Monday, September 30

All Day Federal Assistance Workshop Featuring Sport Fish Restoration, Boating Infrastructure and Clean Vessel Act Programs, Rules, Policies and Compliance.

8:00am-10:00am General Session

Federal Boating Program Updates. Lisa VanAlstyne, U.S. Fish and Wildlife Service
Receive updated information on sequestration, Trust Fund revenues, rules and guidelines. Learn what is happening with the upcoming reauthorization of the Trust Fund.

Historic Clean Vessel Act Trends. Lisa VanAlstyne, U.S. Fish and Wildlife Service
Examine recent trends and historic information on past Clean Vessel Act grants. Discuss project descriptions, matching funds, partnerships and approaches to completing grants.

Learn about the financial assistance wiki and the types of information available that can assist you.

Discover the current status of the new TRACS reporting system and what types of information will be available to the public and to grant administrators.

10:15am-12:00pm General Session

National Historic Preservation Act: Cultural Resources Review. Eugene Marino, U.S. Fish and Wildlife Service, Dennis Griffin, Oregon State Historic Preservation Office and Chuck James, Retired Bureau of Indian Affairs
Panel Presentation looking at the history and purpose of cultural review including federal, state and tribal considerations. This is an opportunity to discuss current issues, concerns and process regarding Section 106 compliance.

1:00pm-3:00pm General Session

State Perspectives on Compliance Enforcement of Sub-Grantee Agreements. Janine Belleque, Oregon State Marine Board, Preston Smith, Virginia Department of Health, Teresa Jarret, Nevada Department of Wildlife
Panel Presentation providing examples of how non-compliance issues were discovered, type and method of investigation and the process of resolving the non-compliance issues. Each presenter will provide examples from a different program including some that resulted in repayment of grant funds, extension of sub-grantee agreements for non-compliance and changes in procedure or policies.

**Increasing Public Awareness of Coastal Clean Vessel Act Funded Facilities. Megan Kleibacker, Oregon Sea Grant**
Learn about a new program that is focusing on educating coastal boaters about Clean Vessel Act facilities, their purpose, intent and use. The effort uses a combination of social media avenues, video, signage and person-to-person outreach. Oregon Sea Grant is working with boaters, private and public marina operators and user groups to enhance the use of Clean Vessel Act funded equipment.

**CVA Pumpout Education and Outreach in Washington: Communicating to Boaters Using a Multi Media Approach. Aaron Barnett, Washington Sea Grant**
In partnership with Washington State Parks Commission, Washington Sea Grant, since 2009, has been responsible for CVA education and outreach. Over the past four years various media options have been employed to get CVA messaging to Washington boaters. This presentation outlines how three different types of messaging avenues have been employed during the last four years and how they work by comparison. They are traditional print and broadcast media, electronic web-based and social media and direct person-to-person outreach.

**3:15pm-5:00pm General Session**

**Historic Boating Infrastructure Trends. Paul VanRyzin, U.S. Fish and Wildlife Service**
Examine recent trends in participation and grant award of Boating Infrastructure Grants looking at awards and matching resource percentages, project applicants, completion, and locations.

**Sportfishing Boating Partnership Council: Increasing Participation in Boating Infrastructure and Clean Vessel Act Grant Programs. Ryck Lydecker, BoatUS**
The Sport Fishing & Boating Partnership Council has been asked by the Director of U.S. Fish and Wildlife Service to undertake an effort to make recommendation on how to increase participation in both the Boating Infrastructure Grant Program and the Clean Vessel Act Grant Program. Hear the results of a recent SOBA member survey and what the committee will be working on in the next few months.

