

**INTERAGENCY COORDINATING COMMITTEE (IACC)
JOINT MARINA AND RECREATIONAL BOATING WORKGROUP &
ANTIFOULING STRATEGIES (AFS) WORKGROUP MEETING
MEETING NOTES**

Wednesday, March 13, 2013

Marina IACC (10:00 AM to 12:00 PM)

1. **Introductions (10 minutes)** **10:00 - 10:15**
*Jack Gregg, California Coastal Commission and
Jowin Cheung, State Water Resources Control Board*

2. **Pathogen TMDL and other Wastewater Issues in Richardson's Bay** **10:15 – 10:45**
Bill Price, Richardson Bay Regional Agency, Marin County
 - Richardson Bay (RB): 5 square miles of open water, 2500 boats, 5 houseboat marinas, and 400 houseboats.
 - 1970's Marin County began to regulate houseboats and required docks and houseboat sewage systems to meet standards.
 - 1987 a Joint Powers authority (including 5 cities) formed the Richardson Bay Regional Agency (RBRA) with a mission *dedicated to maintaining and improving the navigational waterways, open waters, and shoreline of Richardson's Bay.*
 - RBRA became informed on waterfront issues and has been mainly concerned with addressing discharges of sewage from houseboats and other recreational boats.
 - RB is a federally designated No-Discharge Zone and wastewater (even treated by marine treatment systems) may not be discharged in the bay.
 - Water quality testing on a regular basis started in 1991 and then became more continuous in 1996 with sample analysis supported by the SF Bay Regional Water Quality Control Board (RWQCB).
 - Water samples showed that Richardson Bay waters generally achieved recreational contact standards, but did not meet shellfish standards.
 - The RWQCB determined that Beneficial Uses of the Bay should include shellfish based on historical presence of oyster cultivation in the bay.
 - The Richardson Bay TMDL process is working to achieve water quality standards that would allow oysters to be grow in the waters
 - Lead agency is the RB Regional Agency (which has one staff person – Bill Richardson).
 - Goal is to achieve Shellfish Beneficial Uses
 - TMDL Implementation phase ongoing since 2009
 - RB stopped funding testing of RB waters and that now is the responsibility of the RBRA and supported in part by the Marin County Stormwater Program.
 - Observations include:
 - Impacts to RB water quality may be coming from upstream through stormwater

- Contaminants, including pathogen indicators, in the bay spiked during rain events, suggesting that with better controls on houseboats and recreation boats that stormwater is an important source of water quality impacts
- Generally, houseboat marinas are relatively clean; they never have a sewage problem because their sewage systems are connected to onshore treatment systems and the hookups are inspected on a regular basis
- Collection system is a pressure system, so that leaks are obvious by sound and smell.
- Harbor masters are now documenting maintenance of the sewage collection systems
- The one marina that has an older system will be required to upgrade the system based on the TMDL implementation.
- RBRA acts as the primary agency making sure that untreated wastewater is not being discharged to the Bay, but with 2500 boats cannot stop all illegal discharges.
- Since most boats have holding tanks now, RBRA has promoted use of a mobile pump out boat and “octopus” systems that bring pump-out services to the boats, to help increase compliance
- Live-aboards in marinas, must sign an agreement that includes payment for use of the mobile services at least two times per month.
- The biggest remaining problem is people living aboard anchored vessels (“anchor-outs”). It can be difficult for these boats to bring up their anchor and go to a sewage pump out.
- Bill has been working with the anchor-outs and working with Department of Boating and Waterways to offer free pump out services. He thinks that they get about 60%-70% compliance from them regarding proper disposal of sewage.
- Clean Marina Program (CMP) – Bill is working to get all marinas in RB certified by the CMP, but some are still resistant to more oversight.
- There is a lot of contact recreation in RB, including kayaking and stand up paddle boards.
- A lot of Bill’s work includes removing derelict boats to remove the nuisance prevent spills of hazardous materials - on the order of 60-70 removed per year.
- Oysters have been seen growing on the bottom of at least one derelict boat.
- Comments by audience:
 - Some marinas monitor usage of the pump out systems to make sure they are being used and are working
 - A combination of outreach tools and enforcement are needed to ensure compliance with wastewater regulations
 - The occurrence of periodic sewage collection system overflows and polluted runoff into marinas has a negative influence on the attitudes of some boaters and then there are just plain scofflaws.

3. **New versus Traditional Materials for Docks and Pilings**

10:45 – 11:15

Scott Noble, P.E., D.CE, Sr. Vice President, Noble Consulting, Inc.

Mr. Noble discussed and presented photos of a large variety of construction materials for pilings, dock framing, decking and flotation materials.

