

# Marinas Interagency Coordinating Committee (MIACC) & Anti-Fouling Strategies Workgroup (AFSWG)

## Notes from Online Meeting

December 6, 2022

Hosted by the State Water Resources Control Board and California Coastal Commission

**Please Note:** The following meeting notes are paraphrased. The opinions expressed by Committee members, presenters, or any other participant who speaks or otherwise expresses an opinion at a meeting do not necessarily reflect the official policy or position of the State Water Resources Control Board, California Coastal Commission, or Marinas Interagency Coordinating Committee and Anti-Fouling Strategies Workgroup. Meetings of this Committee and Workgroup provide an open forum where all participants are invited to share their input and opinions with mutual respect for other participants.

## 1. Introductions and Announcements

### Coordinators:

[Michael Hanks](#)<sup>1</sup> – Nonpoint Source Program, State Water Resources Control Board

[Vanessa Metz](#)<sup>2</sup> – Coastal Water Quality Program, California Coastal Commission

### Participants and Affiliations:

- Colin Anderson - American Chemet Corporation
- Tony Anderson - Lake Powell Resorts and Marinas
- Stephanie Bauer - Port of San Diego
- Jonathan Bishop - CA Coastal Commission
- Annabelle Burruss - Port of San Diego
- Linda Candelaria - Santa Ana Regional Water Board
- Bryce Corlett - Moffatt & Nichol
- Jenn Doyle - CA Coastal Commission
- Michael Hanks - State Water Board
- Jonathan Hasbun - CA Coastal Commission
- Jim Haussener - California Marine Affairs and Navigation Conference
- Avra Heller - EPA
- Raymond Hiemstra - Orange County Coastkeeper

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<sup>2</sup> [Vanessa.Metz@coastal.ca.gov](mailto:Vanessa.Metz@coastal.ca.gov)

- Karen Holman - Port of San Diego
- John Kappeler - City of Newport Beach
- Sue Keydel - EPA Region 9
- Pedro Lima - CA Dept. of Pesticide Regulation
- Christopher Marquis - LA Regional Water Board
- Vivian Matuk - CA State Parks & CA Coastal Commission
- Vanessa Metz - CA Coastal Commission
- Maggie Monahan - SF Bay Regional Water Board
- Raya Nedelcheva - CA State Lands Commission
- Ellie Oliver - CA Coastal Commission
- Michael Quill - LA Waterkeeper
- Greg Schem - Marina del Rey Lessees Association
- Rolf Schottle - WSP Environment and Infrastructure
- Eben Schwartz - CA Coastal Commission
- Chris Scianni - CA State Lands Commission
- Amrita Spencer - CA Coastal Commission
- Marisa Swiderski - WSP Environment and Infrastructure
- Kelly Tait - Port of San Diego
- Georgia Tunioli - The Bay Foundation
- Peter von Langen - Central Coast Regional Water Board
- Elisha Wakefield - LA Regional Water Board

**Participant Updates and Announcements:**

[Linda Candelaria]: The Copper TMDLs [Total Maximum Daily Loads] for Newport Bay were adopted by the Santa Ana Regional Water Board last Friday. The presentation at the meeting is on the [CalSpan website](#),<sup>3</sup> and the TMDL documents are posted on the [Waterboard's FTP site](#).<sup>4</sup>

[Vivian Matuk]: As part of our education and outreach across California, with partners such as the San Francisco Estuary Partnership and The Bay Foundation, we have resources for boating facilities and boaters. In April we launched [Dockside Podcasts](#) to support clean and safe boating practices.<sup>5</sup> We have published six episodes, with over 1,100 downloads. Next year we will have more episodes related to marine debris among other topics; if anyone has suggestions for podcast topics, our team will consider them.

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<sup>3</sup> The Copper TMDLs for Newport Bay is Item 16 at the Santa Ana Regional Water Quality Control Board meeting on Dec. 2, 2022: [https://cal-span.org/meeting/rwqcb-sa\\_20221202/](https://cal-span.org/meeting/rwqcb-sa_20221202/)

<sup>4</sup> Copper TMDLs documents for Newport Bay: <https://ftp.waterboards.ca.gov/>; username is rb8download, password is Region8\_public

<sup>5</sup> Dockside Podcasts: <http://dockside.podbean.com/>

### **Action Items:**

These meeting notes will be posted on the Coastal Commission's [Marinas and Recreational Boating webpage](#), under the heading 'Archive of Meeting Notes & Presentations' – 2022, December. A video of the meeting is posted on the [Coastal Commission's YouTube Channel](#).<sup>6</sup> The individual PowerPoint presentations will not be posted on the webpage, as it takes too much staff time to remediate the PowerPoint files to be ADA-accessible. But if you would like a copy of any of the presentations, please contact Michael Hanks.

