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From: Cameron, Scott
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Thanks for the update, Stephen!

Thanks,
Scott
Scott J. Cameron
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On Wed, Mar 8, 2017 at 12:54 PM, Stephen Phillips <SPhillips@psmfc.org> wrote:

Scott, Hilary and Sarah:

Thank you !!!! for meeting with us last week.

In follow-up discussions with Hilary today, we came up with the following to do list:

1. Briefing sheet -- Hope ! and Triage: Elizabeth has the lead on this (actually she started it last night) We will provide you with how Colorado (with input from all of us) “trriages” is watercraft inspection and decontamination program, especially during peak times. The beauty of the Colorado Parks and Wildlife Program is that it was set up for both containment and prevention. Elizabeth will provide some costs for her program. Also, the message is that there is hope ...remember that Colorado was classified as a positive state for mussels beginning in about 2008 (?). In 2017, because they found no further evidence of mussels in sampling for the past 5 years (no evidence of adults, veligers, DNA) ...they are now free of dreissenids!. The message is that they built a program to contain what they had and prevent further introductions (and the mussels cooperated as whatever populations that were there died off). We hope that MT will experience no further detections and Tiber and Canyon Ferry can be de-listed in the years to come!

A Note on Costs: As part of our coop agreement in managing the WRDA watercraft inspection program in the Columbia River Basin, we have substantial amounts of actual prevention cost estimates for the state programs (and we will soon have containment costs estimates for MT {Tiber and Canyon Ferry}). So, if you need additional WI/D costs...let any of us know. And we have current CRB monitoring expenditures as well if needed (further monitoring info can be found [HERE](#))

2. Authorities for stopping watercraft on Provincial and US Federal Highways: I mentioned that Canada is able to stop watercraft on Provincial (federal) highways. An example being in Alberta on HWY 1 where the province intercepted 16 mussel fouled boats in 2016. The US also can stop watercraft on our federal highways....with a few twists that I won't get into now (Idaho can't hold fouled commercially moved watercraft, but they have developed cooperative "agreements" for other states to decon and hold))I am going to check with the Sea Grant Law Center (Stephanie Showalter- Otts on any barriers that exist and get back to you) The SGLC has been part of our Western Regional Panel "[Building Consensus](#)" project and has been working with law enforcement and Attorney General offices in the west on improving the legal side of our western dreissenid watercraft inspection program efforts.

Anything else we missed??

Thank you again for taking time out of your busy schedules to meet with us and whatever you need ...please let us know !

Regards,

Stephen

Stephen Phillips

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