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B4. Protect. Support economic viability of working waterfronts to help maintain ecosystem function and sustain quality of life.

Background: The purpose of this strategy is to identify ways in which the economic vitality of working waterfronts can be promoted, advanced and fostered while simultaneously achieving environmental benefits. Washington State's economy is intrinsically connected to the commercial and recreational maritime industry, including deepwater ports for international trade, shipbuilding facilities, and marinas. As such it is important to design Puget Sound protection and restoration strategies in a manner that recognizes the contribution of the maritime industry to the region's economic portfolio.

Relationship to recovery targets: The targets for which this strategy primarily relates are: Toxins in fish, marine sediment quality, and shoreline armoring. For toxins in fish, the 2020 recovery target states that bioaccumulative toxins and polynuclear aromatic hydrocarbons (PAHs) meet threshold levels. Marine sediment quality targets state that by 2020 all Puget Sound regions and bays achieve specific chemistry measures set in the Washington State sediment management standards. For shoreline armoring, the target states that from 2011 to 2020, the total amount of armoring removed is greater than the total amount of new armoring in Puget Sound and feeder bluffs receive strategic attention for removal of existing armoring and avoidance of new armoring. The target also states that soft shore techniques are used for all new and replacement armoring unless it is demonstrably infeasible; it is important to note that for industrial areas such as the Duwamish River, Elliott Bay, and the Ship Canal, it is more likely that armoring will be redesigned or modified (rather than removed) to reduce ecological impacts and provide environmental benefits over time.

B4.1 Ports/Marine Industry: Use, coordinate, expand and promote financial incentives and programs for best practices at ports and in the marine industry that are protective of ecosystem health.

Ports and marinas have an important role to play in the protection and recovery of Puget Sound. Many ports are involved in habitat restoration and mitigation projects across a variety of scales and locations, from waterfronts to upland properties. The transition from a primarily resource-based economy has left some Puget Sound communities with degraded and polluted waterfronts from old industrial activities, in addition to pollution created by combined sewer overflows and stormwater runoff. Many ports take on these types of cleanup projects through the Model Toxics Control Account (MTCA) or Superfund action, which prevents the spread of toxic plumes from abandoned industrial sites.

A significant number of large ports around Puget Sound require dredging as part of their ongoing operations. Dredging is also a significant component of cleanup projects. For toxics control and reduction, it is critical that dredging and dredged material management practices ensure no degradation of the environmental quality of urban bays and waterways. The primary program that controls toxic substances from dredging is the Dredged Material Management Program (DMMP), an interagency effort that oversees the disposal and use of dredged sediments.

Marinas and boatyards are critical to controlling waste generated by boat maintenance and repair activities and are regulated by the federal Clean Water Act as well as state law governing hazardous waste disposal. In the absence of a regulated location, these activities would likely occur in areas where hazardous wastes are released directly into the environment. Marinas are also key points of outreach

and education for recreational boaters, such as promoting best practices for bilge water and waste disposal.

Given the sizable presence of Department of Defense (DOD) naval facilities in Puget Sound, it is also important to consider including DOD as a voluntary partner in programs that promote best practices for ports and the marine industry that are protective of ecosystem health.

Recent Progress

In 2005 the Clean Marina Washington program was launched to improve environmental protection at marinas. Fifty-nine marinas are currently certified under the program. In 2011, the Northwest Marine Trade Association helped launch the Clean Boating Foundation, a non-profit organization aimed at helping boatyards improve their environmental practices through a voluntary Certified Clean Boatyard program.

In 2011 the legislature established a goal to phase-out copper bottom paint for recreational boats 65 feet and under by 2020 (SB 5436): "After January 1, 2018, new recreational water vessels with antifouling paint containing copper may not be sold in the state. Beginning January 1, 2020, the sale of copper antifouling paint intended for use on recreational water vessels is prohibited."

Performance Objectives for Ongoing Programs

[Placeholder to include performance objectives for examples such as Bellingham Bay Pilot Project, Elliott Bay/Lower Duwamish cleanup, and Port Angeles Harbor cleanup]

Near-Term Actions

B4.1 NTA 1: Ecology will provide funding assistance for marinas to meet requirements for stormwater discharge and pressure wash water treatment of copper from boat repair and maintenance activities.

Performance measure: number of marinas meeting stormwater discharge and pressure wash water treatment requirements

B4.1 NTA 2: A multi-party working group will explore the feasibility of expanding the phase-out of copper bottom paint: For recreational boats over 65 feet in length and/or commercial vessels of various sizes.

Performance measure: working group formation and timeline for development of recommendations

B4.1 NTA 3: Ecology will provide funding assistance for ports and maritime industry to undertake comprehensive stormwater management planning.

Performance measure: number of completed comprehensive stormwater management plans for ports and/or marinas.

B4.1 NTA 4: Ecology and ports/marinas in Washington will jointly fund research and innovation in lower impact methods of shoreline armoring in an urban industrial context.

Emerging Issues and Future Opportunities

Other ways in which this strategy could be advanced include the following:

- Fund research and innovation in lower impact methods of shoreline armoring in an urban industrial context.
- Explore opportunities to support working waterfronts with marine spatial planning.
- Explore opportunities for stormwater treatment pilot projects at public ports.
- Work to adapt low impact development techniques to maximize effective in the context of working waterfronts.