

File No. 200268

Committee Item No. 2

Board Item No. \_\_\_\_\_

# COMMITTEE/BOARD OF SUPERVISORS

## AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date May 13, 2020

Board of Supervisors Meeting

Date \_\_\_\_\_

### Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

### OTHER (Use back side if additional space is needed)

- Planning Department CEQA Determination
- Airport Commission Resolution
- \_\_\_\_\_
- \_\_\_\_\_
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- \_\_\_\_\_
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Completed by: Linda Wong

Date May 8, 2020

Completed by: Linda Wong

Date \_\_\_\_\_

1 [Accept and Expend Grant - California Air Resources Board - Carl Moyer Memorial Air Quality  
2 Standards Attainment Program Grant - \$2,900,000]

3 **Resolution authorizing the San Francisco Airport Commission to accept and expend a**  
4 **grant in the amount of \$2,900,000 and any additional amounts up to 15% of the original**  
5 **grant that may be offered from the California Air Resources Board, for the Carl Moyer**  
6 **Memorial Air Quality Standards Attainment Program Grant, to purchase and install**  
7 **electrical ground service equipment charging stations and supporting infrastructure**  
8 **for the proposed project period of June 2020 through June 2021; and affirming the**  
9 **Planning Department's determination under the California Environmental Quality Act.**

10  
11 WHEREAS, A project to be implemented at San Francisco International Airport (the  
12 "Airport") is eligible for grant assistance under the California Air Resources Board (CARB)  
13 Carl Moyer Memorial Air Quality Standards Attainment Program (the "Carl Moyer Program");  
14 and

15 WHEREAS, The proposed project is the purchase and installation of charging stations  
16 for electrical ground service equipment (eGSE) and supporting electrical infrastructure (the  
17 "Project"); and

18 WHEREAS, Serving more Airport gates with eGSE is expected to reduce fossil fuel use  
19 and diesel emissions at the Airport, and new electric charging ports are required to support  
20 increased eGSE use at the Airport; and

21 WHEREAS, The Carl Moyer Program reimburses up to 50% of the eligible project  
22 costs; and

23 WHEREAS, The Airport Director intends to file a grant application to seek grant  
24 assistance under the Carl Moyer Program in an estimated amount of \$2,900,000 for the  
25 Project; and

1           WHEREAS, On January 14, 2020, by Resolution No. 20-0008, the Airport Commission  
2 approved the acceptance and expenditure of such grant funds; and

3           WHEREAS, Under Administrative Code, Section 10.170-1, the acceptance and  
4 expenditure of federal, state, or other grant funds in the amount of \$100,000 or more is  
5 subject to the approval by resolution of the Board of Supervisors; and

6           WHEREAS, Acceptance and expenditure of this grant does not require an Annual  
7 Salary Ordinance amendment; and

8           WHEREAS, The Airport Commission proposes to maximize use of available grant  
9 funds on program expenditures by not including indirect costs in the grant budget; and

10          WHEREAS, The Planning Department has determined that the Project is categorically  
11 exempt from review under the California Environmental Quality Act (California Public  
12 Resources Code Sections 21000 *et seq.*; "CEQA") as a CEQA Guidelines section 15303  
13 (Class 3) exemption (Planning Department File No. 2019-003905ENV); said determination is  
14 on file with the Clerk of the Board of Supervisors in File No. 200268 and is incorporated  
15 herein by reference; the Board affirms this determination; now, therefore, be it

16          RESOLVED, That the Airport Commission is hereby authorized to accept and expend a  
17 Carl Moyer Program grant in the amount of \$2,900,000, and any additional amounts up to  
18 15% of the original grant amount, that may be offered by CARB; and, be it

19          FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of  
20 indirect costs in the grant budget; and, be it

21          FURTHER RESOLVED, That the Airport Commission is hereby authorized to accept  
22 and expend the grant funds pursuant to Administrative Code, Section 10.170-1; and, be it

23          FURTHER RESOLVED, That the Airport Director is authorized to enter into the Carl  
24 Moyer Program grant agreement on behalf of the City; and, be it


1           FURTHER RESOLVED, That within thirty (30) days of the Grant Agreement being fully  
2 executed by all parties, the Airport Commission shall provide a copy to the Clerk of the Board  
3 of Supervisors for inclusion in the official file.

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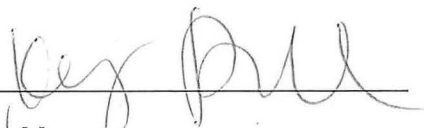


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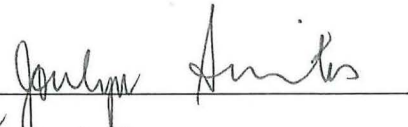
Recommended:

  
\_\_\_\_\_  
Department Head LF

Approved:

  
\_\_\_\_\_  
Mayor

Approved:

