouldn't be sold. If it is in marginal condition, it should not be sold without some sort of process to make sure that the vessel won't be reabandoned.
6 If you sell a vessel that is more than 65 feet in length and more than 40 years old, a vessel inspection is required to determine the seaworthiness prior to the transfer of ownership. See RCW 79.100.150 for more information.
7 An Authorized Public Entity has authority to remove a derelict or abandoned vessel when the Authorized Public Entity is the owner, lessee, or operator of the moorage facility or the aquatic lands.
8 For a vessel that pose a threat to the environment or human safety and are on privately-owned tidelands or county-owned aquatic lands, the Authorized Public Entities with jurisdiction may remove or ask for DNR assistance.
9 Under the port moorage statute (RCW 53.083.320), port rules can be developed to address when to move vessels ashore for storage if the vessel is "in the opinion of port personnel a nuisance, in danger of sinking or creating other damage, or owes port charges."
360-902-BOAT VESSEL TURN-IN PROGRAM
360-902-1574 DERELICT VESSEL REMOVAL PROGRAM

Thank you

Derelict Vessel Removal Program
Aquatic Resources Division
1111 Washington St SE, MS 47027
Olympia, WA 98504-7027

Troy Wood, Program Manager
(360) 902-1574
DVRP@dnr.wa.gov


WASHINGTON
DEPARTMENT OF NATURAL RESOURCES

INSURANCE REQUIREMENTS

RCW 88.26.030 - Private

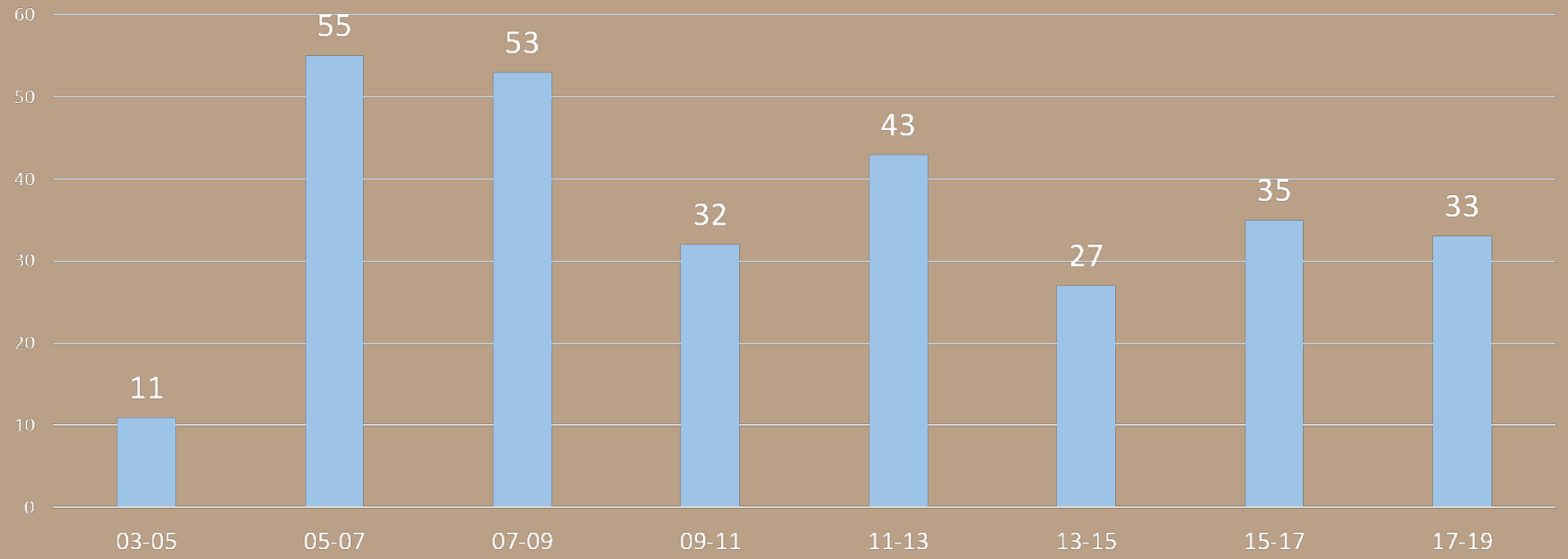
RCW 53.08.480 – Ports

- All moorage operators must:
  - Have the statutory coverage of insurance
  - Require non-transient vessels to have insurance
    - Provide proof when signing an initial or renewal moorage agreement
- Moorage operator is:
  - Not required to verify coverage meets RCW requirements
  - Not responsible for any changes in coverage after initiation or renewal of moorage agreement

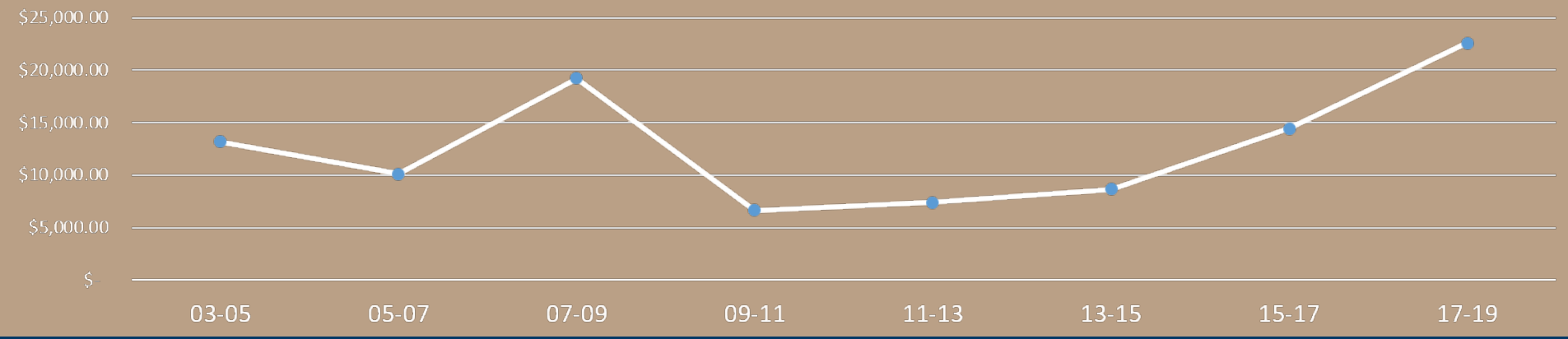
More on INSURANCE - consequences

- **Failure to follow insurance requirement**
  - Lose access to the Derelict Vessel Removal Account
  - Incurs secondary liability if the vessel located at the moorage facility becomes abandoned or derelict
- Haul out insurance is not a requirement of the statute by may be a business decision
- Dry or on the hard storage would require insurance if not transient
- Encourage as a preventative measure the use of the Vessel Turn-in Program for those problem vessels

Number of APE Reimbursement Removals Per Biennium



Average Cost APE Per Removal by Biennium



Important terms

Abandoned vessel: left in the same area (radius of five miles) without permission for either a thirty consecutive days or ninety days in any three hundred sixty-five-day period, and the vessel's owner is:

(a) Not known or cannot be located; or

(b) known and located but is unwilling to take control of the vessel.