## **2. California Coastal Cleanup Day During Covid-19 and Beyond**

### **Speaker:**

- [Eben Schwartz](#)<sup>7</sup> – Marine Debris Program Manager, California Coastal Commission

### **Background:**

[California Coastal Cleanup Day](#) is the state's largest annual volunteer event, annually drawing tens of thousands of volunteers to the state's coast and inland waterways to remove trash that has accumulated over the course of the year.<sup>8</sup> Covid-19 forced adaptation across all sectors of society, and the cleanup was not immune to these effects. Over the past several years, local coordinators have created new ways for volunteers to participate safely while continuing to steward the state's shorelines. Through all these efforts, we continue to benefit enormously from the effort, both from the removal of trash and from what we learn from the data collected during the event.

### **Materials:**

- PowerPoint Presentation: *California Coastal Cleanup Day During Covid-19 & Beyond (PPT)\_Schwartz\_MIACC mtg Dec 2022*

### **Notes on Presentation:**

This presentation is an update on history of the cleanup program, how it's been adapted during the Covid pandemic, and the wide-ranging impacts of the program on plastic pollution. The Commission ran the first statewide cleanup in 1985, with 2,500 volunteers, and started a year-round adopt-a-beach program that year as well. The Ocean Conservancy recruited partners including the Coastal Commission to join a national cleanup and later International Coastal Cleanup. The Ocean Conservancy brought the critical element of data collection to these cleanup efforts.

Our cleanup data show that about 20% of the trash on California's beaches comes from ocean-based sources, and 80% from land-based sources, including urban runoff. To target the source

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<sup>6</sup> Video of this meeting on YouTube: [https://youtu.be/7hlmF\\_2cU2A](https://youtu.be/7hlmF_2cU2A)

<sup>7</sup> [Eben.Schwartz@coastal.ca.gov](mailto:Eben.Schwartz@coastal.ca.gov)

<sup>8</sup> California Coastal Cleanup Day webpage: <https://www.coastal.ca.gov/publiced/ccd/ccd.html>

of trash, our cleanup efforts were stretched to inland communities, and now encompass every major waterway in the state. In 2019 (pre-Covid) we had over 1,000 cleanup sites in 55 of the state's 58 counties, and every mile of publicly accessible coastline.

Due to Covid, in 2020 we switched to a neighborhood cleanup model, encouraging volunteers to pick up trash in their communities. This model proved very effective, and in 2020 over 16,000 volunteers participated, and over 32,000 the next year. Neighborhood cleanups are more accessible to many people, as volunteers can clean up whenever they want. So even though we returned to in-person cleanups this year, we will continue to promote the neighborhood cleanup model and add the data collected throughout Sept. to the statewide totals.

In 2022, almost 39,000 volunteers collected over 300,000 pounds of debris. This program has now surpassed 1.6 million volunteers since statewide cleanups started in 1985, with 27 million pounds of debris removed during a 3-hour stretch one day per year. California outpaces other states and the world in the number of cleanup sites by a factor of three.

Data from this year reflects pandemic impacts. Cigarette butts continue to be the top item, but there was a huge rise in food and beverage packaging, rising steadily over the last three years. Plastic grocery bags were in the top ten items over the last three years (while the ban on single-use plastic grocery bags was temporarily suspended, due to Covid), but now they're out of the top ten. Personal Protective Equipment was found during cleanups during the last three years, but numbers are steadily dropping now.

Coastal Cleanup Day inspires people to stem the tide of trash, and this was amplified by the discovery of the Great Pacific Garbage Patch in the ocean. The number of scientific papers on the plastic debris has increased over the last decade by a hundred-fold.

Data from 2010 estimated 8.4 million metric tonnes of plastic debris enters the world's ocean each year; only 3% is at the surface of the oceans. Over 800 species are impacted by marine debris, including both chemical and physical impacts. In seafood, plastics are in 25% of fish and 33% of shellfish in California, and we all ingest about 5 grams of plastic every week.