  
\_\_\_\_\_  
Controller

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<p><b>Item 2</b> <b>Files 20-0268</b></p>	<p><b>Department:</b> <b>San Francisco International Airport (Airport)</b></p>
<p><b>EXECUTIVE SUMMARY</b></p>	
<p style="text-align: center;"><b>Legislative Objectives</b></p> <ul style="list-style-type: none"> <li>• The proposed resolution would authorize the San Francisco Airport Commission to (1) accept and expend a grant in the amount of up to \$2,746,298 and any additional amounts up to 15 percent of the original grant that may be offered from the California Air Resources Board, for the Carl Moyer Memorial Air Quality Standards Attainment Program Grant, to purchase and install electrical ground service equipment charging stations and supporting infrastructure for the proposed project period of June 2020 through June 2021; (2) commit to providing an estimated \$3,650,397 in matching funds; and (3) affirm the Planning Department’s determination under the California Environmental Quality Act.</li> </ul> <p style="text-align: center;"><b>Key Points</b></p> <ul style="list-style-type: none"> <li>• The Carl Moyer Memorial Air Quality Standards Attainment Program provides grant funding for cleaner-than-required engines, equipment, and other sources of air pollution. The grant program is implemented as a partnership between the California Air Resources Board (CARB) and California's 35 local air districts, including the Bay Area Air Quality Management District (BAAQMD). The Airport’s proposed project is the first phase of an Airport-wide ground service equipment (eGSE) electrification strategy to equip all gates with the electrical infrastructure necessary to operate eGSE to reduce fuel use and diesel emissions.</li> </ul> <p style="text-align: center;"><b>Fiscal Impact</b></p> <ul style="list-style-type: none"> <li>• The total budget for the grant project is approximately \$6,396,695. The Carl Moyer Program grant will fund up to \$2,746,298, and the Airport will fund an estimated \$3,650,397 of the total project cost. Per the Carl Moyer Program, the grant share is up to 50 percent of the eligible project cost. The total project cost includes items that are needed to complete the project but are considered ineligible for grant participation (cloud software, police staffing, and construction contingency). These items are fully funded by the Airport, which results in matching funds equaling more than 50 percent of the total project cost.</li> </ul> <p style="text-align: center;"><b>Policy Consideration</b></p> <ul style="list-style-type: none"> <li>• According to the Airport, the CARB and BAAQMD have indicated that the COVID-19 health crisis has not impacted their Carl Moyer Program grant funding, grant timelines or milestones. The Airport does not anticipate COVID-19 to have an impact on the scope of work. However, a significant delay in when contractors can return to work due to the current COVID-19 shelter in place order may potentially impact the project completion timeline under the Carl Moyer Program grant guidelines.</li> </ul> <p style="text-align: center;"><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>• Amend the proposed resolution to correctly state that the grant amount is up to \$2,746,298.</li> <li>• Approve the proposed resolution as amended.</li> </ul>	

**MANDATE STATEMENT**

City Administrative Code Section 10.170-1 states that accepting Federal, State, or third-party grant funds in the amount of \$100,000 or more, including any City matching funds required by the grant, is subject to Board of Supervisors approval.

**BACKGROUND**

The Carl Moyer Memorial Air Quality Standards Attainment Program provides grant funding for cleaner-than-required engines, equipment, and other sources of air pollution. The grant program is implemented as a partnership between the California Air Resources Board (CARB) and California's 35 local air districts, including the Bay Area Air Quality Management District (BAAQMD). CARB works collaboratively with the air districts and other stakeholders to set guidelines and ensure the grant program reduces pollution and provides cleaner air for Californians. The Carl Moyer Program grant provides for reimbursement of up to 50 percent of the allowable project costs.

The San Francisco International Airport (Airport) applies for Carl Moyer Program grants when there are projects eligible for grant funding under this program. The Airport has not received any Carl Moyer Program grants in the past. The Airport's proposed project is the first phase of an Airport-wide ground service equipment (eGSE)<sup>1</sup> electrification strategy to equip all gates with the electrical infrastructure necessary to operate eGSE to reduce fuel use and diesel emissions. The BAAQMD, Mobile Source Committee approved the grant project's application on April 22, 2020. The project is currently scheduled for the BAAQMD Board of Director's meeting on May 6, 2020 to determine approval.

**DETAILS OF PROPOSED LEGISLATION**

The proposed resolution would authorize the San Francisco Airport Commission to (1) accept and expend a grant in the amount of up to \$2,746,298 and any additional amounts up to 15 percent of the original grant that may be offered from the California Air Resources Board, for the Carl Moyer Memorial Air Quality Standards Attainment Program Grant, to purchase and install electrical ground service equipment charging stations and supporting infrastructure for the proposed project period of June 2020 through June 2021; (2) commit to providing an estimated \$3,650,397 in matching funds; and (3) affirm the Planning Department's determination under the

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<sup>1</sup> Ground Service Equipment includes service vehicles that provide service to the aircraft between flights. These service vehicles provide a support function to the operations of aircraft when parked at the terminal gates of an airport. These vehicles provide for services such as cargo and baggage loading/unloading, pushback for aircrafts, tugs, food and beverage catering, potable water, aircraft refueling, lavatory waste tank drainage, engine/fuselage examination and maintenance, etc.

California Environmental Quality Act. The resolution should be amended to correctly state that the grant amount is up to \$2,746,298, rather than \$2,900,000 as written in the resolution.