**“Stump The Feds”. Lisa VanAlstyne, Paul VanRyzin and Regional Coordinators, U.S. Fish and Wildlife Service.**
This is a traditional session of open questions and answers between U.S. Fish and Wildlife Service staff and Conference Attendees on all three boating programs.
Tuesday, October 1

8:00am - 11:15am Opening Ceremonies, Welcoming Remarks, Affiliate Reports

11:15am - 12:00pm General Session

AFWA Multi-State Grant for the National Assessment of Boating Access. Mark Duda, Responsive Management
Receive an update on the progress of this two-year project that has been funded under a multi-state conservation grant. SOBA is leading the study efforts, and partners in this study include: Recreational Boating and Fishing Foundation (RBFF), National Marine Manufacturers Association (NMMA), Boat Owners Association of the United States (BoatU.S.), and Association of Marina Industries (AMI). This study focuses on the intersection between boating and fishing activities. Recreational boating and fishing activities are intertwined and, consequently, as the number of participants in one activity falls, the other falls as well: conversely, as participation rises in one, it also rises in the other. This study is designed (1) to determine whether lack of boating access has contributed to decreases in participation and (2) to create assessment tools for boating access that states and regions can replicate to measure their boating access programs and needs.

Demographic Influences on Changes in Boat Ownership and Boating Related Recreation. Brian Bohnsack, U.S. Fish & Wildlife Service
Boating recreation is predominately an activity of the non-Hispanic white population. Approximately three fourths of those who participated in boating in 2010 self-identified as non-Hispanic white and participation rates in boat related recreation are lower for all other race/ethnic groups. Continued diversification of the population will impact the marine industry. In this paper, we provide an overview of demographic trends and changes in marine recreation participation and boat ownership. Then we projection changes in boat ownership and marine recreation participation through 2050 based on current participation rates and alternative scenarios to show the effect of demographic changes on marine related recreation. We discuss the implications of these changes for the marine industry and for organizations involved in planning for marine related recreation.

1:00pm - 2:15pm Breakout Sessions

Technical Session

Designing and Engineering Public Boating Access to Reduce Conflict with Other Waterway Users. Shannon Kinsella, P.E. Reid Middleton
The busy shoreline is a place of many activities including use by all sizes and types of boats from small kayaks to large commercial ships. The shoreline also attracts pedestrians, swimmers, fishers, and others. This presentation will focus on practical ways boating facilities can be configured and designed to reduce conflicts and increase safety of these popular sites.
Lake Sanitation Facilities: Lessons Learned at Lake Powell. Ken Earlywine, Green Flush Technologies
This session will provide helpful information on how to select which type of sanitation facility would be the best at developed, primitive and rustic facilities at Lake Powell. The presentation will include discussion on short-term and long-term maintenance and operation of the facilities and useful life span.

Sustainable Session

“Respected Access is Open Access”. Lori McCullough, Tread Lightly
The objectives of this new program is to protect and enhance the public’s access to federal, state, tribal and private lands and waters to enjoy outdoor recreation in a safe and environmentally sound manner. By building trust, credibility and creating an ever-growing circle of key stakeholders and partners, we will pool resources and implement strategies. The issues surrounding outdoor recreation and conservation of America’s natural resources are complex. While there is no panacea to sustain and improve public access and protect opportunities to enjoy outdoor recreation, a growing body of research indicates promoting respectful behaviors can enhance access to public and private lands and waters. Conversely, research indicates poor behaviors negatively impact efforts to sustain participation in outdoor recreation and recruit new outdoor enthusiasts. Unfortunately, in far too many instances, poor behaviors also lead to restricted access or complete closures. Additionally, polarization and conflict among varied public lands interests makes the already difficult task of managing recreation in balance with resource conservation even more challenging.

Derelict Creosote Piles and Structures: Problem or Opportunity? Ken Fellows, GeoEngineers, Inc.
This presentation will address the social and culture aspects of derelict creosote structures, including public perceptions (pro and con), environmental impacts, regulatory incentives for keeping or removing structures and regulatory programs such as the new Washington State and US Army Corps of Engineers mitigation banking.

