

Port of San Francisco, Southern Advisory Committee (SAC)

January 24th, 2024, Meeting Notes

6 to 8 pm Hybrid Public Meeting via Teams and In-Person

Southeast Community Center

1550 Evans Street at Third, San Francisco

Accepted by SAC on March 27, 2024

SAC Members in Attendance

Edward Hatter, SAC Chair

Kevin Lawson

Karen Pierce

Katherine Doumani

Howard Wong-*Remote via Teams*

Mike Bishop-*Remote via Teams*

Jen San Juan-*Remote via Teams*

SAC Members Absent

Iowayna Pena

Chris Wasney

Toby Levine

Chris Christenson

Shirley Moore

Port Staff in attendance

Planning & Environment Division: David Beaupre, Mark Paez, Jai Jackson; Kathryn Purcell-*Remote via Teams*

Maritime Division: Zac Adami and Charles Labitan

Real Estate and Development Division: Kim Beal and Jennifer Gee-*Remote via Teams*

Project Management: Noel Aquino-*Remote via Teams*

Others in Attendance

Luke Vernagallo- PG&E

Maggie Trumbly- PG&E

Devin Hassett- Keadjian

Max Reyhani- Terra Pacific Group

Ross Steenson- CA Regional Water Quality Control Board-*Remote via Teams*

Ian McEachern- *Remote via Teams*

Bridgette DeShields- *Remote via Teams*

Elizabeth Cox- *Remote via Teams*

Chris- *Remote via Teams*

Paul Hendricks- *Remote via Teams*

Sharon- *Remote via Teams*

Kristina Bonnett- *Remote via Teams*

Todd Cridge- *Remote via Teams*

Penny Wells- *Remote via Teams*

Darcy Metzler- *Remote via Teams*

Ellen Johnck- *Remote via Teams*

1. Introductions and announcements

Edward Hatter opened the meeting and had Mark Paez from the Port announce an award received on one of the Port's projects. The Port, along with Orton Development, was awarded a 2023 Governor's Historic Preservation Award for the rehabilitation of the 20th Street Historic Buildings at the Pier 70 shipyard.

2. Acceptance of Draft Meeting November 15th, 2023, Notes

The SAC accepted the draft meeting notes.

3. Office of Economic and Workforce Development First Source Recruitment

Lauren Acevedo & Derek Remski from the Office of Economic and Workforce Development (OEWD) gave a presentation about the benefits of the 1st Source Hiring Program. The OEWD's mission is removing barriers to economic and workforce opportunity by providing employers with no cost access to talented local workers. A copy of their slide presentation is available by clicking on this [link](#). Highlights from the presentation include the following:

- 1st Source Hiring ordinance gives San Francisco residents the first opportunity to apply for entry level jobs from companies that have a contract with the City or a lease on City property
- OEWD recruiter's personally review each resume to ensure it meets the needs of the employer's job posting, pre-vetting each candidate for the position
- WorkforcelinkSF.org is where companies can post potential job opportunities and candidates can look for prospects
- CityBuild is a free training program where applicants can learn construction and other job skills
- Job training is also available for candidates interested in the hospitality and culinary industries
- Job centers are available across the city in 10 neighborhoods
- OEWD hosts hiring events in the hospitality and nursing industry each year at the Ferry building
- NO cost for applicants to upload resumes or businesses to register and receive concierge hiring services

Committee Comments, Questions and Port Staff/Sponsor Responses

Question: What percentage of businesses meet minority/women owned business qualifications?

Response: They did not know the exact number but one of their organization's main focuses is on equity and Derek will reach out to Howard Wong after the meeting to further the conversation.

Question: Are job postings only for minimum wage or do they pay a living wage for San Francisco?

Response: Entry level jobs could be either. The goal of OEWD is post positions that have good benefits, opportunity for promotion and ideally pay at least \$28.

Question: How does OEWD work with unions?

Response: The 1st Source Hiring Program requires all cannabis related companies to register with the OEWD and many of the workers in that industry are in the United Farm Workers of America union (UFW). OEWD does not circumvent union call / hiring boards.

Question: Is this service open to all business or only those that work with the City?

Response: Yes, all job seekers and companies are eligible and encouraged to sign up for this service. There are currently over 500 job openings posted on OEWD's website.

4. PG&E Lease for Construction Staging and Sediment Handling Facility at Pier 94

David Beaupre started with an introduction to PG&E's presentation and conceptual plans for a temporary Construction Staging and Sediment Material Handling Facility (MHF) on Port property at Pier 94. PG&E's project aligns with Maritime goals and the Port's Waterfront Plan. In addition, the lease would result in PG&E upgrading the infrastructure at Pier 94, outreach and hiring from the local community, and contributing to the Southern Waterfront's Beautification fund. He acknowledged that input from previous SAC meetings resulted in PG&E revising the proposed MHF operation to address three main issues of community concern: using rail to transport material for disposal, mitigating concerns of the dredge materials becoming airborne and the protection of users of the nearby Heron's Head Park. Pier 94 MHF allows us to process San Francisco materials within the City and provides the unique opportunity to dispose of sediment using the Port's rail facility.

At this point David turned the presentation over to Ross Steenson (CA Regional Water Board), Luke Vernagallo (PG&E) and Max Rehani (Terra Pacific Group). A copy of PG&E's slide presentation is available [here](#) and highlights from the presentation include the following:

- In 2022, the Regional Water Board adopted a Site Cleanup Requirements Order for the remediation of impacted sediment.
- Under this Order, PG&E is responsible for addressing environmental impacts to Bay sediments between Piers 39-43.5 due to historic operations of a former Manufactured Gas Plant (MGP).
- Dredging impacted sediments from Pier 39 to 43.5 is required to be protective of wildlife and aquatic species; dredged material to be transported to Pier 94 are not harmful to human health under current conditions.
- PG&E's operations will be permitted by the Port, Water Board, and other State and Federal agencies and site monitoring results will be reported publicly.
- A critical milestone towards maintaining the project schedule is selecting a Material Handling Facility to process the dredged sediments; Pier 94 would ensure the project stays on track and comply with Water Board order.