### **Services Provided**

The total grant project budget of approximately \$6,396,695 (\$2,746,298 in grant funds, \$3,650,397 in local matching funds) will be used to purchase and install 42<sup>2</sup> eGSE charging ports with supporting electrical infrastructure in Boarding Areas D (Domestic Terminal 2) and G (International Terminal). Boarding Area D is comprised of 14 gates, and Boarding Area G is comprised of 12 gates. The recharging equipment would be available to any airlines that express interest. According to Ms. Ko, the Airport plans to integrate low-emissions technology throughout the Airport's Capital Improvement Program by promoting the use of eGSE at all terminal gates. This project is for the installation of charging ports and related infrastructure improvements to support and promote the use of eGSE. The Carl Moyer Program grant requires participating airports to provide a local match and reimburses up to 50 percent of the eligible project costs.

### **Performance Monitoring**

Carl Moyer Program grants are subject to compliance with standard reporting and monitoring requirements. Data collection and annual reporting requirements for the grant project include the following:

- 1) Qualitative description of public and private uses;
- 2) Annual usage per charger (kWh) and the number of plug-in events; and
- 3) Any unscheduled downtime, including duration of downtime and causes.

As previously mentioned, the Airport has not received Carl Moyer Program grants in the past. Therefore, current information on performance objectives is not available.

## **FISCAL IMPACT**

The total budget for the grant project is approximately \$6,396,695. The Carl Moyer Program grant will fund up to \$2,746,298, and the Airport will fund an estimated \$3,650,397 of the total project cost. Per the Carl Moyer Program, the grant share is up to 50 percent of the eligible project cost. The total project cost includes items that are needed to complete the project but are considered ineligible for grant participation (cloud software, police staffing, and construction contingency). These items are fully funded by the Airport, which results in matching funds equaling more than 50 percent of the total project cost. The source of the local matching funds is General Airport Revenue Bonds as part of the Airport Capital Improvement Plan. Table 1 below summarizes grant funding for the project.

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<sup>2</sup> There are currently 25 existing electrical ground service equipment charging stations purchased and installed at the Airport.

**Table 1. Carl Moyer Grant Project Budget Estimate**

Cost Category	Description	Grant Eligible Costs (100%)	Grant Funds (50%)	Airport/Local Match Funds	Total Project Cost
Engineering	Design and construction of the project	\$400,000	\$200,000	\$200,000	\$400,000
Project Management	Planning, executing, controlling of the project teams, schedule, and budget	200,000	100,000	100,000	200,000
Direct SFO Construction Labor	Airport labor related to construction of the station (Project planning, procurement, inspection, safety, quality control, document control, payment)	400,000	200,000	200,000	400,000
Airfield Construction Safety	Airfield safety officers required to escort construction crew, inspectors, etc. onto the airfield area where access is limited and controlled	150,000	75,000	75,000	150,000
San Francisco Police Department	Police staff stationed at the airfield checkpoints <sup>3</sup>	-	-	50,000	50,000
Specialized Services	Support for Independent Cost Estimate	50,000	25,000	25,000	50,000
Reprographics	Support documentation needs	2,000	1,000	1,000	2,000
<i>Subtotal Soft Costs</i>		<i>\$1,202,000</i>	<i>\$601,000</i>	<i>\$651,000</i>	<i>\$1,252,000</i>
Cloud Software <sup>4</sup>	Cloud software required for 10 years of operation of the charging stations. Software for Boarding Areas D and G	-	-	386,400	386,400
Construction Contract	Construction costs for Boarding Areas D and G <sup>5</sup>	4,290,595	2,145,298	2,145,298	4,290,595
Contingency (10 percent) <sup>6</sup>	Allowances for unknown risks associated with a project Contingency for Boarding Areas D and G	-	-	467,700	467,700
<i>Subtotal Construction Contract</i>		<i>\$4,290,595</i>	<i>\$2,145,298</i>	<i>\$ 2,999,397</i>	<i>\$5,144,695</i>
<b>Total Project Cost</b>		<b>\$5,492,595</b>	<b>\$2,746,298</b>	<b>\$3,650,397</b>	<b>\$6,396,695</b>

Source: March 2020 Carl Moyer Program Grant Budget for Electric Ground Service Equipment Infrastructure and Charging Stations

<sup>3</sup> According to Ms. Ko, there are three checkpoints. Each checkpoint typically has one staffed security officer. During construction, if needed, there can be a request for additional support.

<sup>4</sup> According to Ms. Ko, the cost for cloud software is included as part of the bid for the construction contract because the software is specific to the charging stations. Software will be installed prior to the Airport taking ownership of the charging stations and is included under construction contract costs.

<sup>5</sup> The construction costs include charging stations, electrical equipment, conduits and wires, concrete foundations for chargers, bollards, materials, labor, and any markups from the contractor. Contractors will be selected through a competitive bid process. The project has not been advertised yet.

<sup>6</sup> Contingency is 10 percent of the awarded construction contract.



According to Ms. Ko, approximately \$334,000 has been expended towards the project on internal design and project management costs. The expended funds are for design work that must be completed to meet the CARB required project completion date of June 2021. No grant funds have been encumbered or expended. If the grant is approved by the Board of Supervisors and awarded, eligible internal design and project management support services costs incurred after the grant award may be submitted to CARB for reimbursement. The Airport does not anticipate incurring any ongoing costs once the project is complete and grant funds expire.