Important terms

Derelict vessel: the vessel's owner is known and can be located, and exerts control of a vessel that:

(a) Has been left in the waters of the state or on public property contrary to rules adopted by an authorized public entity

(b) Has been left on private property without authorization; or

(c) Has been left for a period of seven consecutive days, and:

(i) Is sunk or in danger of sinking;

(ii) Is obstructing a waterway; or

(iii) Is endangering life or property.

Important terms

Vessel: means every species of watercraft or other mobile artificial contrivance, powered or unpowered, intended to be used for transporting people or goods on water or for floating marine construction or repair and which does not exceed two hundred feet in length.

Ownership: RCW 79.100 – never transferred
RCW 53.08 and 88.26 – will transfer after auction

Custody: having the legal right to sell, use or destroy the vessel

Emergency temporary possession: make the vessel safe, then seek custody

Program challenges

- Program was intended to be the last resort
- Funding could be a lot better
- Law enforcement support
- Education of other governmental agencies and the public

- Ownership ambiguity
- Remote locations - Transportation of larger vessels
- Small pool of contractors
- Hazardous materials and substances - needles
- Lack of storage/disposal/deconstruction facilities

Tools

RCW 79.100.110.1 & 2 Derelict vessels (misdemeanor)

RCW 88.02.420 Moorage providers — Long-term moorage — Required information

RCW 79.02.300 Trespass, waste, damages — Prosecutions

WAC 332-52-155 Anchorage

WAC 332-30-127 Unauthorized use and occupancy of state-owned aquatic lands

WAC 332-30-171 Residential uses on state-owned aquatic lands

RCW 35.21.160 Jurisdiction over adjacent waters

Vessel Turn-In Program

Helping prevent boats from becoming derelict

Has your dream boat become a nightmare? If you own a boat that's in poor condition or no longer functions but is not legally derelict or abandoned, you might be eligible for DNR's Vessel Turn-in Program (VTIP)

In 2014, DNR instituted the Vessel Turn-in Program to prevent boats from becoming derelict or abandoned and potentially harming water quality and/or threatening public safety. DNR will help owners dispose of their vessels safely and legally, and may even cover the costs.

To participate in the program, you must:

- Meet the requirements on the VTIP Eligibility Criteria checklist.
- Submit an application to the Department of Natural Resources.
- Remove personal belongings from the boat.
- Meet a DNR representative at the vessel for an evaluation (DNR staff will schedule this evaluation after the application is received).

If you want to dispose of your boat safely and legally but don't have the resources, you may qualify for the Vessel Turn-in Program, managed by the Washington State Department of Natural Resources (DNR) at:

Email: dvrp@dnr.wa.gov or
Phone: 360-902-BOAT (2628)

Emergency contacts

If you see a potential derelict or abandoned vessel, please report it to DNR at:

Derelict Vessel Removal Program (State)
360-902-1574 or email: dvrp@dnr.wa.gov

If the vessel is in an emergency, call 911 or the US Coast Guard (USCG) on Channel 16 VHF-FM

US Coast Guard 24-hour emergency

206-217-6001 (Puget Sound to Neah Bay to Bellingham)
503-861-2242 (Columbia River and SW Washington)

USCG will be involved for search and rescue and pollution events.

WASHINGTON STATE DEPARTMENT OF
Natural Resources

PRINTED ON RECYCLED PAPER. DNR COMMUNICATIONS. 7/15 UPDATE

dnr.wa.gov/derelictvessels

Removing derelict and abandoned vessels that threaten the health or safety of people and wildlife.

Derelict Vessel Removal Program

Removing vessels that pose threats to the health and safety of Washington's waterways

WASHINGTON STATE DEPARTMENT OF
Natural Resources

In addition to vigorous use of commercial navigation through much of the state, the people of Washington have embraced recreation that involves sailboats and powerboats. However, an increasing number of recreational and commercial vessels are found abandoned or in such disrepair that they are in danger of sinking. In response to this growing problem, the 2002 State Legislature authorized many public agencies to remove and dispose of abandoned and derelict vessels.

As steward of the state's 2.6 million acres of aquatic lands, the state Department of Natural Resources (DNR) manages the Derelict Vessel Removal Program (DVRP). DNR removes and disposes of derelict vessels, offers expertise to help other agencies with removal efforts, and reimburses them most of the vessel removal and disposal costs.

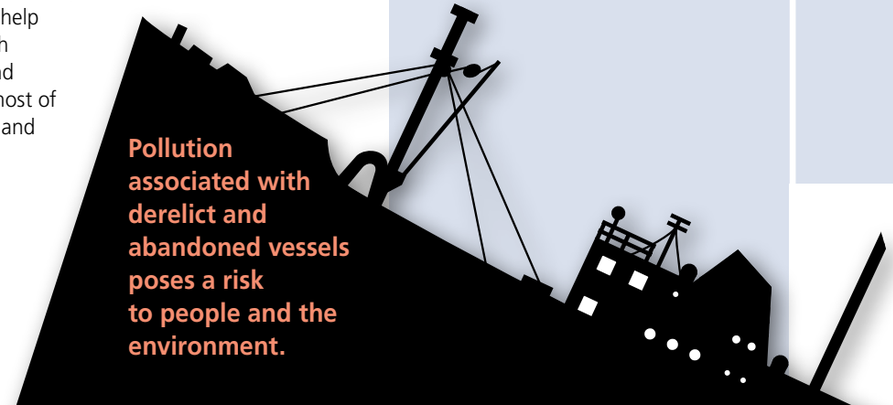
COVER PHOTO COURTESY OF BLACKWATER MARINE. TOP PHOTO BY MICHAL RECHNER

What damage can a derelict or abandoned vessel cause?

Derelict and abandoned vessels are more than an eyesore. They can be real threats. Pollution associated with vessels poses a risk to people and the environment. Contamination is mainly caused by fuel spills (gas or diesel), which occur when a vessel sinks or breaks up.

Drifting, beached, broken-up or sunken vessels can threaten human safety, be a navigational hazard and have an impact on aquatic habitats.

▲ The 'Holiday' was the first vessel removed under the program. Posing a significant threat to navigation, it was removed from lower Budd Inlet by DNR in 2003.



Pollution associated with derelict and abandoned vessels poses a risk to people and the environment.

Drifting, beached, broken-up or sunken vessels can threaten human safety and navigation, and have an impact on aquatic habitats.