- PG&E's updated proposal for MHF operations at Pier 94 include implementing additional technology to minimize potential impacts to the surrounding community.
- Sediment arriving via barge at Pier 94 and be transferred moist to a negative pressure tent equipped with an air treatment system. Sediment is then processed to remove excess water and the moist dough like sediment is loaded into a covered and sealed truck and taken a short distance on Port roads to the nearby Pier 94 rail facility eliminating truck traffic on City streets.
- Trucks would be washed down prior to leaving the tent so nothing is tracked outside, and all transit takes place on Port streets until sealed loading onto rail cars, less than ½ mile away.
- Dust, Vapor, and Odor Control Plans will be implemented and include Ambient Perimeter Air Monitoring with results provided to the Water Board and reported to the public.
- PG&E pledges to do the work safely, hire a portion of the site's workforce locally and pay a living wage.
- Schedule is ideally slated to start site preparation 3rd quarter of 2024, with the dredging to start in June of 2025 during the in-water work window (June through November) for an initial period of 3 years.
- Sediment will only be on the terminal during this 6-month work window, void of material the remaining portion of the year
- If the project is deemed successful, it could be extended for an additional 3 years to complete all phases of remediation.
- Port staff will continue to work with PG&E to provide future project updates as final project design plans and permits are available.

Committee Comments, Questions and Port Staff/Sponsor Responses

Question: Who is paying for this project?

Response: PG&E is paying; the costs will not be passed on to its customers.

Question: How many tons of sediment will be excavated?

Response: Approximately 100,000 cubic yards for all five phases.

Question: What is the total cost of the project?

Response: PG&E's rough estimate is currently in the hundreds of millions of dollars.

Question: Where is the landfill that the sediment is being taken too?

Response: If the rail is being used, Utah. If the backup location for processing sediment instead of Pier 94 has to be utilized, the landfills are in Solano County California.

Question: Is there a backup location if Pier 94 is not able to be used?

Response: PG&E is working to identify a backup location at Montezuma in Solano County California.

Question: Will local truckers be hired?

Response: Yes, PG&E intends to and will reach out to SAC members for recommendations.

Question: Can a visual of the material being dredged be provided?

Response: (Image was displayed on shared Teams Screen) showing a typical barge, crane and environmental bucket, looks like a “clamshell”, used for environmental dredging. The bucket essentially takes a sealed bite of the mud and deposits it into a sealed barge scow for transport. Nothing is spilled.

Question: Is the Water Board the only permitting agency?

Response: No, there are many permitting entities. The project will obtain all required local, state, and federal agency permits, including BCDC, CDFW, USACE, NOAA, NMFS, and USFWS.

Question: Is the “clamshell” bucket washed off between digs?

Response: Yes.

Question: Will the tent require an air district permit?

Response: It might, PG&E is still researching air district permits for proposed Pier 94 operations.

Question: Is mercury being monitored in the water of the dredging?

Response: Mercury is not a concern at this site.

Question: How is the processing tent / site being monitored for any potential hazardous releases to the community?

Response: PG&E will implement ambient perimeter air monitoring using multiple instruments placed around the site analyzing airborne particulates several times a minute, 24 hours a day. This ensures if readings ever get remotely close to unsafe levels, site operations can be immediately stopped. An email has been sent to interested parties at previous projects that breakdown air monitoring results from the last 10 days. PG&E anticipates similar reporting if the Pier 94 site goes live.

Question: What if readings become super high and reach dangerous levels?

Response: 24-hour real-time monitoring ensures the site will be shut down before that ever happens.

Question: Does PG&E monitor PM2.5?

Response: Yes, everything less than PM 10.

Question: What processes are in place to ensure PG&E’s plans are actually implemented?

Response: California Water Board and other permitting agencies will ensure compliance, as well as provide inspections of the site both announced and without warning.

At the conclusion of the Question-and-Answer period, David Beaupre asked if he could prepare a written statement of support for the project to present to the Port Commission on behalf of the SAC. Before going to the commission, David would draft the statement and bring it back for approval and signatures at the next SAC meeting. The group agreed, is generally in favor of the project, understands its importance to the City at large but wants to make sure PG&E does what they say they will do.

5. General Project Updates, Comments and Requests for Future SAC Meetings

Noel Aquino from the Port provided an update on the Islais Creek Interpretive Art & Signage project. All samples from the designer have been approved. The iron constructed pieces will cast shadows from

cutouts within the structure. Fabrication will begin in the middle of February with completion & installation later in March.

David provided updates on the Army Corps of Engineer's SF Waterfront Coastal Flood Study. It will be released on Friday January 26th during a ceremony at the Ferry Building. There will be a 2 month review and comment period, the community is encouraged to read and provide feedback. David also informed the group that the Heron's Head Park Signage project is complete, and the Tulare Park Improvement project will be completed by the end of March.

General questions were then fielded from members present in the room and remotely via teams; they are noted below.

Question: When is the 3rd street bridge planned to be shut down for construction?

Response: Public Works will come down and present in person when a timeline is known.

Question: What is the status on the new dog run at Crane Cove Park? Who is taking care of the Topher Delaney Garden? Why is the "No Swimming" sign at Crane Cove Park backwards?

Response: We will get back to the group with answers.

Question: When will I get keys to my office building on Terry Francois Boulevard?

Response: A member of the Port's real estate team will get your information and get back to you.

After these questions and answers, the meeting adjourned at approximately 8pm.