



As part of PG&E’s commitment to environmental responsibility and public safety, PG&E is working together with the Port of San Francisco (the Port) and regulatory agencies to address impacts to sediments from historic operations between Piers 39-45. The California Regional Water Quality Control Board, San Francisco Bay Region (Water Board), is the lead agency overseeing the environmental investigation and cleanup of the Site. A Draft Feasibility Study / Remedial Action Plan FS/RAP was released for public review and comment earlier this month.

**PG&E has prepared the following Frequently Asked Questions to help keep interested community members informed about the project:**

### 1. What is the cause of contamination in sediments between Piers 39-45?

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The adjacent area upland of Piers 39-45 was used for industrial activities since the mid-1800s with PG&E and its predecessors operating the former Beach Street Manufactured Gas Plant (MGP) nearby, between 1900 and 1931. In the mid-1950s, the MGP property was sold, and the gas holder and oil tanks were subsequently dismantled before the block was redeveloped for commercial use.

### 2. What is a Manufactured Gas Plant (MGP)?

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In the mid 1800s and early 1900s, before natural gas was available as an energy source, more than 1,500 MGPs were located in cities and towns across the country. MGPs were facilities that used coal and oil to produce gas for lighting, heating and cooking. At that time, this technology was a major step forward, revolutionizing street lighting, enhancing public safety and enabling businesses to work into the night.

### 3. What chemicals are associated with MGP residues?

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The residues found at MGP sites are comprised of a mixture of many constituents, primarily polycyclic aromatic hydrocarbons (PAHs). The materials found in MGP residues such as coal tar and lampblack are chemically similar to materials commonly found in the environment from natural and human activities, especially those that involve burning, for example, fireplaces, forest fires, grilling meats, asphalt roads and coatings. Other MGP-related materials are major ingredients in nail polish, disinfectants, moth repellents and many other commercial products.

### 4. What do MGP residues look/smell like?

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The most common residues found at historic MGP sites are coal tar and lampblack. Coal tar is a black substance that looks like and is chemically similar to roofing tar. Lampblack looks like and is chemically similar to soot from a candle. These materials can in some instances have an odor similar to roofing tar, fresh asphalt and/or moth balls.

### 5. What are PAHs?

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Polycyclic aromatic hydrocarbons (PAHs) are a class of chemicals that occur naturally in coal, crude oil, and gasoline. They also are produced when coal, oil, gas, wood, garbage, and tobacco are burned and are commonly associated with the MGP processes.



### **6. Based on your findings to date, is there any evidence of a health risk?**

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PG&E has no reason to believe there is any human health risk related to the former MGPs in San Francisco's Northern Waterfront. All remediation activities will be planned and conducted to ensure there are no health risks as result of this work to area residents, businesses and the public.

### **7. If there is no health risk, why do these impacted sediments need to be excavated?**

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PG&E and the regulatory agencies overseeing the project have evaluated potential impacts to wildlife and aquatic species through an ecological risk assessment that assessed likely future sediment elevations related to future dredging (removal of sediment) to enable vessel berthing. The outcome of this work indicates that impacted sediments may be exposed by future dredging efforts and may require remedial action to be protective of wildlife and aquatic species.

### **8. Will the long-term capping, armoring or institutional controls at Pier 39-45 limit future uses by the Port?**

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In coordination with the Port and their potential future activities within the project area, current and planned future uses of these areas were considered as the preferred remedial alternative was evaluated. The design depths of these features will accommodate current and planned future maritime uses in these areas, including the deeper dredge depths required to accommodate vessel operations.

### **9. Why was Pier 96 chosen as the location to process and transport these impacted sediments?**

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PG&E worked with the Port to identify Pier 96 as an appropriate location for maritime operations necessary to complete sediment remediation at Piers 39-45. The FS/RAP included an evaluation of two potential maritime locations to serve as the material handling facility: Port of Oakland Berth 10 and Port of San Francisco Pier 96. Of these two options, Pier 96 was recommended based on the condition of the wharf, availability within the terminal, and proximity and access to highways and rail support. The Pier 96 location, on the San Francisco side of San Francisco Bay, enables barges to hug the shoreline and avoid crossing active shipping lanes.

Material handling operations are necessary to process marine debris and dredge materials excavated during the in-water construction work windows, June through November. Pier 96 is the only available location in San Francisco that has deep berths, the off-loading facilities and lay down area required to conduct this work. Pier 96 maritime terminal uses have included this type of work for more than 25 years. Currently, similar loading and processing activities occur in the area surrounding Pier 96. Access to highways through nonresidential areas also means there will be minimal truck and traffic impacts to residents.

In preparation for the work, improvements made to Pier 96 will benefit future maritime operations and uses planned by the Port.

### **10. What protections will be put in place during the processing and loading of this material to ensure that contaminants do not become airborne and impact area businesses and residents?**

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As required by the Port of San Francisco, Site activities will comply with an approved Site Operations Plan and Building Permit including Sediment Rehandling and DeWatering Plan, Erosion and Sediment Control Plan, Stormwater Pollution Prevention Plan, San Francisco Construction & Demolition Debris Recovery Plan, Traffic Control Plan, and Night Noise Permit.



All construction related activities will be performed under local, state, and federal regulatory and environmental permitting requirements related to environmental controls. A health and safety plan and a dust, vapor and odor control plan will be in place throughout the work. Dust and odor mitigations will include keeping the material damp to limit dust and covering the material with non-toxic odor suppressants to limit odors when necessary. Other measures include stop work limits on windy days, regular sweeping of work areas, and limits on vehicle idling, among others.

A robust air monitoring plan will be implemented during operations to ensure there are no impacts to area residents, businesses and the public. Air monitoring results will be submitted to the Water Board and available to the public.

### 11. How will you control dust and odors from the trucks leaving the Site?

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Processed material will be loaded into watertight containers for transport off-site, and all trucks hauling stabilized dredged materials will be covered to minimize the potential for dust or odor releases from trucks as they transport the material to licensed disposal facilities. All trucks, vehicles, and equipment leaving the Site will be decontaminated, including a pressurized wheel wash and will be thoroughly inspected prior to leaving the Site to ensure there are no materials on tires or the outside of truck bodies and bins.

### 12. Will PG&E be using local work force and local truckers for this work?

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PG&E is committed to working with our contractors and the local community to look for opportunities to utilize local hiring and local truckers. At projects like the Hunter's Point Power Plant closure and remediation, PG&E had a robust local hiring program. We are committed to local hiring as a part of this project.

### 13. How does the public provide input on the project?

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The public is encouraged to submit comments on the Draft Cleanup Plan and the environmental review documents. The public comment period is from October 20 to November 19, 2021. The Water Board will review and consider all comments. You may submit comments orally or in writing. Please send your comments by November 19, 2021, to:

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### 14. How would the public learn more about the project?

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An electronic copy of the Draft FS/RAP, the Draft IS/MND, and other documents for the Site are available on the GeoTracker website at: <https://geotracker.waterboards.ca.gov>. Under "Tools", click on "Advanced Search" and enter **Case ID number: T10000007367**, then click on "Site Maps/Documents."

You can also call PG&E on their MGP information line at **(415) 973-0270**.