### **POLICY CONSIDERATION**

The Airport's projected revenue shortfall due to COVID-19 and reduced air travel is estimated by the Controller and Mayor's Budget Office to be from \$190 to \$220 million in FY2019-20. According to Ms. Ronda Chu, Capital Finance Director at the Airport, other sources of funds are available to offset reductions in operating revenues, including \$254.8 million in Coronavirus Aid, Relief and Economic Stimulus (CARES) Act funds, \$530 million in Passenger Facility Fund balance, and \$500 million in Commercial Paper authority. According to Ms. Ko, the CARB and BAAQMD have indicated that COVID-19 has not impacted their Carl Moyer Program grant funding, grant timelines or milestones. The Airport does not anticipate COVID-19 to have an impact on the scope of work. However, with the current shelter in place order as a result of the COVID-19 health crisis, Ms. Ko states that it is difficult to determine the impact on the project's schedule. A significant delay in when contractors can return to work may potentially impact the project completion timeline under the Carl Moyer Program grant guidelines.

### **RECOMMENDATIONS**

1. Amend the proposed resolution to correctly state that the grant amount is up to \$2,746,298.
2. Approve the proposed resolution as amended.

**File Number:** \_\_\_\_\_  
(Provided by Clerk of Board of Supervisors)

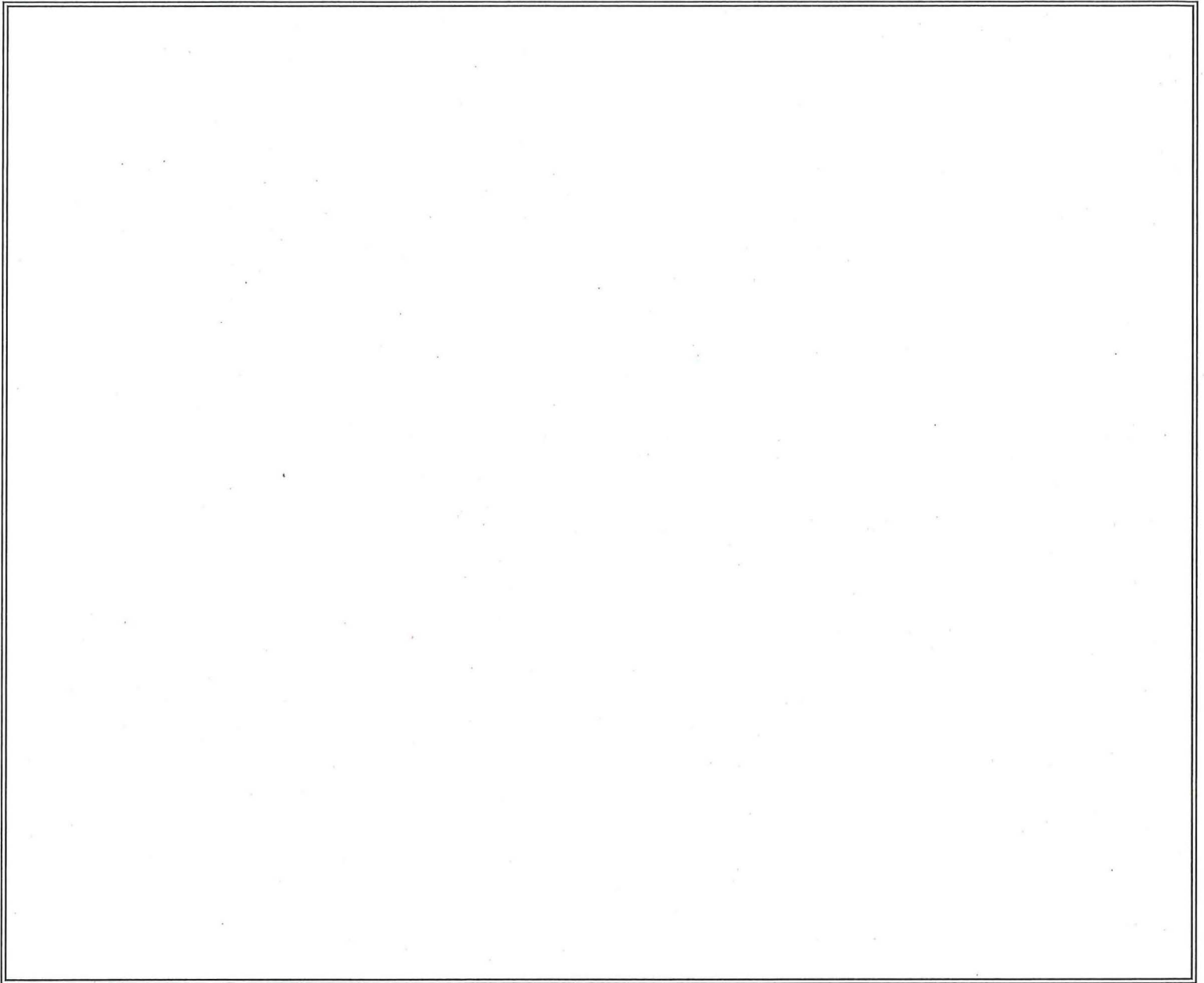
**Grant Resolution Information Form**  
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: **Carl Moyer Memorial Air Quality Standards Attainment Program**
2. Department: **Airport**
3. Contact Person: **Tina Ko** Telephone: **(650) 821-2826**
4. Grant Approval Status (check one):  
 Approved by funding agency  Not yet approved
5. Amount of Grant Funding Approved or Applied for: **\$2,900,000**
6. a. Matching Funds Required: **\$2,900,000**  
b. Source(s) of matching funds (if applicable): **General Airport Revenue Bonds**
7. a. Grant Source Agency: **California Air Resources Board**  
b. Grant Pass-Through Agency (if applicable): **Bay Area Air Quality Management District**
8. Proposed Grant Project Summary: **The requested Carl Moyer Program grant funds will provide for the purchase and installation of ground service equipment (GSE) electric charging stations together with supporting electrical infrastructure in Boarding Area D (domestic terminal) and Boarding Area G (international terminal) at San Francisco International Airport. The completion of the proposed project will result in significant emission reductions from the use of electrical GSE as a cleaner and more sustainable alternative to diesel-powered GSE.**
9. Grant Project Schedule, as allowed in approval documents, or as proposed:  
Start-Date: **June 2020** End-Date: **June 2021**
10. a. Amount budgeted for contractual services: **\$4,484,595**  
b. Will contractual services be put out to bid? **Yes.**  
c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? **Yes.**  
d. Is this likely to be a one-time or ongoing request for contracting out? **One-time.**
11. a. Does the budget include indirect costs?  
 Yes  No  
b. 1. If yes, how much? \$  
b. 2. How was the amount calculated?  
c. 1. If no, why are indirect costs not included?  
 Not allowed by granting agency  To maximize use of grant funds on direct services  
 Other (please explain):  
c. 2. If no indirect costs are included, what would have been the indirect costs? **N/A.**