Grant Session

Partnering with FERC Licensees to Enhance Water Based Recreation, Joseph Carriker, Duke Energy.
Duke Energy has a long history working through the FERC licensing process and has implemented several practices such as; being proactive in establishing partnerships with FERC Licensees; learning what is important to a FERC Licensee; communicate what is important to the resource agency; being receptive to the cooperative process in lieu of an adversarial process; strengthen positions with science and supporting data; commit to reaching a balanced solution. Through working in partnership there can be benefits in boating access, whitewater opportunities, land based recreation, recreation area maintenance and safer waters for all.
Utilizing Articulating Concrete Blocks to Repair Power Loading Holes. Ron Christofferson, Arizona Game and Fish Department

Powerloading at boat ramps is a common issue across the nation. Arizona has been using articulating concrete blocks to repair powerloading holes with great success. Learn how they assess when to use them, how they are installed and level of maintenance needed.

2:15pm-3:30pm Breakout Sessions

Technical Session

What are Boat Trailer Certification and Technical Standards? Learn about Targeted Boater Outreach Efforts: “Electrical Shock Safety” and “You and Your Boat Trailer”. Rob Newsome, NMMA Boat Trailer Manufacturers Association

Learn who and what the Boat Trailer Manufacturers Association does, including an overview of the trailer certification program’s process and purpose. In addition, hear about targeted boater outreach efforts to prevent accidental electrical shock of swimmers and waterskiers and how to become familiar with your boat trailer for proper operation and maintenance.

Porous Pavement Options and Incorporating Bioswales for Stormwater Treatment in Unique Ways that are Low Maintenance. Matt Rogers, Century West Engineers and Mike Faha, GreenWorks Landscape Architecture

Learn about different kinds of porous pavement (asphalt, concrete and paver surfaces) and what types of projects are ideal candidates for porous pavement installation. The session will include information on how the systems promote infiltration and how to incorporate bioswales and other stormwater treatment features to reduce pollutant loadings.

Sustainable Session

Approach and Guidance for Planning and Adapting to Sea Level Change. Heidi Moritz, U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACE) has long recognized the potential for changing sea levels to impact our projects, having issued our first guidance on the subject in 1986 - even before the publication of the influential 1987 National Research Council study "Responding to Changes in Sea Level: Engineering Implications." Our most recent update to the sea level change guidance was in 2009 in the form of an Engineering Circular, EC 1165-2-211, “Incorporating Sea-Level Change Considerations in Civil Works Programs”. We developed the 2009 guidance with help from top sea-level science experts at NOAA’s National Ocean Service and the USGS. We also considered the approaches being taken by our stakeholders. We are now working on guidance for adaptation to sea level change at the regional and project level. Our goal is to develop practical, nationally consistent, legally justifiable, and cost effective measures, both structural and nonstructural, to reduce vulnerabilities and improve the resilience of our water resources infrastructure.
The U.S. Army Corps of Engineers is currently developing implementation guidance in the form of a Civil Works Technical Letter (CWTL) that outlines the recommended planning and engineering approach for addressing impacts of projected sea level change at Corps projects. The guidance development is utilizing an interdisciplinary team that includes representatives from all the different regions of the Corps of Engineers as well from other key federal agencies dealing with infrastructure and systems.

All of the primary mission areas of the Corps will be addressed including navigation, flood risk management, coastal storm damage reduction, and ecosystems. Due to the potential uncertainty and variability of future sea level change, the goal of the guidance is to outline a robust framework that is flexible and adaptable to multiple future scenarios. Emphasis is placed both on how the project operates within a larger system as well as how project decisions now can influence future impacts. Essential analysis, display, and communication tools will be included in the implementation guidance. CWTL tools will focus on specific methods for implementing multiple-scenario planning and carrying out a tiered screening and analysis of three sea level change scenarios which identifies key thresholds and tipping points within the system. The effectiveness of sensitivity analysis and ways to incorporate adaptive management into project lifecycles will also be addressed. We are conscious of the need to describe the future in ways that are compatible with economic and engineering analyses, and that encompass all of the processes affecting our projects and systems, including socio-economic and environmental.