- Pilings
 - Creosote wood pilings still common in San Francisco Bay
 - Other treated wood often uses ACZA and is wrapped with PVC or coated (and must be wrapped or coated at least 2 feet below the mud line)
 - Greenheart hardwood resists rot, but can have other adverse issues (can warp)
 - Recycled plastic piles have been used, but are not yet proven for reliability
 - Steel or concrete can last indefinitely but are expensive
 - Deteriorated wood piles can be strengthened in place with steel wrapping
 - Cost per piling increases from timber (wrapped), timber coated, steel, to concrete.
- Flotation
 - HDPE plastic pontoons (may be filled with polystyrene foam) are most common now
 - Exposed polystyrene foam still used (but is not durable)
 - Integrated concrete floats have been used
- Deck framing
 - Usually Douglas fir
 - Concrete decks need no framing
 - Recycled plastic (e.g., Trex) has been used but is not proven
- Dock Decking:
 - Decay-resistant wood, e.g., Ipe which is a resistant hardwood from Brazil and is one of the most expensive deck materials
 - Cedar Glulam – strong and does not need to be treated, but is expensive
 - Red Cedar – still is a bit expensive, but does not need to be treated.
 - Decking can be configured as a grate so that light can pass through to support aquatic vegetation

4. **Update on changes at Department of Boating and Waterways**

11:15 – 11:30

Gloria Sandoval, Public Information Officer, Dept. of Boating and Waterways

- Department of Boating and Waterways (DBW) is merging with Department of Parks & Recreation
- The Department will become a Division in Parks & Recreation and staff will move to the downtown Sacramento office
- All program and services will remain the same, no budget cuts

5. Agency Updates

11:30 - noon

- Katherine O'Brien, Sun Harbor Marina and representing the Clean Marina Program: In the last few months CMP recertified 13 marinas and did new certification for 3 marinas.
- Vivian Matuk, Coastal Commission and Department of Boating and Waterways:
 - working with Leigh Taylor Johnson (Coastal Resources Advisor, University of California Cooperative Extension) to put together 3 workshops to prevent invasive species (salt/aquatic) at San Pablo Reservoir (May 5) and Sacramento (June 13, 20)
 - Coastal Cleanup Day for marinas – seeking partners to get boaters more involved
- Jim Haussener, California Marine Affairs and Navigation Conference (CMANC) noted that in order to get more marinas certified, an effort needs to be made to better define the water quality problems. Some marinas reluctant to be certified without acknowledgement of the other sources of pollution in marina waters.
- Matt Peterson, Fastbottoms Diving Service: Even at marinas certified by the CMP, he has not seen a manual onsite that shows underwater hull cleaning BMPs.

Adjourn

<<<<<< LUNCH BREAK >>>>>>

AFS Workgroup (1:00 PM to 3:00 PM)

1. **Reestablish Conference Call/WebEx & Introductions (10 minutes)** **1:00 – 1:10**
Nan Singhasemanon – California Dept. of Pesticide Regulation (DPR)
2. **AB 425 – New Copper Antifouling Paint Bill (15 minutes)** **1:10 – 1:25**
Nan S. – DPR & Others
 - Would set specific milestones for DPR in its reevaluation of copper-based antifouling paint
 - Determine a leach rate for copper-based antifouling paint used on recreational vessels.
 - Reevaluation should be done by February 2014
 - Questions/Comments
 - Why is this bill needed; is this re-evaluation taking too long (answer – typically it takes 10 years, to complete this per the bill would be very fast. DPR can regulate before the re-evaluation is done)
 - Will a maximum leach rate be established? (answer – that is one of the possible strategies)

- 3. Marina del Rey Water Column Assessment for Copper (15 minutes) 1:25 – 1:40**
Shana Rapoport – Los Angeles Regional Water Quality Control Board
- A reopener of the 2006 TMDL is mandatory
 - Data from MDR and the SoCal Bight Program
 - Will be using the MAMPEC model (see below)
 - Will also be looking at zinc levels in water column and sources
- 4. Presentation: The Development of the Marine Antifoulant Model to Predict Environmental Concentrations (MAMPEC) (40 minutes) 1:40 – 2:20**
Dr. Carol Mackie – Regulatory Compliance Limited, UK
- Review of the model and how it is accessed and used online.
 - From website (<http://www.deltares.nl/en/software/1039844/mampec>): “An easy-to-use and freely available model, originally developed to predict environmental concentrations (PECs) for the exposure assessment of antifoulants in harbors, rivers, estuaries and open water.”
 - Used by regulators in US/EU/Japan/China/New Zealand
 - Comments/Questions:
 - Nan S.- This model requires a lot of inputs and it can be difficult to choose a representative number for a variable input (e.g., water flow rates in harbors).
- 5. Agency Updates (25 minutes) 2:20 – 2:45**
All
- David Elias (San Francisco Bay RWQCB): Working with Water Board and State Lands on establishing a Best Available Technology (BAT) for In-Water Hull Cleaning for Commercial Vessels. This BAT will be established within the California Vessel General Permit (VGP) certification.
- Stephanie Bower (Port of San Diego): The Port is continuing to work on promoting alternative paints by subsidizing boat owners willing to try conversion. Owners submit an application and commit to study requirements (e.g., berthed at Shelter Island and will remain there for at least 3 years). They will support a third Ecofriendly Boat Paint Expo.
- Website: <http://www.portofsandiego.org/environment/alternative-hull-paints.html>
- 6. Status of AFS Workgroup - Near-Term Changes (15 minutes) 2:45 – 3:00**
Nan S. (DPR)
- Nan Singhasemanon will be leaving the workgroup to take on new responsibilities at DPR.
 - He would like this working group to continue and hopes that we can find a suitable coordinator for the group.
 - Jack Gregg (Coastal Commission) and Jowin Cheung (SWRCB) will coordinate the workgroup until a suitable replacement for Nan can be identified.

Adjourn