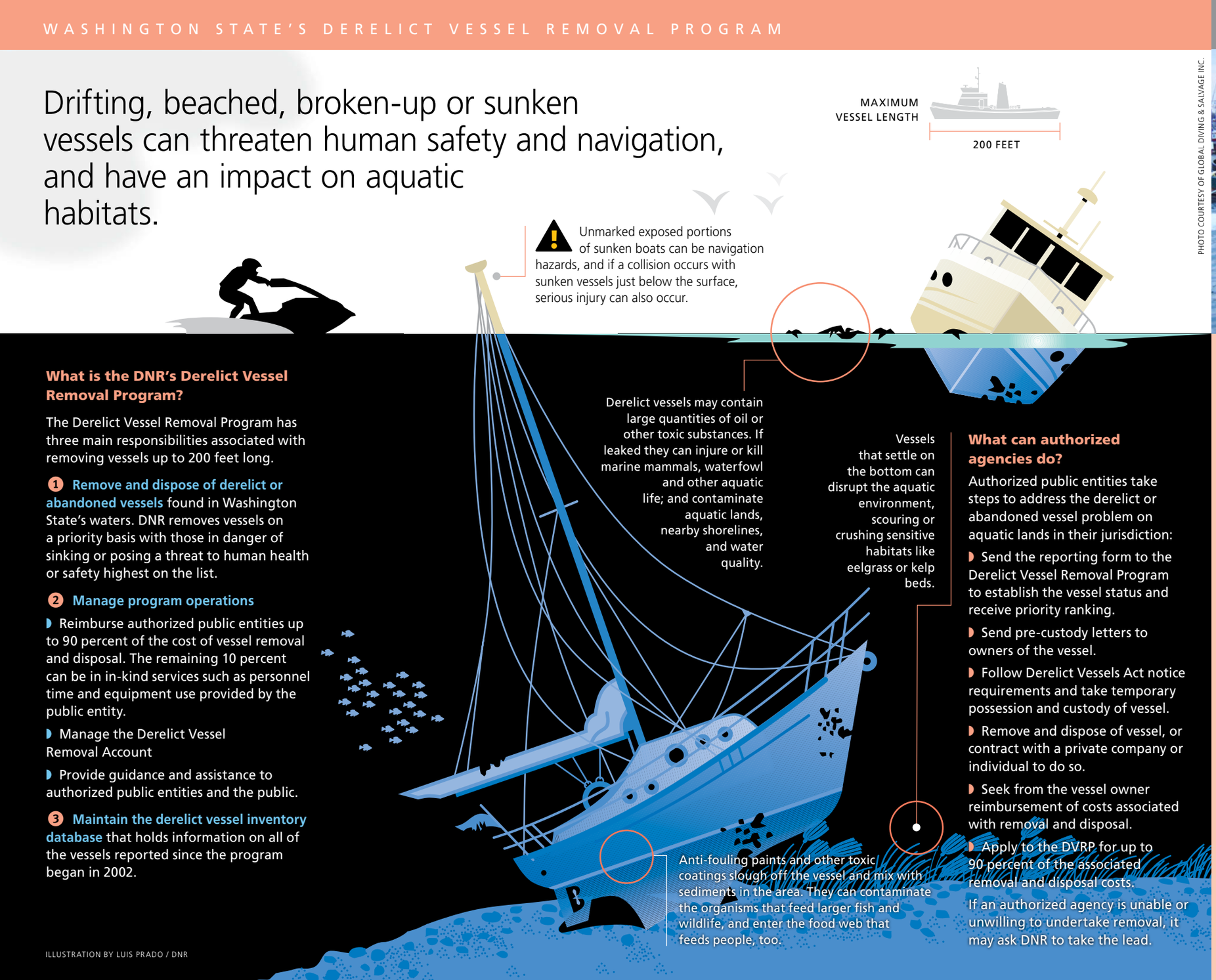


ILLUSTRATION BY LUIS PRADO / DNR

PHOTO COURTESY OF GLOBAL DIVING & SALVAGE INC.

Derelict vessels are removed from the water using the most environmentally sound methods available. Sunken vessels are raised using a combination of lift bags and high pressure pumping, and pollutants are removed and disposed of.

What is the DNR's Derelict Vessel Removal Program?

The Derelict Vessel Removal Program has three main responsibilities associated with removing vessels up to 200 feet long.

1. **Remove and dispose of derelict or abandoned vessels** found in Washington State's waters. DNR removes vessels on a priority basis with those in danger of sinking or posing a threat to human health or safety highest on the list.

2. **Manage program operations**

- Reimburse authorized public entities up to 90 percent of the cost of vessel removal and disposal. The remaining 10 percent can be in in-kind services such as personnel time and equipment use provided by the public entity.
- Manage the Derelict Vessel Removal Account
- Provide guidance and assistance to authorized public entities and the public.

3. **Maintain the derelict vessel inventory database** that holds information on all of the vessels reported since the program began in 2002.

What can authorized agencies do?

Authorized public entities take steps to address the derelict or abandoned vessel problem on aquatic lands in their jurisdiction:

- Send the reporting form to the Derelict Vessel Removal Program to establish the vessel status and receive priority ranking.
- Send pre-custody letters to owners of the vessel.
- Follow Derelict Vessels Act notice requirements and take temporary possession and custody of vessel.
- Remove and dispose of vessel, or contract with a private company or individual to do so.
- Seek from the vessel owner reimbursement of costs associated with removal and disposal.
- Apply to the DVRP for up to 90 percent of the associated removal and disposal costs.

If an authorized agency is unable or unwilling to undertake removal, it may ask DNR to take the lead.

What are the derelict vessel removal priorities?

In order to protect the health of people, marine and fresh water ecosystems and wildlife, priority for derelict vessel removal account funds is given to removing derelict vessels that are in danger of sinking, breaking up, blocking navigation channels, or that present environmental risks. The program addresses vessels of 200 feet or less. Priority is assigned to the vessel based on criteria that classify the degree of threat.

Where does program funding come from?

$3 of the annual recreational vessel registration fee and $5 of the vessel visitor permit fee provide most of the program's funding. Starting in 2015, some commercial vessels pay a $1/ft fee that also funds the account.

The state's Derelict Vessel Laws are in Revised Code of Washington (RCW) 79.100.

Program information, guidelines, reporting, and application forms are available at **dnr.wa.gov/derelictvessels**.

Also linked are the Derelict Vessel Inventory, and program funding account balance.

Who is authorized to remove vessels?

Derelict vessels may be removed by Washington DNR or other public agencies:

- Port Districts
- City, town or county with ownership, management or other jurisdiction over aquatic lands
- Metropolitan Park Districts
- State Parks and Recreation Commission
- State Department of Fish and Wildlife