California has been taking action to address the most common types of plastic pollution. Our cleanup data shows that single-use plastic grocery bags steadily dropped from 2014-2017 due to the ban. Similar efforts are underway on foam food packaging and plastic straws. The biggest game changer is the state's municipal stormwater regulations' trash amendment (2017), meant to reduce the amount of plastic in stormwater runoff reaching streams and eventually the ocean.

Plastic production is expected to increase by 40% in the next 20 years in the U.S. alone, making efforts to manage plastic even more difficult. But state and federal efforts are seeking to address this problem. California passed Senate Bill 54 (Circular Economy) to put caps on the amount of plastic used for packaging, and to make producers responsible for the packaging's end of life. The Federal Save Our Seas 2.0 Act (2020) funnels a lot of money into responses to marine debris. This includes a study and report (2021) that I participated in, "Reckoning with the U.S. Role in Global Ocean Plastic Waste," addressing where ocean plastic waste comes from, how

much is being created, where it ends up, and what we can do about it. A [National Academies website](#) gives an interactive summary of this report.<sup>9</sup>

The United Nations Environment Assembly recently came to an agreement to reach a global treaty on plastic pollution by 2024, with the U.S. as one of 175 signatories. This agreement mandates that the treaty addresses the entire life cycle of plastics, and members are pushing hard to cap the amount of plastic production in the world.

California has a 38-year history of combatting this challenge, with two generations of volunteers working to protect our coast and ocean. Coastal Cleanup Day is the state's most popular event.

### **Discussion:**

[Vanessa Metz]: For the neighborhood cleanups, are there provisions to dispose of debris that's too big for the person's own trash can?

[Eben Schwartz]: When we started neighborhood cleanups, we told people not to pick up items too big to fit in their home trash cans. By 2021, local partners placed dumpsters at strategic locations, so volunteers had a place to dispose of larger items. But now we're back to full-size cleanup events, so we encourage neighborhood cleanup volunteers to not pick up more than will fit in their home trash cans. Typically, a pre-pandemic full-size cleanup event picked up about a million pounds of debris, but it's about 300,000 pounds these days.

[Michael Hanks]: What needs to happen to get back to 2019 levels of cleanup activities?

[Eben Schwartz]: We don't really know, but we're probably out of practice with attending large events. The events are outside, so it's about as safe as you can be these days. It will probably take a few years to return to a "normal" cleanup.

[Michael Hanks]: Is the data on top types of plastic debris picked up by weight, count, or mass?

[Eben Schwartz]: It's by count, individual items. We measure weight as well, but not by category.

[Sue Keydel]: During Covid, many plastic bans were put on hold. Do you track the status of bans in local communities?

[Eben Schwartz]: We don't track that carefully, but there are non-profits such as Surfriders that keep track of local and statewide bans. My sense is that most, if not all, bans have been reinstated. Support for bans increases over time once the ban is put in place.

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<sup>9</sup> Report: <https://nap.nationalacademies.org/resource/other/dels/plastics-in-the-ocean/>

### **3. Harbor Safety Committees: Past, Present, and Future**

#### **Speaker:**

- [Jonathan Bishop](#)<sup>10</sup> – Oil Spill Program Coordinator, California Coastal Commission

#### **Background:**

On March 24, 1989 the EXXON VALDEZ spilled approximately 11 million gallons of crude oil in Alaska. Less than a year later, on February 7, 1990, the AMERICAN TRADER spilled approximately 416,598 gallons of crude oil off Huntington Beach in Southern California. These events inspired the California Legislature to enact legislation in 1990 called the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (The Act). The Act covers all aspects of marine oil spill preparedness and response in California. One of the important things established by the Act are [Harbor Safety Committees](#).<sup>11</sup> This presentation will give an overview of Harbor Safety Committees, past, present, and future, and will discuss ways in which Marinas IACC members and other stakeholders can get involved.

#### **Materials:**

- PowerPoint Presentation: *Harbor Safety Committees - Past, Present, and Future (PPT)\_Bishop\_MIACC mtg Dec 2022*

#### **Notes on Presentation:**

I work on all things oil spill prevention, preparedness, and response related in California. This presentation covers what Harbor Safety Committees (HSCs) are, the five HSCs in California, who participates in them, what are they doing, what HSCs will look like into the future, and how to get involved. The first photo shows San Diego Bay, and the variety of different user groups found in harbors and ports in California: small recreational vessels, a ferry, excursion operators, cruise ships, a regatta, speed boats, and a naval installation with dry docks.