12. Any other significant grant requirements or comments: **N/A.**



**\*\*Disability Access Checklist\*\* (Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Existing Site(s) | <input checked="" type="checkbox"/> Existing Structure(s) | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s)       | <input type="checkbox"/> Rehabilitated Structure(s)       | <input type="checkbox"/> New Program(s) or Service(s)      |
| <input type="checkbox"/> New Site(s)                 | <input type="checkbox"/> New Structure(s)                 |  |

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Susan Kim  
(Name)

Diversity, Equity, and Inclusion Manager and Title VI/Sec 504 Coordinator  
(Title)

Date Reviewed: 1/9/20

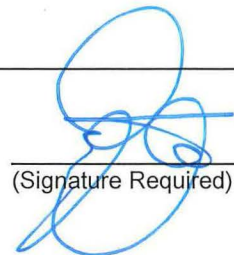
  
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Ivar C. Satero  
(Name)

Airport Director  
(Title)

Date Reviewed: 1/29/20

  
(Signature Required) CF

San Francisco International Airport  
eGSE Infrastructure and Charging Stations Project  
Detailed Grant Budget Estimate  
February 2020

Cost Category	Description	Project Budget	Grant Funds	Airport Share (match)
Engineering	Design and construction of the project	\$ 400,000	\$ 200,000	\$ 200,000
Project Management	Planning, executing, controlling of the project teams, schedule, and budget	\$ 200,000	\$ 100,000	\$ 100,000
Construction Services	Support to project planning, procurement, inspection, safety, quality control, document control, payment	\$ 400,000	\$ 200,000	\$ 200,000
Airfield Operations	Airfield safety officers to escort construction crew, inspectors, etc. onto the airfield operations area where access is limited and controlled	\$ 150,000	\$ 75,000	\$ 75,000
SFPD	Police staff stationed at the airfield checkpoints	\$ 50,000	\$ -	\$ 50,000
Specialized Services	Support for Independent Cost Estimate	\$ 50,000	\$ 25,000	\$ 25,000
Reprographics	Support documentation needs	\$ 2,000	\$ 1,000	\$ 1,000
<b>Subtotal Soft Costs</b>		<b>\$ 1,252,000</b>	<b>\$ 601,000</b>	<b>\$ 651,000</b>
Cloud Software	Software for 10 years	\$ 470,400	\$ -	\$ 470,400
Construction Contract	Construction	\$ 4,484,595	\$ 2,242,298	\$ 2,242,298
<b>Subtotal Construction Contract</b>		<b>\$ 4,954,995</b>	<b>\$ 2,242,298</b>	<b>\$ 2,712,698</b>
Contingency	Allowances for unknown risks associated with a project	\$ 495,500	\$ -	\$ 495,500
<b>Total Project Cost</b>		<b>\$6,702,495</b>	<b>\$2,843,298</b>	<b>\$3,859,197</b>





San Francisco International Airport

January 29, 2020

Adam Shapiro  
Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105-2097

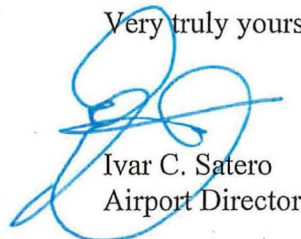
Subject: Project Application for Carl Moyer Memorial Air Quality Standards Attainment Program

Dear Mr. Shapiro:

The City and County of San Francisco, through its Airport Commission, is submitting a Project Application for assistance under the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase and installation of electrical ground service equipment charging stations and supporting infrastructure. As instructed, the grant application is submitted through the Bay Area Air Quality Management District's Online Application System.