Washington Salmon Hatchery Production and Management

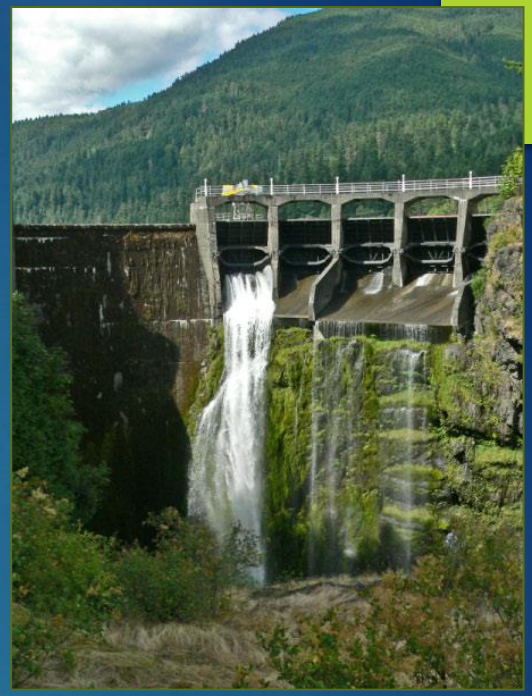
WASHINGTON COASTAL MARINE ADVISORY COUNCIL MEETING – DECEMBER 12, 2018

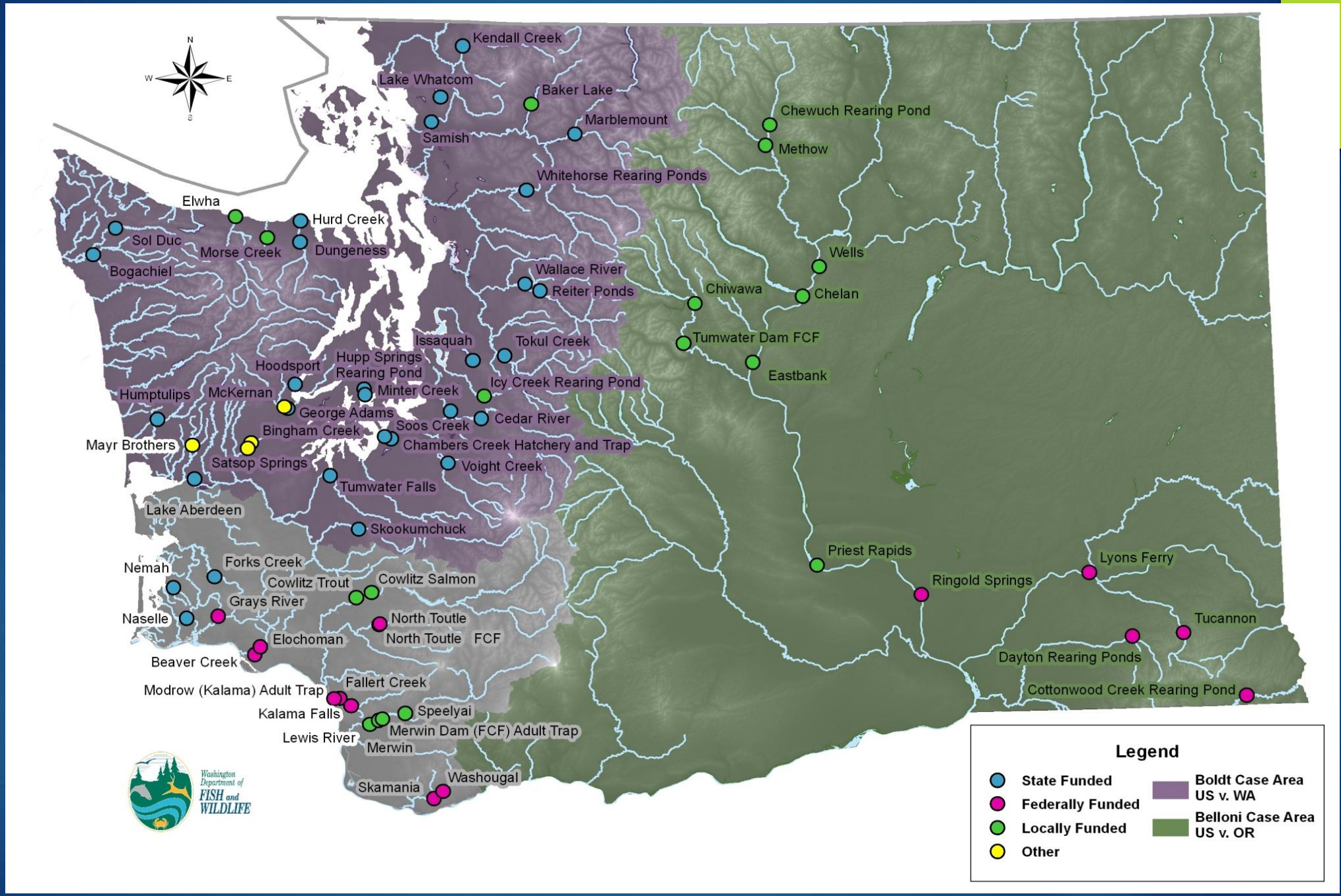
Hatchery Overview

- WDFW Operates 80 Hatcheries and releases almost 150 million fish annually
- Provides significant harvest opportunity and economic value
  - Over 75% of fish harvested are from hatcheries
- Hatchery fish pose risks to natural spawning populations
- Hatchery Genetic Management Plans (HGMPs)
  - ~ 113 HGMPs submitted for review and consultation
  - 55 Hatchery Programs permitted

Hatchery Overview

- Hatcheries mitigate for deleterious changes to freshwater habitat
  - Contribute to fisheries
  - Supplement weak wild population
- Hatchery production is subject to:
  - *Approval by NOAA for ESA-Listed stocks*
  - *US v Washington,* and
  - *US v Oregon*
- State statutes direct development, operations and releases of juvenile salmonids