**20th Anniversary of the Adopt-A-River Statewide Program-Increasing Participation. Quintin Bauer, SOLVE**

Learn how to increase participation and awareness of a volunteer “adoption” program targeted on keeping the waterways free from litter and debris. SOLVE assists with hundreds of volunteer projects each year, including litter and illegal dumpsite cleanup, non-native invasive plant removal, native tree and shrub planting, and watershed restoration. This session provide useful information and resources on planning and coordinating a volunteer project; defining an outreach strategy; recruiting, training, and managing volunteers; preventing volunteer burnout; and other common problems.

**Grant Session**

**Connecticut’s Clean Vessel Act Program: Maximizing Partnerships for Easier Management. Kate Brown, Connecticut Department of Energy and Environmental Protection**

The Connecticut Department of Energy and Environmental Protection manage the CVA grant program through its Office of Long Island Sound Programs. Since the first grants were issued in 1993, Connecticut has expanded the program to improve water quality in Long Island Sound and its tributaries by promoting public/private partnerships with marina facilities, yacht clubs, boatyards, municipalities and non-profit organizations. As a result of these partnerships and the availability of pumpout facilities and vessel programs, all of the waters of Long Island Sound
are now a federal designated No Discharge Area. The addition of more pumpout vessel programs continues to address boater demand in urban harbors and recreational boating hot-spots. The strong public/private partnerships that have been forged by DEEP’s program staff has created this successful model.

**Clean and Resilient Marina Program. Brenda Leonard, Florida Department of Environmental Protection and Rhonda Price, Mississippi Department of Marine Resources**

The volunteers who participate in Clean Marina programs in Florida, Alabama, Mississippi, Louisiana and Texas are helping protect clean water and control pollution harmful to fish, wildlife and the families enjoying recreational opportunities on the Gulf of Mexico. The Gulf of Mexico Alliance (GOMA), a five-State partnership to promote regional collaboration on the ecological and economic health of the Gulf of Mexico, has made supporting Clean Marinas and promoting their resilience to natural and man-made disasters a top priority. GOMA’s Coastal Community Resilience Team and its representatives from all five Gulf States were charged with responding to this challenge.

The Clean and Resilient Marina Program calls for the “promotion and expansion of resilient and environmentally responsible operations and best management practices at marinas.” It builds on the states’ proven Clean Marina certification programs. This improved program complements Clean practices already in place and recommends additional ways to strengthen local marinas’ ability to withstand natural and man-made disasters. The guidebook provides marina owners and operators useful information, tools, and recommended practices on the following categories:

1. Marina Design and Siting;
2. Emergency Preparedness;
3. Evacuation Procedures;
4. Stormwater Management and Erosion Controls;
5. Climate Adaptation and Sea Level Rise; and
6. Outreach and Education for Marina Operators and Boaters.

The goals of a Resilient Marina should be to:

1. Protect Human Life and Safety;
2. Reduce the Exposure of Structures on Water and Land to Damage;
3. Reduce the Exposure of Boats to Damage;
4. Minimize Damage to Property that cannot be Relocated;
5. Resume Business Operations as Quickly as Possible.

The presentation will focus on the Resilient Marina Initiative details from the inception of the idea to the process to the final deliverables.

**Perspectives from a Private Marina Operator on the Boating Infrastructure and Clean Vessel Act Grant Programs. Gilbert Welch, Marinas International**

Marinas International operates many marinas in several states and will be providing a unique perspective on why some marinas choose not to participate in the Boating Infrastructure Grant or Clean Vessel Act Grants. The session will include a history of their applications for funding to BIG and CVA Programs in different states; comparisons of how the programs are managed in the different states; pluses and minuses from a grant applicant perspective and possible Program considerations to encourage more applications.
3:45pm-5:00pm Breakout Sessions

Technical Session

Incorporating ADA Elements into Boating Facility Designs: Striving to Reduce Barriers and Looking for Opportunities to Enhance Access. Rory Calhoun, Washington State Recreation Conservation Office
This session will provide information on ways to incorporate ADA access and enhance accessibility by looking for opportunities to go beyond the minimum requirements and reduce barriers.

