

# Piers 39 to 43½ Offshore Remediation Project:

Pier 94 Construction Staging and  
Sediment Handling Facility

January 24, 2024

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# Agenda

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- ✓ **Introduction:**  
David Beaupre, Port of San Francisco
- ✓ **Regulatory Oversight:**  
Ross Steenson, Water Board
- ✓ **Overview, Background, Project Changes, Benefits:**  
Maggie Trumbly and Luke Wegener-Vernagallo, PG&E
- ✓ **MHF Operations, Schedule:**  
Max Reyhani, Terra Pacific Group

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# Introduction

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- ✓ **Overview of Project**
- ✓ **Project updates in response to SAC feedback**
- ✓ **Locations of options of proposed use (SF waterfront wide, sites outside of SF)**
- ✓ **Environmental protections**
- ✓ **Alignment with Port Waterfront Plan and Mission**
- ✓ **Benefits**

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# Project overview and background

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The Port of San Francisco and PG&E are working together to address **environmental impacts to Bay sediments between Piers 39-43½ due to the historic operations of a former nearby Manufactured Gas Plant (MGP).**



## Regulatory Agency Requiring Investigation and Cleanup: Water Board

In 2022, the Regional Water Board adopted a Site Cleanup Requirements Order for the remediation of impacted sediment



## Responsible Parties for Piers 39-43½ Cleanup

- Pacific Gas & Electric Company (PG&E) – Responsible for MGP residues
- The Port of San Francisco (Port) – Property and shoreline owner

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## Locating a Material Handling Facility

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Critical to the schedule for cleanup activities is securing a Material Handling Facility (MHF) to **barge, dewater and transport impacted sediments to an appropriate landfill.**

**After reviewing multiple options, the Port and PG&E are exploring a temporary lease at Pier 94:**

- ✓ **2021:** Considered Pier 96 (presented to the SAC in Oct. and Dec. 2021)
- ✓ **2022:** Confirmed no other San Francisco location viable
- ✓ **2022-2023:** Explored two out-of-city alternatives resulting in a two-year project delay, additional time pursuing alternatives could result in further delays and uncertainty
- ✓ **2024:** PG&E will pursue two MHF options at Pier 94 and a backup option at Montezuma in Solano County to ensure continuous operation during the dredging window

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# Why is Pier 94 the preferred MHF site?



Allows us to **process San Francisco materials within the city** as opposed to transporting to an outside community



Ensures the project **will remain on schedule and comply** with Water Board order



Allows **limited distance barging** along shoreline



Provides unique opportunity to **transport sediment using rail**



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# Updated MHF operations

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- 1** Sediment will be placed in a **negative pressure tent and processed** to remove excess water

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- 2** Implementation of additional technology to **minimize potential impacts to the surrounding community** (i.e., air treatment system)

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- 3** Processed sediment will be **loaded into covered and sealed trucks and taken to rail where possible, minimizing truck traffic to upland landfills**



# Project and community benefits

 <b>Environmental Benefits</b>	 <b>Site Improvements</b>	 <b>Local Hire and Spend</b>	 <b>Port Benefits</b>
<ul style="list-style-type: none"><li>■ Bay water quality improvements</li><li>■ Use of rail versus trucking</li><li>■ Funding wetland mitigation</li></ul>	<ul style="list-style-type: none"><li>■ Paving</li><li>■ Stormwater management</li><li>■ Security</li><li>■ Site maintenance</li></ul>	<ul style="list-style-type: none"><li>■ Robust local hiring commitment</li><li>■ Local spend on materials and services</li><li>■ Utilization of local rail and local consultant services</li></ul>	<ul style="list-style-type: none"><li>■ Community Benefits Fund</li><li>■ Activating a maritime terminal</li><li>■ Infrastructure enhancements</li><li>■ Port revenue</li></ul>



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## Why do Piers 39 to 43½ sediments need be dredged and disposed?