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W
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Kendall Creek
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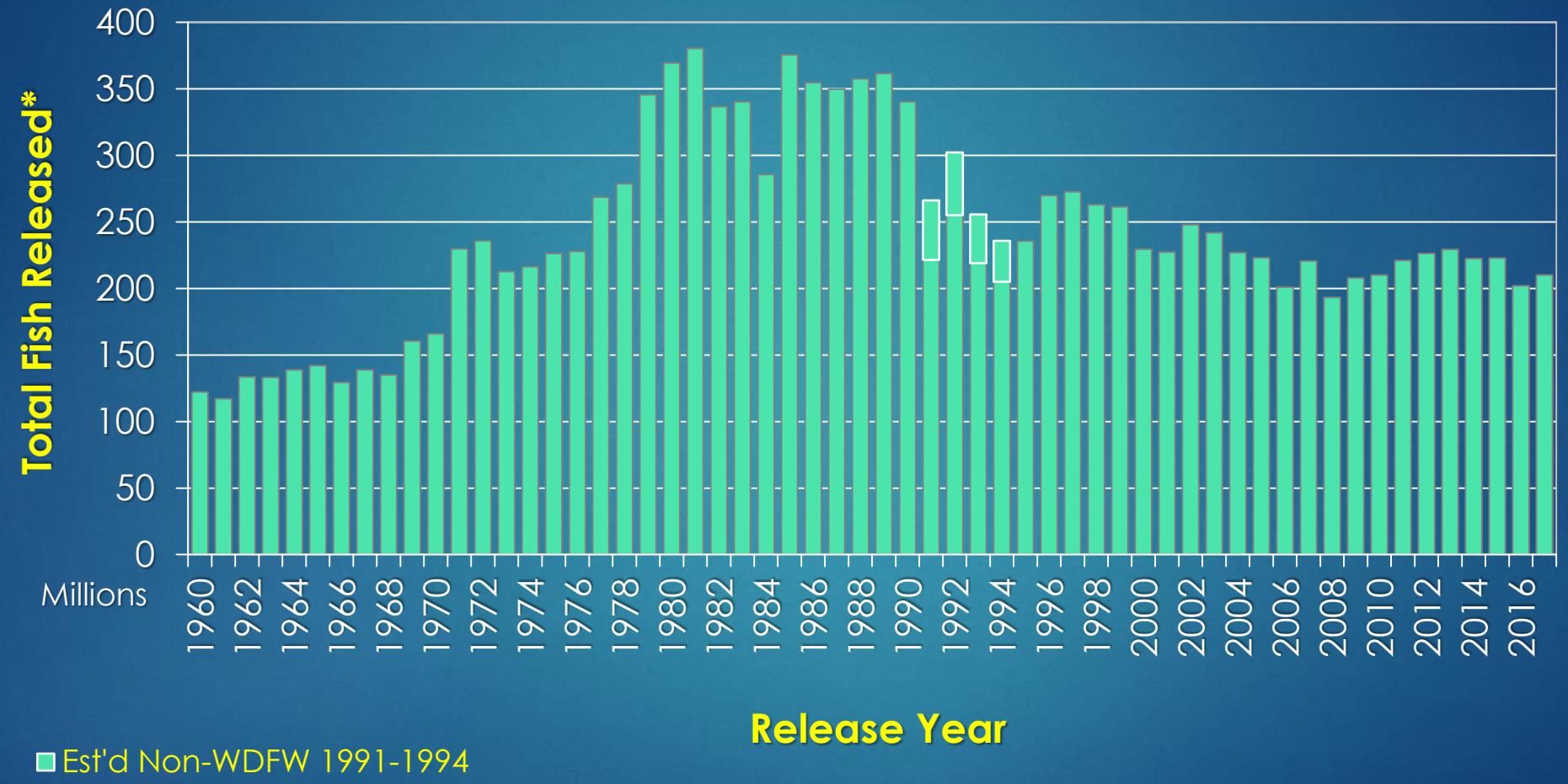
Baker Lake
Samish
Marblemount
Chewuch Rearing Pond
Methow
Whitehorse Rearing Ponds
Elwha
Hurd Creek
Sol Duc
Morse Creek
Dungeness
Bogachiel
Wallace River
Reiter Ponds
Wells
Chiwawa
Chelan
Issaquah
Tokul Creek
Tumwater Dam FCF
Hupp Springs Rearing Pond
Hoodsport
Eastbank
Icy Creek Rearing Pond
Humptulips
McKernan
Minter Creek
George Adams
Cedar River
Soos Creek
Bingham Creek
Mayr Brothers
Chambers Creek Hatchery and Trap
Satsop Springs
Voight Creek
Tumwater Falls
Lake Aberdeen
Skookumchuck
Priest Rapids
Lyons Ferry
Forks Creek
Nemah
Cowlitz Trout
Cowlitz Salmon
Ringold Springs
Grays River
Naselle
North Toutle
Tucannon
Elochoman
North Toutle FCF
Dayton Rearing Ponds
Beaver Creek
Fallert Creek
Modrow (Kalama) Adult Trap
Cottonwood Creek Rearing Pond
Kalama Falls
Speelyai
Merwin Dam (FCF) Adult Trap
Lewis River
Merwin
Washougal
Skamania
Washington Department of FISH and WILDLIFE
Legend
State Funded
Federally Funded
Locally Funded
Other
Boldt Case Area US v. WA
Belloni Case Area US v. OR

WDFW Hatchery Releases in 2017

Chinook	65,329,632
Coho	16,632,588
Chum	31,356,062
Sockeye	12,312,668
Steelhead	5,917,414
Kokanee	7,941,883
Rainbow	6,029,845
Cutthroat	1,205,412
Brown Trout	516,336
Brook Trout	140,045
Tiger Trout	181,456
Golden Trout	8,632
White Sturgeon	8,679
Tiger Muskie	5,364
Total	147,586,016

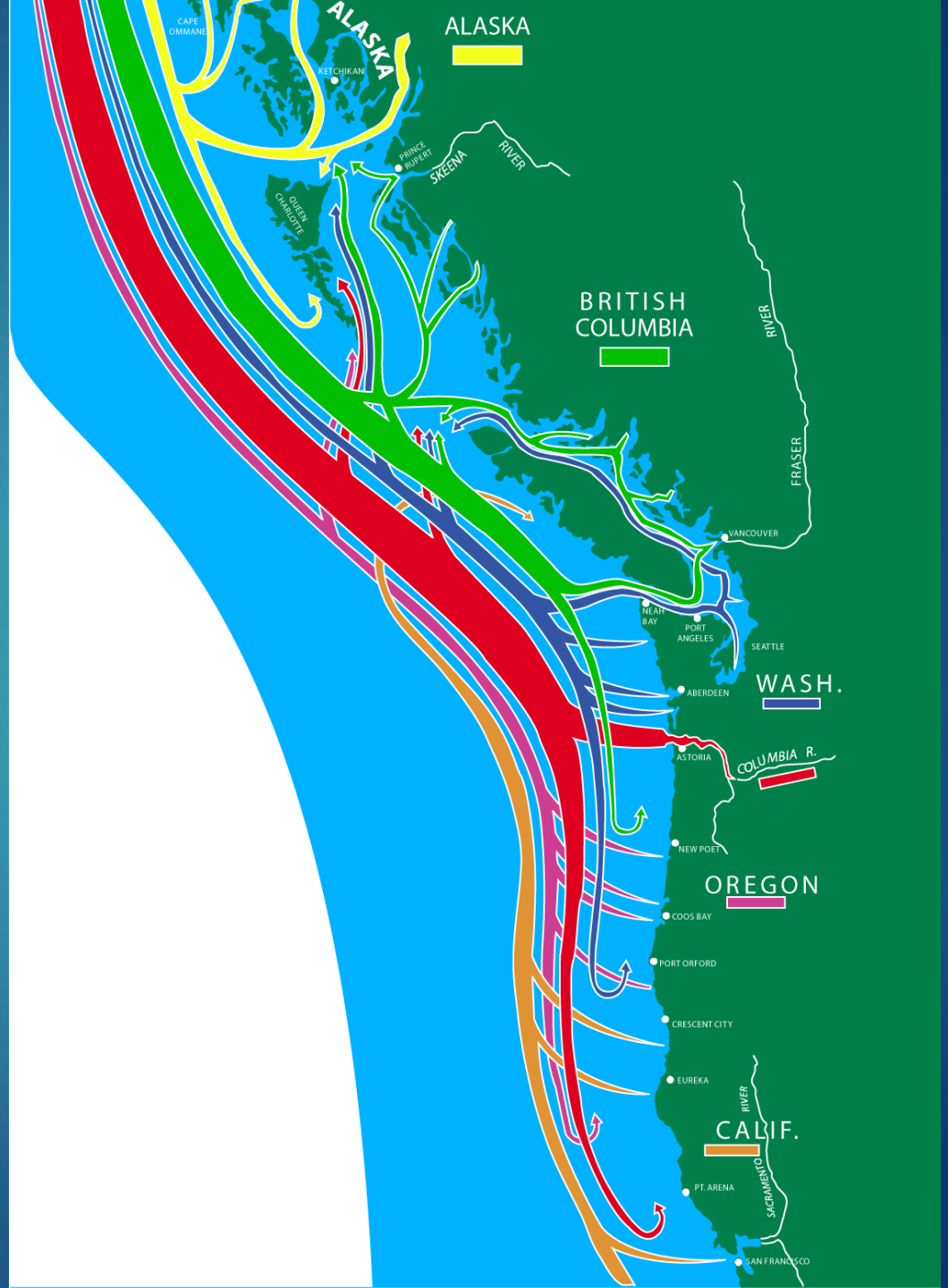
2017 Release Data are from the WDFW Hatchery Plants database