After oil spills in 1989 (Exxon Valdez in Alaska) and 1990 (American Trader off Huntington Beach), California passed the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (1990), covering spill prevention, preparedness, and response. The Act created Harbor Safety Committees for the state's 5 major harbors, to plan for safe navigation and operation of vessel traffic within each harbor, including preparing a Harbor Safety Plan. The 5 HSCs are Humboldt Bay, San Francisco Bay & Delta, Port Hueneme, Los Angeles/Long Beach, and San Diego. There are mandated categories of membership in HSCs, including representatives from numerous user groups in the maritime community, the Calif. Coastal Commission (or Bay Conservation & Development Commission for SF Bay HSC), federal agencies, and environmental organizations.

Each HSC annually updates their Harbor Safety Plan for safe navigation of all vessels. The Calif. Dept. of Fish & Wildlife's Office of Spill Prevention & Response (OSPR) requires the HSCs to

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<sup>10</sup> [Jonathan.Bishop@coastal.ca.gov](mailto:Jonathan.Bishop@coastal.ca.gov)

<sup>11</sup> California Harbor Safety Committees webpage: <https://wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety>

include Best Management Practices (BMPs) in their Harbor Safety Plan. The goals and purposes of the HSCs have a lot in common with those of the MIACC, including developing partnership, sharing information, and implementing BMPs to improve water quality and the marine environment.

The HSCs do many projects and studies; for example, tug-to-barge tethering requirements by Humboldt Bay HSC; ferry guidelines for navigating in reduced visibility by SF Bay HSC; a study of tug/tow capabilities by Port Hueneme HSC; a review of offshore anchorages by LA/Long Beach HSC; and a study of small vessel traffic on marine safety by San Diego HSC.

The Humboldt Bay HSC is working on tug-to-barge tethering requirements and BMPs after a recent incident where a laden petroleum barge hit the jetty in the Bay, which was a near disaster. The San Francisco HSC worked to address ferries in SF Bay operating in bad weather with reduced visibility. The Port Hueneme HSC noted a gap in coverage by tug and tow capabilities around Point Conception, where large vessels transit fairly near shore. Tugboats are needed to rescue these vessels if something goes wrong. The LA/Long Beach HSC is looking at improving placement of anchorages, as there have been incidents of vessels at anchor drifting, with one vessel recently dragging their anchor across a pipeline. Container ships are getting bigger, taller, and with deeper draft, which needs to be considered in spacing of anchorages for these ships. The San Diego HSC is looking at issues with the traffic of small vessels, as there are a lot of small recreational vessels in San Diego Bay and Mission Bay.

The public can get involved in HSCs by attending the quarterly HSC public meetings. The public can present projects, provide expertise on studies, and comment on the HSC's Annual Harbor Safety Plan. HSC members (and their alternates) are also needed, within the required membership categories, and there is an application available online.

### **Discussion:**

[Vanessa Metz]: In the agenda I added a link to the HSCs' webpage that shows when the upcoming meetings for each HSC will be.

[Jonathan Bishop]: There is also a link to the application to join the HSC on that webpage.

[Vivian Matuk]: I've participated with OSPR in one of the HSCs, and her program has implemented some of the safety objectives of the Harbor Safety Plans. In the Orange County spill, we helped make sure boaters and boating facilities get notifications of next steps and trajectory of the spill.

[Jonathan Bishop]: Vivian and the Boating Clean and Green Program benefitted OSPR during that spill, as many vessels got oiled at dock. Vivian's team and the HSCs got the message out on where to get services to decontaminate oiled vessels properly.

[Sue Keydel]: Are HSCs primarily research and advisory? Do they have regulatory authority over oil spill events?

[Jonathan Bishop]: No, they don't have any regulatory authority, which is one of the reasons why they're so successful and get a lot of participation. Oil industries (drillers, refiners, cargo

carriers) are promoting BMPs that are not regulatorily required. A Harbor Safety Plan is an advisory plan when responding to an oil spill.

[Michael Hanks]: How do you get all these different participants to pull in the same direction. It seems like everyone is on the same page.

[Jonathan Bishop]: HSCs have multiple user groups working together because of the mutual benefit of avoiding an oil spill and accidents, and of keeping a clean port or harbor.