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**Remedial action at 39 to 43½ is required to be protective of wildlife and certain aquatic species (e.g., birds, fish, sediment-dwellers).**

Impacted sediments being transported to Pier 94 are not harmful to human health under current conditions.



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# MHF permits and project controls

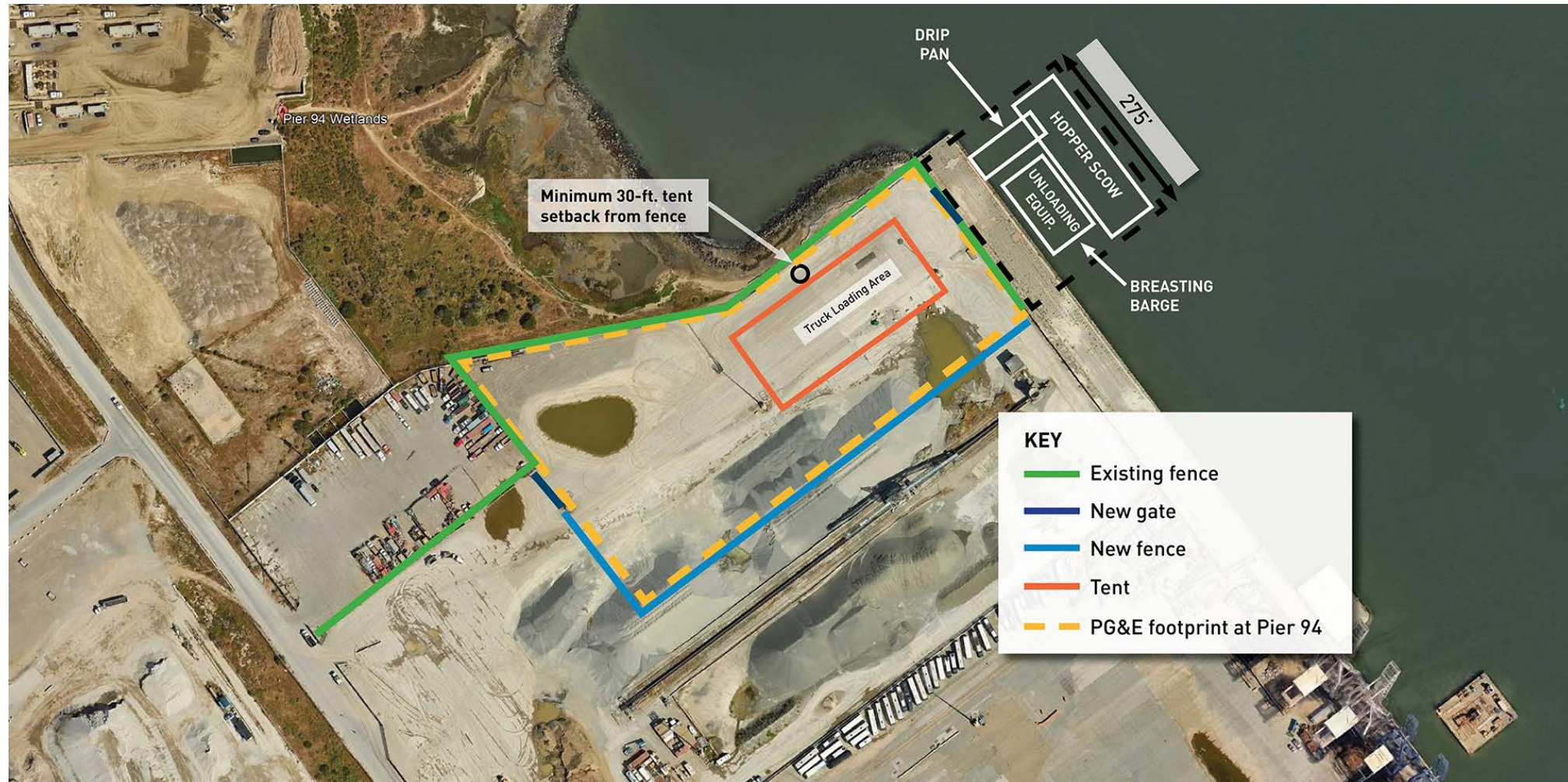
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All activities will comply with project-required local, state and federal permits.