Statewide Hatchery Salmon and Steelhead Releases 1960-2017 (All Operators)



WDFW's reconstructed releases from all agencies across the state. Releases from 1960-1989 are estimated from state's *Salmon 2000* report. Releases from 1989+ are from the WDFW Hatchery Plants database and PSC data (for non-WDFW estimates). Releases from 2009 are from Regional Mark Information System (RMIS) database.

Overlapping Jurisdictions and Far North Migrating Stocks

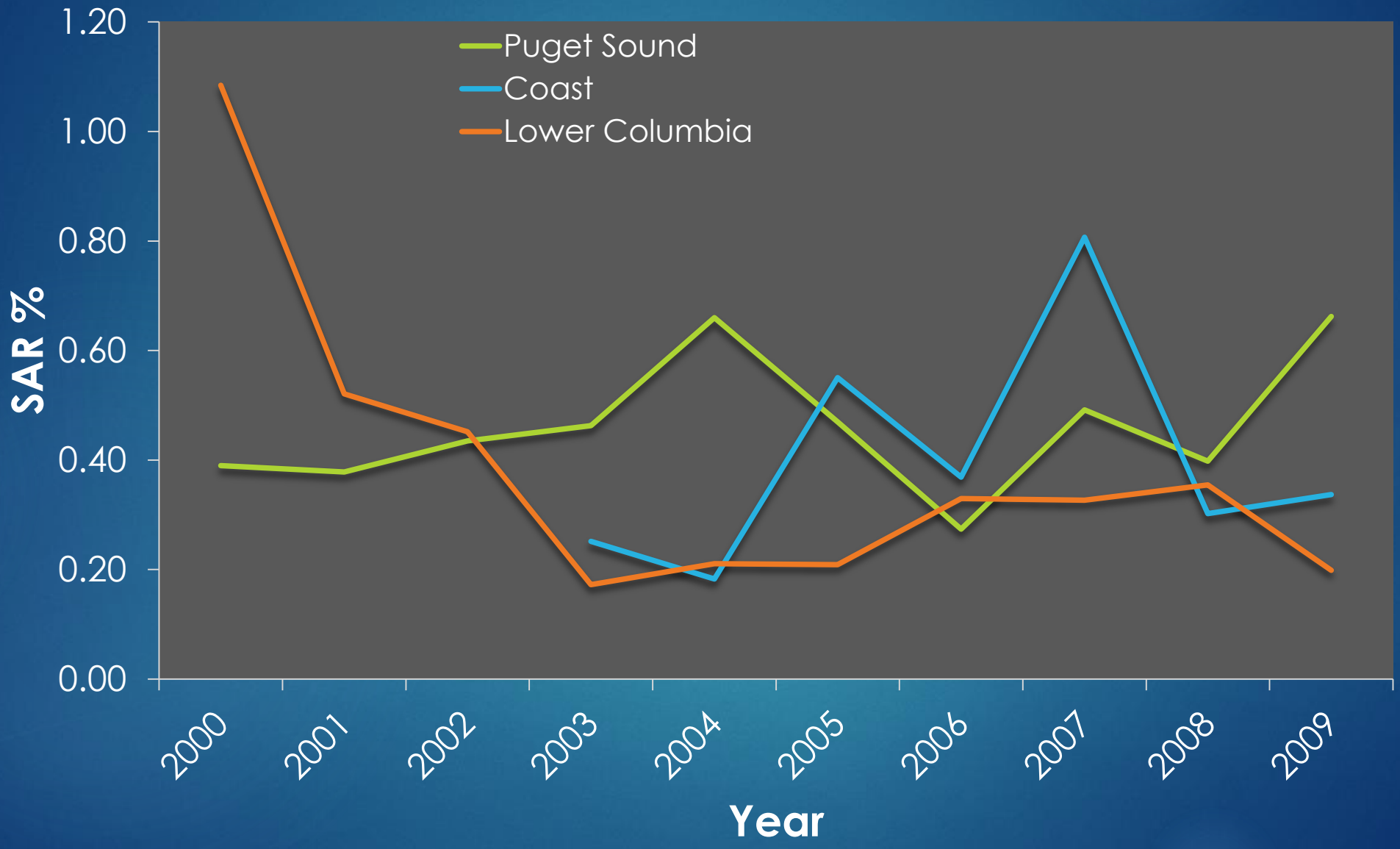


Mass Marking and Coded-Wire Tagging

- Coho, chinook, and steelhead produced in Washington hatcheries have adipose fin clip
- CWTs: Small magnetized tags etched with a unique 6-digit code inserted into snout

- 56.8 M Chinook Mass Marked in 2017
- 15.3 M Coho Mass Marked in 2017
- 4.2 M Steelhead Mass Marked in 2017
- Over 17 M Salmon Tagged Annually

Chinook Survival



Fish and Wildlife Commission Goals, Policies, and Guidelines

- Goal: Increase hatchery production by about 50 million smolts above 2018 levels
- Develop watershed-specific plans to implement hatchery reform
- Implement broodstock management standards for all WDFW programs
- Externally mark all fish produced for harvest
- Bring WDFW facilities into compliance with environmental standards

Governor's Orca Task Force Report

- Identified key threats to Southern Resident Killer Whales (SRKWs):
  - Lack of Prey Availability
  - Vessel Noise and Disturbance
  - Contaminants
- Recommendation # 6: Significantly increase hatchery production and programs to benefit SRKWs consistent with sustainable fisheries and stock management, available habitat, recovery plans, and the ESA.
- Additional recommendations: restore habitat, reduce vessel noise, address pinniped predation, and monitor contaminants

Pacific Salmon Commission – Chinook Annex Agreement

- Currently undergoing review and ratification
- Details have not been released, but anticipate inclusion of:
  - Habitat restoration
  - Increased hatchery production
  - Reductions in chinook harvest by BC and Alaska fisheries
- Orca Task Force Recommendation # 10: Support full implementation and funding of the 2019-2028 Pacific Salmon Treaty.


Questions?