[Vanessa Metz]: What types of information are in a Harbor Safety Plan?

[Jonathan Bishop]: For example, the San Francisco HSC has chapters on standards for navigating in heavy fog; tug escort requirements for vessels; standards of care for Vessels of Opportunity (e.g., a fishing vessel participating in a response to an oil spill); anchorages; under-keel clearance standards; and a public education and outreach component.

## **4. Clean Marine and You: How the Industry Educated the Industry**

### **Speaker:**

- [Capt. Tony Anderson](#)<sup>12</sup> – General Manager of Marinas and Transportation Operations, Lake Powell Resorts and Marinas

### **Background:**

[The Clean Marine Program](#) is a partnership of private marina owners, government marina operators, boatyards, and yacht clubs.<sup>13</sup> The program was developed to ensure clean facilities exist in our boating communities, and to protect our waterways from pollution. It is the objective of the Clean Marine Program that all California marinas, boatyards, and yacht clubs become a Certified Clean facility.

### **Materials:**

- PowerPoint Presentation: *Clean Marine and You (PPT)\_ Anderson\_ MIACC mtg Dec 2022*

### **Notes on Presentation:**

The Clean Marine Program started in 2004, as a partnership of private and government marina operators, yacht clubs, boatyard operators, and industry associations (including the Marine Recreation Association, and the Calif. Association of Harbor Masters & Port Captains). It is an industry-led program to ensure clean boating facilities, and to protect coastal and inland waters from pollution through Best Management Practices (BMPs). The program started when the state Water Board proposed a Coastal Marina Permit to address elevated copper levels found in waters at various marinas in the state. But the proposed fees for water quality monitoring were very high (\$200,000 annually per marina), so the Clean Marine program was created to self-

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<sup>12</sup> [Anderson-Tony@aramark.com](mailto:Anderson-Tony@aramark.com)

<sup>13</sup> Clean Marine Program website: <https://www.cleanmarine.org/>



regulate facilities to meet the Water Board's requirements. Industry representatives worked with the Coastal Commission and implemented 150 recommendations from the MIACC.

The program administration is voluntary, with an 11-member Board of Directors (I'm the current president) and one Administrative Assistant. The program is financed entirely by the marina industry through Certification Fees and sponsorships. Volunteers are trained to be reviewers, participating up and down the coast and inland. The program manual is regularly updated, and a website is maintained. Communications with stakeholders, government agencies, and the public is via the website and emails.

Clean Marine facilities are initially certified for 5 years (fee of \$750 for marinas, \$1,200 for boat yards), and re-certified every 5 years (\$500 for marinas, \$800 for boat yards). The certified facilities receive a certificate and website listing, branding items to display at the facility, and use of the Clean Marine logo for marketing as a certified Clean Marine facility. The program's main focus is public education on clean boating practices.

Preparation for the certification process involves reviewing a scoresheet and resource materials on the program's website, requesting a mentor, observing a Clean Marine review, and attending a prep course. The certification involves an initial review, completing 13 scoresheets/outputs, a recommendation from the reviewers that the Board votes on, and an inspection (about 3 hours).

The Clean Marine Program Manuals and scoresheets provide a guide and tools for certification of a Clean Waterfront Facility, including BMPs to help prevent water pollution. The Marina Scoresheets have 13 sections: emergencies, petroleum containment, boat topside maintenance, boat hull cleaning, Marina/Yacht Club operations, Marina/Yacht Club Debris, boat sewage discharge, solid waste, liquid waste, fish wasted, hazardous materials, stormwater runoff, and environmental programs. The Boatyard Scoresheets have 21 sections: emergencies, fire safety, solid waste, liquid waste, engine maintenance/repair, painting, stormwater management, landscaping for stormwater, used petroleum products, used antifreeze waste, soiled rags, battery management, refrigerants, mercury lamps/bilges, boat cleaning, pressure-washing, paint removal sandblasting, paint chips/dust/bilge sludge, and facility housekeeping.

Scoresheets list mandatory and additional points, and Reference Scoresheets provide helpful tips and resources. Scoresheets specific to boatyards were developed over the last year, and the Marina scoresheets were updated in 2018, including adding cleanup events for additional points. An administrative assistance was hired in 2018, and a new name (Clean Marine instead of Clean Marina) and logo were developed.