Thank you for considering this project for funding. Should you have any questions regarding the grant application, please contact Tina Ko by email at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com) or by phone at (650) 821-2826.

Very truly yours,



Ivar C. Satero  
Airport Director

Attachments

cc: Kevin Kone, SFO  
Ronda Chu, SFO  
Tina Ko, SFO  
Jim Chiu, SFO  
Jonathan Husband, SFO

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

MALCOLM YEUNG

IVAR C. SATERO  
AIRPORT DIRECTOR

Home Account Management Proposal

Edit Proposal General Info

GENERAL Equipment Fleet & Activity Impacted Community Engine & Activity Attachment

**Proposal Info**

Proposal Name \* eGSE Chargers and Infrastru  
 Organization San Francisco, City & Count

**Primary proposal contact info**

**Person authorized to sign contracts for Organization**

Same as primary.

First Name \* Tina  
 Last Name \* Ko  
 Email Address \* tina.ko@flysfo.com  
 Phone Number \* (650) 821-2826 x  
 Fax Number (650) 821-2925

First Name \* Ivar  
 Last Name \* Satero  
 Email Address \* SFO.capitalfinance@flysfo.c  
 Phone Number \* (650) 821-5000 x  
 Fax Number

**Mailing Address**

Update Organization's Mailing Address.

Street address/ PO Box \* P.O. Box 8097 Street Address Line 2  
 City \* San Francisco State \* CALIFORNIA  
 County \* San Francisco Zip \* 94128-8097

**Project Category**

What kind of project would you like to apply for?

Project Category \* Off Road  
 Project Subcategory \* Equipment Replacement (with retrofit option)

Note: Agricultural applicants wanting to replace their "mobile equipment", please use "off-road equipment replacement" proposal type.

**General Information**

Infrastructure costs associated with the purchase of zero-emission equipment may be eligible for partial grant funding. Does this project involve the purchase of fueling or electric charging infrastructure? Is infrastructure associated with Zero-emission vehicle (ZEV) or alt-fuel equipment project?  Yes  No

If yes, describe the proposed infrastructure: \*

This project will install electric charging ports and infrastructure permanently at the Airport.

If yes, what is the cost to purchase and install the infrastructure? 5686595.00

If yes, where will the infrastructure be located?

Street address \* 1 N. McDonnell Rd. Street Address Line 2  
 City \* San Francisco State \* CALIFORNIA  
 Zip \* 94128-8097

Total project cost (all equipment and infrastructure) \* 6702495.00

[For any questions please contact us!](#)

Home Account Management Proposal

eGSE Chargers and Infrastructure Boarding Areas D & G

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Project Details

Impacted Community

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Off-Road Equipment Replacement (with retrofit option): Equipment Information

EQUIPMENT Project Details Impacted Community Engine & Activity Attachment

Existing Equipment Information

Has this equipment received Carl Moyer Program funds in the past? \*  Yes  No

Primary Function \*  ^ v

Street address/PO Box \*

Street Address Line 2  City \*

County \*  State \*

If Other please specify  Equipment Category \*

Zip \*  Equipment Type \*

If other equipment type, please describe

^ v

Equipment Make \*  Equipment Model \*

Equipment Model Year \*  Equipment Serial Number

Unit Number \*  EIN \*

Can this equipment be repowered with the cleanest available engine? \*  Yes  No

Is 2 to 1 Replacement Applied? \*  Yes  No

New Equipment Information

Unit Number  Equipment Category

Equipment Type \*

If other equipment type, please describe

^ v

Equipment Make \*  Equipment Model \*

Equipment Model Year \*  Number of Main Engines \*

Number of Auxiliary Engines \*  Replacement Equipment Cost \*

Name and location of dealership assisting with this vehicle  Vendor contact

Vendor Phone Number  EIN

The Carl Moyer program grant application is being prepared to support the purchase and installation of 42 electric charging stations and supporting electrical infrastructure to support airport ground support equipment (GSE) in operation at SFO. This is not an application for the replacement or repower of vehicles and engines.

This application is for 42 charging stations and electrical infrastructure to support electric airport GSE at SFO. The information included for Existing Equipment Make and Model is based on tenant information for currently owned GSE in operation at SFO. This is only intended to assist BAAQMD in estimating emissions reductions. This is not an application for new vehicle equipment.

The 42 charging stations and electrical infrastructure would support the operation of at least 84 electric GSE at SFO. The make and model of new electric GSE is unknown since this is an infrastructure project and not an application for new electric GSE.