WASHINGTON COASTAL MARINE ADVISORY COUNCIL
Coastal Resilience Work Group

Wednesday, November 14, 2018
10:00 am – 1:30 pm
Port of Grays Harbor Commissioners Chambers
Aberdeen, WA

SUMMARY

Council Members Present	
Casey Dennehy, Recreation	Crystal Dingler, Citizen Rep
Dale Beasley, Commercial Fishing	Randy Lewis, Ports
Garrett Dalan, Grays Harbor MRC	Rod Fleck, N. Pacific MRC
Kevin Decker, Sea Grant	
Others Present	
Bobbak Talebi, Ecology (WCMAC Staff)	Susan Gulick, Sound Resolutions, Facilitator
Amy Spoon, WDFW	Felicia Olmeta-Schult, Ecology
Jackson Blalock, TNC	Katrina Radach, TNC
Paul Dye, SeaGrant	

Coastal Resilience Grant Proposal: Overview by Bobbak

- Bobbak reviewed the grant opportunity Ecology is pursuing.
- Bobbak also provided an overview on how WCMAC and Ecology have followed up on the Ruckelshaus report recommendations. The original focus on regulatory flexibility was not identified as a key impediment in a survey conducted by Ecology and TNC. While there is still some ongoing work on this topic, WCMAC's focus has shifted to a broader look at coastal resilience.
- There are numerous, varied funding opportunities for coastal resilience efforts on the coast. The Governor is very supportive of these efforts. The focus of today's discussion is to discern what investments will be the most effective to enhance coastal resilience on the coast.
- The Work Group discussed how to define coastal resilience. Broadly, costal resilience includes economic and social resilience. However, the grant before Ecology is limited to coastal hazards.
    - There may be other efforts on the coast that are better equipped to address the economic resilience of coastal communities than WCMAC—which is more focused on marine issues—but it is clear that economic resilience is important to WCMAC members and to coastal communities.
    - WCMAC efforts on coastal resilience should always work to create a bridge between coastal hazards and risks and the long-term economic resilience of communities.
    - WCMAC doesn't want to repeat or reinvent other efforts to address economic resilience on the coast, such as the Coast Works Alliance. However, WCMAC should link to these efforts to ensure that marine efforts and economic efforts dovetail.
    - This will be an ongoing conversation and effort at WCMAC and hopefully within other coastal initiatives.
- Coastal Zone Management Grant Application (Project of Special Merit)
    - The grant application is due December 19, but Ecology has to submit for internal review by December 9. Thus, the application needs to be finalized prior to the next WCMAC meeting.

- The grant offers support for innovative programs that involve program enhancement for specific priorities set at federal level. Coastal hazard resilience is a federal priority for this year's grant.
- The maximum grant award is $250,000 and the timeframe for completing grant tasks is 10/1/19 -12/31/20.
- Last year's grant request was not selected for funding but ranked very well. Ecology received feedback from NOAA that the proposal was a bit too broad and could have been more innovative.
- Ecology is well-positioned to receive funding this year. Ecology would like to support the ongoing efforts from WCMAC and coastal communities to address short- and long-term resilience to natural hazards.

Work Group Discussion of Grant Proposal Options

- General Discussion
  - The group discussed a sharper focus on moving communities from problems to solutions. How can we get solutions/projects ready so that they can be ready to apply for funding as opportunities arise?
  - Rural coastal communities need additional support in moving from problem to solutions. High priority projects in the state are not funded at times because the local communities don't have the capacity to mobilize quickly and complete complex grant applications within available time and resources.
  - Technical understanding and staff support are key parts of helping communities through a process that will produce a project and application for funding that can compete with entities that have more capacity.
  - The CZM grant provides an opportunity to identify and refine project ideas so that they are ready for funding. The project descriptions would not go to the design level but would provide a strong conceptual description of important projects. The descriptions would also note what additional technical assistance is needed to get the project to "shovel-ready" level of detail.
  - It will also be important to identify and involve potential funders in these up front discussions so that the project descriptions are compatible with upcoming funding opportunities.
  - The project descriptions should include two types of projects: 1) more sophisticated projects that are already fairly developed and just need funding; and 2) good ideas that need incubators or additional technical assistance to help develop and advance the idea
  - As part of the grant, Ecology should propose convening a regional forum to get an update on the current science, to share ongoing projects by communities on the coast, and to provide technical support to develop the project descriptions. The Infrastructure Assistance Coordinating Council (IACC) Conference may be a good model.
- Grant components
  1. List of "projects" or "Issues and solutions"
     - The goal is to develop a reasonably short list of projects with strong conceptual descriptions. This will not be fully designed projects but will-developed descriptions (more than just a list). The project descriptions may include generalized projects that can be matched to specific areas.
     - The list will include 1) more sophisticated projects that are already fairly developed and just need funding 2) good ideas that need incubators or additional technical assistance to help develop and advance the idea.
     - It will be important to get communities involved in developing project descriptions, as well as agencies, so we can creatively develop solutions that offer benefits to all stakeholders while also meeting regulatory requirements.
     - The effort should include Technical Assistance to communities to develop each project, including a team of technical experts to draw upon, such as:
       - Engineering

- Permitting and regulatory expertise (NEPA/SEPA),
- Environmental technical experts (biologists, geologists, etc.)
- It may be possible to involve academics/grad school students as a low-cost option for some of the assistance.

- The projects should explore the social and economic implications of natural hazard impacts on coastal communities, and discuss how to address long-term resilience.

2. Framework for a resilience project program
   - Criteria should be developed to help shape resilience project development in coastal communities, as well as help determine which projects should be included on the list develop by the grant. The projects will not be prioritized but should meet a basic threshold as defined by the criteria.
   - As part of the grant, Ecology should propose convening a regional forum to get an update on the current science, offer a venue for communities to share ongoing projects and lessons learned, and to provide technical support to develop the project descriptions. The Infrastructure Assistance Coordinating Council (IACC) Conference may be a good model.
   - The grant should also describe a long-term vision to keep this process going after the grant expires.
   - WCMAC will also have role in this task, though that will need to be defined.

3. Create a system better connecting projects to funding
   - Funders should be involved with community project development discussions (US Army Corps of Engineers, WA Emergency Management Division, WA Department of Commerce, etc.)
   - Upcoming grant options should be matched with relevant projects.
   - A system should be created to bring agencies together to proactively identify funding sources and jump-start the application processes as they arise.

4. Implementation
   - It is important to include a mechanism to get the list of projects from a concept to an implemented project.
   - Ecology should look at existing mechanisms: The Infrastructure Assistance Coordinating Council (IACC), Washington Coast Restoration and Resilience Initiative (WCRRI), WA-CERT (WA Community Emergency Response Teams), etc. as models.
   - The roles of WCMAC and MRCs should be defined for reviewing and assessing the projects as grant opportunities arise. The goal is to have a strategic, regional approach to coastal projects so that individual communities are not competing against each other for individual project funding—instead, each community's projects should be part of a regional, cooperative vision.
   - The regional forum convened to develop the initial list of projects should be carried forward to provide annual updates on science, to share ongoing projects by coastal communities, and to provide front-end technical assistance for prospective projects. The Coastal Resilience Network and the MRC Summit should be the starting points for these efforts.

- Bobbak will draw on these ideas in preparing the grant application.

Other Coastal Resilience Issues

- The Work Group discussed the problem on with the cyclical pattern of "Hazard, response, forget, repeat".
- It is hard to keep interest (and funding) for maintenance and preventative efforts as opposed to hazard response.
- Exemplary, replicable projects are key. It is also important to have buy-in among communities.

