



Hunters Point Naval Shipyard

U.S. Environmental Protection Agency • Region 9 • San Francisco, CA

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This fact sheet discusses the roles of the regulating agencies in the U.S. Navy's cleanup of the Hunters Point Naval Shipyard Superfund Site (Site). The regulators are the U.S. Environmental Protection Agency (U.S. EPA) and the California Environmental Protection Agency (CalEPA). U.S. EPA and CalEPA oversee the cleanup process, which includes air quality monitoring and the eventual land transfer of the Shipyard.

Regulators' Role in the Former Hunters Point Naval Shipyard Cleanup

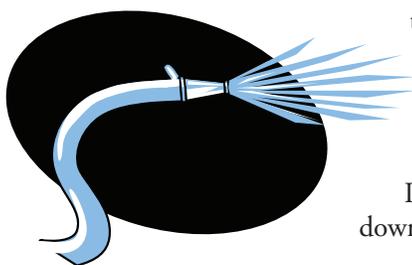
U.S. EPA and CalEPA ensure that the U.S. Navy's cleanup is completed according to the law and is protective of human health and the environment. The regulators make sure the site is properly investigated and characterized. This means determining the conditions of soil, sediment and groundwater. The regulators also have the final say on the completion of the cleanup; U.S. EPA and CalEPA must approve the work the Navy has done.



If an area of the Site has restrictions on future use, the role of the regulators continues as long as restrictions are in place. For example, if the Site is designated as safe for an industrial or office building reuse, U.S. EPA and CalEPA verify that homes are not built on the property.

Role During Air Monitoring

All cleanup actions at the Shipyard Site must address the risk to human health and the environment that the cleanup work itself may pose. The regulators require the U.S. Navy to submit a dust control plan that prevents public exposure to dust during earth-moving activities.



A typical way to prevent exposure to contaminated dust is to keep the soil wet during excavation.

In addition to watering down active work areas on

the base, the U.S. Navy must apply a glue-like substance to soil piles to prevent particles from being carried off by the wind. In addition, each truck that removes soil from Shipyard cleanup activities



must have a cover over its load and its wheels washed before leaving the property. These controls also prevent contaminants from migrating into storm drains and into the Bay. In order to verify that these dust control measures are working, the U.S. Navy is required to monitor the air during cleanup activities. Air monitoring data is available on the U.S. Navy website at:

<http://www.bracpmo.navy.mil/basepage.aspx?baseid=45&state=California&name=hps>

The regulators regularly review the air monitoring data to make sure the cleanup activities do not cause exposure to contaminants. So far, dust levels generated by the U.S. Navy's cleanup activities have met the strictest standards. If monitoring indicates that the dust exceeds protective levels, the U.S. Navy stops work and reduces the dust to protective levels before cleanup work resumes.

Role During Early Land Transfer

The U.S. Navy must clean the property to meet standards for uses specified in the City of San Francisco's Redevelopment Plan. This plan was developed by the City over many years and with significant public participation. While U.S. EPA and CalEPA regulate cleanup to ensure that the Site is cleaned up to the standards required for the planned reuse, the regulators *do not* have a role in the design of the redevelopment plan.



Portions of a site can be transferred before complete cleanup if the regulators determine that the developer can safely finish cleanup after transfer. In the case of the Shipyard, the U.S.

Navy must complete a report called a "Finding of Suitability for Early Transfer" (FOSET). The FOSET describes the condition of the property, what has been cleaned up and what remaining cleanup is to be done by the developer. The public has a chance to comment on the FOSET, and the regulators must approve the FOSET before transfer can occur. The cleanup requirements are the same whether the Navy, the City or the developer is conducting the cleanup; U.S. EPA's and CalEPA's regulatory oversight and level of involvement do not change.

U.S. EPA signs a legal agreement called an Administrative Order on Consent (AOC) with the City and developer that details all the legal requirements for the cleanup. The AOC is provided to the public for



comment before it is finalized. The AOC and several other legal documents direct each entity on how to conduct cleanup work after transfer, what restrictions are placed on use, the amount of money the U.S. Navy will pay the City to complete the work, who will do what and when, etc.

Community Involvement

The regulating agencies make sure the U.S. Navy follows appropriate procedures for including the affected community in the cleanup decision-making process. Upcoming opportunities for public comments on decision documents include the



FOSET and the AOC. However, public participation is not limited to these activities and continues throughout site cleanup. The regulators, Navy, City and developer are collaborating with the community to create an inclusive public involvement plan for this process.

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Web Site for More Information on Hunters Point Shipyard



U.S. EPA:

www.epa.gov/region09/HuntersPointNavalShipyard

U.S. Navy:

<http://www.bracpmo.navy.mil/basepage.aspx?baseid=45&state=California&name=hps>