Home Account Management Proposal

[eGSE Chargers and  
Infrastructure Boarding  
Areas D & G](#)

84

[Project Details](#)

[Impacted Community  
Info](#)

[Main/Existing  
Engine1](#)

[Activity Info](#)

[Add Engine](#)

[Add Equipment](#)

[Add Attachment](#)

[Proposal Review &  
Submittal](#)

## Off-Road Equipment Replacement (with retrofit option): Project Details

Equipment PROJECT DETAILS Impacted Community Engine & Activity Attachment

Have you, or will you, apply for other grant funding to support the project equipment in this application? \*

Yes  No

How many off-road vehicles are owned by the applicant? \*

What is the total horsepower of all vehicles in the fleet? \*

Is this vehicle subject to state Fleet Regulations? \*

Yes  No

Name of California State Fleet Regulation this vehicle is subject to

What is the fleet's first compliance date? (Date Format: MM/DD/YYYY) \*

### Operation Information

Is existing equipment in operable condition? \*

Yes  No

How many years has the applicant owned the existing equipment? \*

Does this vehicle have a functioning, non-resettable hour meter? \*

Yes  No

Percent Operation in California \*

Percent Operation in District \*

Note: See <http://www.baaqmd.gov/in-your-community> for a jurisdiction map.

If funded, how many years will you operate the replacement equipment? \*

Current engine hour meter/odometer reading \*

[Click here to view the Air District Jurisdiction Map](#)

[For any questions please contact us!](#)



- [eGSE Chargers and Infrastructure Boarding](#)
- [Areas D & G](#)
- 84**
- [Project Details](#)
- Impacted Community Info**
- [Main/Existing Engine1](#)
- [Activity Info](#)
- [Add Engine](#)
- [Add Equipment](#)
- [Add Attachment](#)
- [Proposal Review & Submittal](#)

## Off-Road Equipment Replacement (with retrofit option): Impacted Communities

Equipment      Project Details      **IMPACTED COMMUNITY**      Engine & Activity      Attachment

Projects that operate in Bay Area highly impacted communities will be prioritized for funding. To be considered for this prioritization, please answer the following questions.

Does this equipment operate in a Bay Area highly impacted community? \*  Yes  No  
(See the Priority Community map: [Please click here.](#))

If yes, please answer the following question. If no, skip to "Existing Engine Information"

Please use the Priority Community map to identify which impacted communities this equipment operates in, and indicate the percentage of time this equipment operates in each highly impacted community in the table below. BAAQMD staff may request that the grant applicant provide documentation to verify the information provided below. Use the "zoom in" tool on the electronic version of the map to enlarge the map to best identify boundaries.

Zone Number	Community	Percent Operation
1	Concord	<input type="text"/>
2	Richmond/San Pablo	<input type="text"/>
3	Western Alameda County	<input type="text"/>
4	San Jose	<input type="text"/>
5	Livermore	<input type="text"/>
6	Eastern San Francisco	<input type="text"/>
7	San Rafael	<input type="text"/>
8	Vallejo	<input type="text"/>
9	Antioch/Pittsburg	<input type="text"/>

Note: If the equipment currently operates in Impacted Communities and this proposal is funded, the contract between the grantee and the BAAQMD will require the grantee to continue to operate this equipment in Impacted Communities in the Bay Area.

[For any questions please contact us!](#)



Home Account Management Proposal

[eGSE Chargers and  
Infrastructure Boarding  
Areas D & G](#)

84

[Project Details](#)

[Impacted Community  
Info](#)

[Main/Existing](#)

[Engine1](#)

[Activity Info](#)

[Add Engine](#)

[Add Equipment](#)

[Add Attachment](#)

[Proposal Review &  
Submittal](#)

## Off-Road Equipment Replacement (with retrofit option): Engine & Retrofit Information

Equipment Project Details Impacted Community **ENGINE & ACTIVITY** Attachment

### Existing/Baseline Engine Information

Engine Fuel Type *	<input type="text" value="Diesel"/>	Engine Make *	<input type="text" value="OSB4.5"/>
Engine Model *	<input type="text" value="Cummins Engine Co"/>	Engine Model Year *	<input type="text" value="2003"/>
Engine Serial Number	<input type="text"/>	Engine Horsepower *	<input type="text" value="110"/>
EPA Engine Family Number	<input type="text"/>	Engine Emissions Tier *	<input type="text" value="Tier-2"/>
Estimated Fuel Consumption Rate (gallon/hours) *	<input type="text" value="3.000"/>		

### Reduced Emission Replacement Engine Information

Engine Fuel Type *	<input type="text" value="Electric"/>	Engine Make *	<input type="text" value="electric ground support equip"/>
Engine Model *	<input type="text" value="Electric"/>	Engine Model Year *	<input type="text" value="2020"/>
Engine Serial Number	<input type="text"/>	Engine Horsepower *	<input type="text" value="0"/>
EPA Engine Family Number	<input type="text"/>	Engine Emissions Tier *	<input type="text" value="Electric"/>
Is the Engine a Family Emissions Limit (FEL) engine?			<input type="radio"/> Yes <input checked="" type="radio"/> No
Estimated Fuel Consumption Rate (gallon/hours) *	<input type="text" value="0.000"/>		

### Engine Retrofit Information

Will a retrofit device be added to this engine as part of this project? *			<input type="radio"/> Yes <input checked="" type="radio"/> No
Retrofit Device Make *	<input type="text"/>	Retrofit Device Model *	<input type="text"/>
% PM Reduction *	<input type="text" value="Select..."/>	% NOX Reduction *	<input type="text"/>
% ROG Reduction *	<input type="text"/>	Retrofit Device ARB Executive Order Number *	<input type="text"/>