- WCMAC is an audience of stakeholders, and provides an intermediary audience to get info out and back in.
- WCMAC could have a "project idea" for projects and serve as a forum for refining and prioritizing efforts—a type of regional advisory board for local communities. Having a link on WCMAC's webpage for citizens and communities to submit ideas could be useful.
- The Work Group also discussed the lack of ongoing knowledge over time. There is a need for a data portal with case-histories, data, etc. We need ongoing infrastructure to support coastal resilience: people, data, etc.
- We need to build a framework for coastal communities to address resilience; see Ruckelshaus Report Recommendation 1.
    - We need a 25-year commitment of multi-millions of dollars to Sea Grant, WSU Extension, Commerce, Ag, Ecology and possibly other partners to work on rural coastal resiliency. A body of rural experts working together for a quarter century would be powerful.
    - We should engage tech-savvy universities or companies to use expertise to combine, organize and maintain coastal research and activities so that others could access it ("mine it"). We need a long-term commitment to keep this going.
    - This should be a legislative chartered entity to address the ecological, economic and social aspects of resiliency. We need $3-5 million per year for 25 years.
    - WCMAC could serve as an advisory board to this new entity.
    - This is not about getting more desks in Olympia; it's about leveraging existing resources to build coastal resiliency.
    - Bobbak will follow up with the Ruckelshaus Center to see if they can expand on their recommendation. Our goal is to have a report at the June WCMAC meeting.

Next Steps

- ✓ Bobbak will prepare and submit the grant application.
- ✓ Bobbak will follow-up with the Ruckelshaus Center to get more information on their recommendation 1 and the Work Group's ideas.
- ✓ The Coastal Resilience Work Group will meet again in January.
- ✓ All agreed that an in-person meeting was very helpful and should be done more often, perhaps quarterly.

Upcoming WCMAC Meetings

- Wednesday, December 12, 2018
- Wednesday, March 20, 2019
- Wednesday, June 12, 2019
- Wednesday, September 18, 2019
- Wednesday, December 11, 2019

Meetings are held in Aberdeen unless otherwise noted

If you have questions or comments, please contact Susan Gulick of Sound Resolutions at (206) 548-0469 or by e-mail at Susan@Soundresolutions.com.

WCMAC Workplan

12/12/18

	Topic	Purpose	Source*	WMCAC Focus	Timeframe	Tasks	Information Needs	Working Group (Y/N)	Notes/Status Updates
A.	**Coastal Resilience**	To update WCMAC on efforts to address coastal resilience and identify areas were WCMAC may want to provide informal or formal advice on the issue, or provide leadership in convening diaglog or gathering information.	C	Information Sharing; Possible informal advice	Ongoing	1. Potential survey on regulaory flexiblity and impediments to addressing coastal resilience issues. 2. A science-policy workshop on coasatal erosion 3. Grant application to assist local communites with coastal reslience projects and potential funding	1. Informational Briefing 2. Reports from current efforts	Yes	* Panel Discussion occured at Sept. WCMAC meeting. * Coastal Resilience Work Group is formed and is holding meetings * Grant funding for a series of 4 workshops was not received; economic workhsop may happen through other entities
B.	**Ecosystem Indicators**	To provide feedback to the state on refining the list of ecosystem indicators.	C	Informal Advice	6/18-6/19	1. Compile existing lists of indicators, summary of methods, and proposed process for refining indicators *(WCMAC staff)* 2. WCMAC briefing and discussion *(WCMAC Meeting)*	1. List of current potential indicators 2. Summary of methods used to identify current list 3. Informational briefing on developing scientifically robust indicators	No, but included in work of Science & Reserch Agenda Work Group	*Need to consult with NOAA (NWFSC)
C.	**Science and Research Agenda**	To provide feedback to the state on the development of a science and research agenda, including data gaps and WCMAC's priorities.	C	Informal Advice	1/18-6/19	1. Compile Data Gaps *(WCMAC Staff)* 2. WCMAC Discussion on Initial List of Gaps and Priorities *(WCMAC Meeting)* 3. Coordinate with ecosystem indicators work	1. List of data gaps (initial list from MSP) 2. Summary of existing, current science needs documents for WA Coast (e.g. OCNMS, PFMC)	Yes	
D.	**Monitor Implementation of MSP**	To keep WCMAC informed of MSP implementation efforts	C	Information Sharing	Ongoing	1. Summarize status of MSP implementation tasks (WCMAC staff) 2. Develop panel on regulatory roles for Dec. meeting? (*WCMAC staff*)	1. Informational Briefing on Status of MSP Implementation	No	*Include briefing on how the plan gets used, particularly regarding new applications *Review plans that are inconsistent with MSP
E.	**Annual Work Plan**	To develop an annual workplan to guide planning for WCMAC meetings and activities.	B	Operations/Admin	12/18	1. Compile topics and outcomes (*Steering Committee*) 2. Develop draft annual workplan (Steering Committee)	1. Input from WCMAC members and Gov's office on topics and priorities	No	* Initial draft work plan discussed at September meeting with final work plan addressed at Dec. meeting.
F.	**WCMAC Meeting Agendas and Operations**	To fulfill Steering Committee responsibilities as listed in the by-laws	B	Operations/Admin	Ongoing	1. Set WCMAC Agendas for each meeting 2. Conduct officer elections every 2 years		No	

Source: C= Governor's Charge; B=Bylaws

	Other Topics of Interest/Future Consideration	Notes/Comments
1	Cosatal Erosion	Coastal Resiliency Work Group is planning a Sciecne-policy workshop on Coastal Erosion
2	Shipping overview	
3	Oil terminals	
4	Sea-level rise (included with coastal resiliency?)	
5	Commercial Net Pen Aquaculture	
6	Offshore Aquaculture	
7	Shellfish Aquaculture Management issues (e.g. invasive species, burrowing shrimp, etc.)	Will provide ongoing updates to WCMAC as appropriate
8	Invasive Species and Pest Species Management	Will provide ongoing updates to WCMAC as appropriate
9	Changing Fishing Fleets and Alternative Fishing Methods	
10	Coastal Energy	
11	Economic Development: How to coastal communities adapt to changing economy?	Other coastal groups are considering hosting a workshop
12	Builing Local Capacity	
13	Watershed Protection	
14	Ecosystem Services Valuation	

Topics Addressed in Previous Meetings	Notes/Comments
Vessel Traffic/Navigational Safety/Transport of hazardous substances	Briefing on Grays Harblor Vessel Traffic Risk Assessment occured at 3/28/18 meeting.
Ocean Acidification	Presentation by MRAC members at 6/13/18 meeting
Tsunami/Disaster Preparedness	Presentation at 6/13/18 Meetng
Juvenile salmon survey results and ocean conditions	Webinar in 9/18
Update Bylaws (decisionmaking and Steering Committee composition)	Completed 6/13/18
Briefing from WDFW on recreation and commercial fishing allocation	Presentation at 12/12/18 meeting