Currently there are 152 certified marinas and 3 certified boatyards, plus 5 new marinas and 1 new boatyard scheduled to be certified. There are 21 marinas scheduled to be re-certified in the upcoming year; 5-year recertifications have been ongoing since 2004. The program covers five states and two countries, and it is one of two programs financed entirely by the marina industry. For more information on the Clean Marine program, contact Kat Ohlman, Administrative Assistant, at (858) 488-4091 or email [shipshape@cleanmarine.org](mailto:shipshape@cleanmarine.org).

## **Discussion:**

[Vanessa Metz]: How many of the certified marinas and boatyards are in California?

[Tony Anderson]: A majority of them: all the certified boatyards, and 143 of the 152 certified marinas.

[Tony Anderson]: The program website listed on this meeting's agenda no longer works, so use the updated website: <https://www.cleanmarine.org/>.

[Maggie Monahan]: What is the incentive for marinas and boatyards to become certified?

[Tony Anderson]: Bragging rights, regular communication updates, and local regulators will back down on regulations. Tahoe regulators are now requiring Clean Marina certification at Lake Tahoe by 2025, as this program exceeded their requirements. Regulators in the San Diego area backed down on doing yearly inspections of marinas, agreeing that the Clean Marine Program satisfies their requirements.

[Michael Hanks]: Are there any situations where Clean Marine requirements are less stringent than local requirements, or do the Clean Marine requirements usually meet most standards for local municipalities and regulations?

[Tony Anderson]: Our program meets municipalities' requirements. By 2025, we need to sit down with regulators again to make sure we have everything up to date to exceed regulations in busier, more boater-populated areas such as in Southern California. It's become a contractual requirement by the National Park Service to require concession contracts to become Clean Marine certified within 2 years of being awarded the contract.

[Michael Hanks]: Sue Keydel asked if the Clean Marine Program addresses flares, which we've discussed in prior MIACC meetings, and Vivian Matuk responded yes.

[Georgia Tunioli]: What is the biggest challenge that Clean Marine is facing right now? Is there anything to add about how Clean Marine assesses and advances its criteria year to year?

[Tony Anderson]: The biggest thing is being industry-led and industry volunteers. Networking through organizations such as Harbor Masters and MRA has been one of the greatest influences to get the program out there to marina leaders. Also stopping to introduce yourself to marina managers is effective, but no one wanted face-to-face interactions with people at their facilities during 2020-2021 due to Covid, so those two years hampered the progress of the program. But we're ready to go, if anyone would welcome us to come and do a preparation of their facility, and mentorships can also be done over the phone, or by Zoom or Teams. I also want to push the beach cleanup as part of the community outreach part of our checklist.

[Vivian Matuk]: Regarding opportunities for partnerships, the Boating Clean and Green program has been working with the boating community since 2011, with opportunities for the boating community, marinas, and yacht clubs to be part of coastal cleanup day. We developed a toolkit for marinas and yacht clubs with information on how to run cleanup events and be part of the big annual coastal cleanup day event. It would be great to include this as part of the Clean Marine evaluation. In the past, the Dockwalkers program has also been included in the Clean Marine checklists, and this would be fantastic to do again, in 2023.

## **5. Meeting Wrap-Up**

### **Coordinator:**

- Michael Hanks – Nonpoint Source Program, State Water Resources Control Board

### **Summary of Action Items:**

- Make sure that Tony Anderson has Eben Schwartz's contact information, regarding coastal cleanup events.
- Provide contact information for the Clean Marine Program: Kat Ohlman, Administrative Assistant, phone (858) 488-4091, or email [shipshape@cleanmarine.org](mailto:shipshape@cleanmarine.org). Website <https://www.cleanmarine.org/>
- Any ideas or requests for presentations for future MIACC meetings? Feel free to email me or Vanesa Metz with any suggestions. I'm thinking about a presentation on the Newport Beach TMDL that was just approved.

### **Next Meeting:**

June or July 2023

~ End ~

Funding for this project has been provided in part by the U.S. Environmental Protection Agency (U.S. EPA) pursuant to Assistance Agreement Nos. C9-79757514; C9-79757515; C9-79757517, and any amendments thereto which have been awarded to the Water Board for the implementation of California's NPS Program. The content of this document does not necessarily reflect the views and policies of the U.S. EPA or the State and Regional Water Boards, nor does mention of trade names or commercial products constitute endorsement or recommendation.