Using Articulating Concrete Blocks Instead of Rip Rap at Boat Ramps. John Hansen, Washington State Department of Fish and Wildlife
Washington State was looking for ways to meet environmental regulatory permitting requirements, protect boat ramps and enhance access. This session will discuss why they chose to use articulating concrete block instead of traditional rip rap but also the added benefits such as erosion control mat, it could be driven on and used as a staging area for paddlecraft.

Sustainable Session

AIS Boater Survey: Pre and Post Boat Wash Station Installation at Tenmile Lake. Glenn Dolphin, Oregon State Marine Board
This is Oregon’s first boat wash station. This session will discuss why this location was chosen, what we have learned about boater’s attitudes pre-construction, and things we would do differently after construction

Detecting and Isolating a New Invasion: Case Study of Tunicates in Coos Bay, Oregon. Sam Chan, Oregon State University
This session will discuss how a new aquatic invasive species was discovered in an isolated area of a major international Port. Oregon State University explored different methods to isolate the invasive tunicate species and to control the spread of the tunicate. This case study will discuss the challenges and success of the methods and the end results.

How to Respond to the Arrival of Invasive Species that are Brought by Natural Disasters. Rick Boatner, Oregon Department of Fish and Wildlife
In the following months after the tsunami struck Japan on March 11, 2011 the threat of debris and boater safety became a very real concern. However, the thought of aquatic invasive species surviving in open water for months and even years was not considered right away until the debris began arriving along the Pacific Coast. This session will provide information on the public outreach process to educate the public about tsunami debris, how Oregon responded to a very large section of dock that washed ashore, the expense and time it took to clean and destroy the invasive species and disposal of the debris.
Grant Session

Boater’s Guide for I-Pads. Victoria Ippolito, Santa Monica Bay Restoration Foundation
The user-friendly, interactive Southern California Boater’s Guide for I-Pads provides comprehensive information about each harbor in Santa Barbara, Ventura, Los Angeles, Orange, and San Diego Counties. It also contains an aerial photograph and an interactive detailed map of each harbor. Additionally the guide provides general information that boaters will find useful for ensuring a safe, pleasurable, and environmentally-friendly outing. Get a sneak peak at the guide and learn how to navigate through it with ease and how to quickly retrieve the vast array of information at your fingertips.

Navigating the Process of Dam Removal. John Vial, Jackson County Public Works
Spanning the mainstem of the internationally famous Rogue River at river mile 125.7, Gold Ray Dam was a 38-foot high, 360-foot long, defunct hydroelectric facility. Constructed in 1904, the power house closed permanently in 1972. Jackson County took ownership of the dam and an adjacent 159.7 acres for the development of a recreational park. The dam was a major liability concern for Jackson County and a maintenance burden for Jackson County taxpayers. Besides the annual maintenance costs, the county faced major costs in repairing and reinforcing the aging structure and improving its fish passage facilities. Gold Ray Dam was identified by the Oregon Department of Fish and Wildlife as the fifth in priority for removal and/or fish passage improvement on Oregon’s Statewide Fish Passage Priority List. The dam served no direct intended purpose; no power generation, no flood control benefit, no irrigation benefit and limited recreational value. In this session hear how the public comment process went and how it impacted the removal of the dam. How much time did it take from the assessment of the condition of the dam to removal and lessons learned if Jackson County was to remove another dam.