- ④ Numerous control measures are built into the project design and plans including:
  - Health and Safety Plan
  - Sediment Processing and Construction Water Management Plan
  - Waste Management and Transportation Plan
  - Stormwater Pollution Prevention Plan
  - Dust, Vapor, and Odor Control Plan including Ambient Perimeter Air Monitoring
    - Results provided to the Water Board and available to the public
- ④ Port Lease and Building Permit conditions require compliance with site plans
- ④ Regular site inspections by Water Board staff to ensure compliance

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# Proposed overview of the Pier 94 site



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# Optimal transit route for offloading sediment

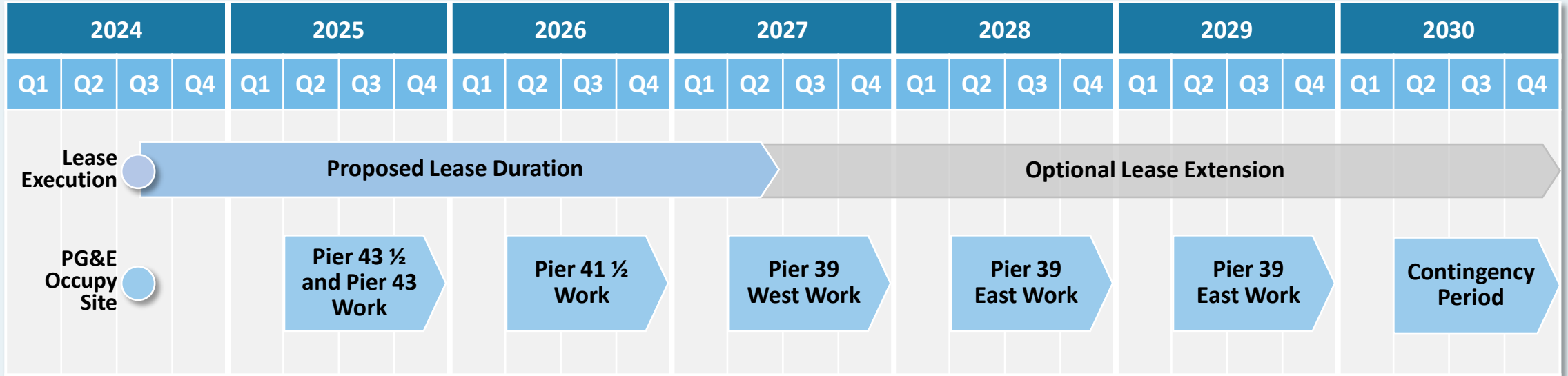
- ✓ Processed sediment will be loaded into **sealed trucks and taken to rail where possible**
- ✓ Sediment-containing trucks with sealed beds will be **covered prior to leaving the site**
- ✓ Trucks, vehicle and equipment will be **inspected and decontaminated** prior to leaving the site, including use of a pressurized wheel wash

Transit to occur on Port terminal



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# Project schedule and seasonal shutdown



*Site mobilization and demobilization may occur a month prior or after the working window*



In-water construction in the SF Bay is limited to the months between June and November



No sediment will remain onsite between construction seasons

# Project contacts

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**Port staff will continue to work with PG&E to provide future project updates** as final project design plans and permits are available. Future updates can be found at [www.sfport.com](http://www.sfport.com).

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**Contact SF Regional Water Quality Control Board**  
Ross Steenson, [ross.steenson@waterboards.ca.gov](mailto:ross.steenson@waterboards.ca.gov), (510) 622-2445

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**Contact PG&E on their MGP Information Line**  
(415) 973-0270