Incorporating Recreational Boating after Dam Removal. Steve Lambert, Jackson County Parks Dept.
Jackson County recognized that with the removal of Gold Ray dam a new section of river would open to boaters and anglers but there would also be new uplands available for hunting, birding, walking etc. The County applied for and received a Rivers and Trails Technical Assistance Grant from the National Parks Service in 2011. The County in partnership with many different agencies and interest groups were excited to plan access rather than having to live with what you have and try to make it work. This opportunity began in early 2012 and is nearing completion. This session will discuss the public planning process, natural resource limitation challenges and the development of a plan to protect and enhance boating access.

Wednesday, October 2

8:30am-10:00am Breakout Sessions
**Technical Session**

*Wave Attenuation Designs with Fish Passage.*  Curt Vanderzanden, P.E., KPFF Consulting Engineers

The Columbia River is very dynamic and poses several design challenges including meeting the various environmental and building code permit requirements. This session will outline these challenges and how the design incorporated fish passage at all water depths but still met the design criteria for wave attenuation and reduction in sediment drop within the boating facility footprint and integration of a surprise art requirement.

*Integrating Habitat into Seawall Construction.*  Jeff Cordell, Aquatic and Fishery Sciences, University of Washington

Seawalls are poor habitat for aquatic organisms, but adding features such as slope and texture may improve them. We tested this on the seawall in Seattle, Washington and found that changes benefited some organisms and may help alleviate declines in biodiversity associated with urban shorelines.

**Sustainable Session**

*Online Training Tool for Marinas on Oil/Fuel Spill Prevention and Spill Response Product Testing.*  Susan Shingledecker, BoatUS

BoatUS has been working to establish a new online training tool for public and private marinas to use to train staff on oil/fuel spill prevention. Learn how to promote the use of this online training tool with the marinas you work with. In addition, you can learn about the results on spill response product testing, find out how the products compared and were effective for different applications.

*Working with Non-profits and User Groups to Promote and Maintain Boating Access.*  Anne Smith, Virginia Clean Marina Program

Have you considered working with non-profit organizations or user groups to promote and maintain boating access? Learn about the success of working with different groups on long-term and short-term projects to leverage their volunteer labor and energy to augment reduced staffing and budgets.

*Utilizing Mapping as a Planning Tool for Clean Vessel Act Equipment Installations.*  Alan Wolslegel, Washington State Parks Department

Learn how the State of Washington uses mapping layers as a planning tool to prioritize pumpout, dump stations or floating restroom placement. Examine the evaluation criteria that are used for prioritization such as water quality limited areas, boating population density and gaps in existing marine sewage collection equipment.
Grant Session

“Prepare to Launch” the Successor of Logical Lasting Launches. Dan Miller, National Parks Service
The National Park Service is in the process of replacing the Logical Lasting Launches guidance document with “Prepare to Launch”. This session will provide an advanced peak on the information within the guide.

What characteristics of a river would make a good whitewater park? What should you consider before developing, managing and maintaining and whitewater park? This session will provide information and guidance for anyone considering whitewater park development.

10:15am-11:00am General Session

Aquatic Invasive Species Task Force Report. Craig Walker, Utah State Parks and Recreation and Nancy Stewart, Minnesota Department of Natural Resources
Provide an update on the status of the draft guidance document.


Non-Motorized Design Standards Task Force Creation. Janine Belleque, Oregon State Marine Board
Group discussion on whether SOBA should form a task force to establish non-motorized design guidelines for kayaks, canoes, driftboats, and standup paddleboards on rivers, lakes, estuaries and coast.

11:00am-12:00pm Annual Business Meeting

1:15pm-2:15pm Project Presentations of 2013 Project Award Recipients

2:45pm-5:00pm Hands-on Paddling Experience and Demonstration.
Learn about various paddlecraft and paddling techniques. Participate with fellow attendees by paddling a Dragonboat on the Willamette River.

Thursday, October 3

8:30am-3:30pm Site Visits Focusing on Projects Funded by Sport Fish Restoration, Clean Vessel Act and Boating Infrastructure Grant Programs