### Retrofit Cost Information

Retrofit Device System Cost *	<input type="text"/>	Retrofit Device Installation Cost *	<input type="text"/>
Total Cost of Retrofit *	<input type="text"/>		

[For any questions please contact us!](#)

Home Account Management Proposal

[eGSE Chargers and Infrastructure Boarding Areas D & G](#)

84

[Project Details](#)

[Impacted Community Info](#)

[Main/Existing Engine1](#)

[Activity Info](#)

[Add Engine](#)

[Add Equipment](#)

[Add Attachment](#)

[Proposal Review & Submittal](#)

## Off-Road Equipment Replacement (with retrofit option): Engine Activity Information

Equipment Project Details Impacted Community **ENGINE & ACTIVITY** Attachment

Baseline Engine - Annual operation details \*

	2020 (Year to Date) *	2019 *	2018 *	Estimated Annual Future Usage *
Hours	283	283	283	283
Fuel Use (gallons/year)	94	94	94	94

[For any questions please contact us!](#)

**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Project Introduction and Approach  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment (GSE) electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD of the City's approach to applying for Carl Moyer Program funding for the Project.

In 2018, the Airport experienced a 3.5% increase in passenger traffic from the previous year, representing a record of nearly 58 million passengers. As of 2018, the Airport has seen 15 years of consistent passenger traffic growth, setting new records for passenger traffic every year since 2011. To accommodate the increase in passenger traffic and to update aging infrastructure, the City has completed a renovation of Terminal 2 and recently unveiled the new Harvey Milk Terminal 1. As a committed member of the airport environmental community, the City is integrating zero- and low-emissions technology throughout the Airport's capital improvement program by promoting the use of electric GSE (eGSE) at all gates.

Approximately, 53% of current GSE operating at the Airport are powered by non-electric means (i.e., fossil fuels). With the City's goal to improve local air quality and to decrease greenhouse gas emissions (GHG) to 40% baseline 1990 emissions by 2025, the long-term strategy is to provide electric charging infrastructure at all Airport gates to promote the replacement of existing conventionally powered GSE with eGSE. Promoting the use of eGSE at all boarding areas can be achieved by increasing the availability of electric charging stations. Currently, electric chargers are installed at roughly 36% of the gates. The Project would expand the availability of eGSE chargers and significantly reduce emissions from the combustion of gasoline and diesel fuel. By supporting the Project, the City can reduce approximately 50 tons of ozone precursors (NOx and VOCs) and 7,000 metric tons of GHGs over the lifetime of the equipment.

Senate Bill 513 (Beall, Chapter 610, Statutes of 2015) provides the Air Resources Board's (ARB) Carl Moyer Program with the ability to incorporate infrastructure projects into its funding program. It authorizes the funding of projects that enable the deployment of alternative, advanced, and cleaner

*Carl Moyer Program  
January 2020  
HALEY & ALDRICH  
.02 CMP Project Introduction*

*San Francisco International Airport*

technologies to support the State's air quality goals. Specifically, Health and Safety Code section 44281(c) gives ARB the ability to provide funding toward the installation of fueling or energy infrastructure to fuel or power covered sources. Public and private entities are eligible to apply unless otherwise stated. Public entities include but are not limited to State, metropolitan, county, city, multi-county special district (e.g. water district), school district, university, and federal agencies and organizations.

The proposed Project includes the costs for purchase and installation of approximately 42 two-port electric GSE charging stations and supporting electrical infrastructure to be permanently located at the Airport. The Airport is eligible to receive funding through the Carl Moyer Program because it is owned by the City. All Project components would be owned and operated by the City and would contribute to reducing emissions from GSE in operation at the Airport. Preliminary estimates suggest that the Project can reduce approximately 50 tons of ozone precursors (NOx and VOCs) and 7,000 metric tons of GHGs over the lifetime of the equipment.

The City has prepared a Carl Moyer Program application in accordance with guidance received from BAAQMD. Guidance received from BAAQMD is included as an attachment. Through correspondence with BAAQMD, the City has indicated that the Carl Moyer Program application is to support an infrastructure project—the Project does not include the replacement or repower of any GSE. Given that this is an application for only infrastructure, the City has prepared an on-line application that reflects the Project components.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfso.com](mailto:Tina.Ko@flysfso.com).

Attachments:

BAAQMD Correspondence and Guidance



Attachment 1  
(Project Introduction and  
Approach)

**From:** [Adam Shapiro](#)  
**To:** [Tina Ko \(AIR\)](#)  
**Cc:** [John Galloway \(AIR\)](#); [Covert, Jeffrey](#)  
**Subject:** RE: SFO / AQMD Incentives Program - Carl Moyer discussion  
**Date:** Thursday, October 17, 2019 2:25:48 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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**CAUTION: External Email**

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Hi Tina,

Thanks for rescheduling on my behalf. Please see my responses in your email below.

As you've most likely noticed, we don't have a specific application for infrastructure only applications so SFO will need to fill out a regular application and provide more details in the proposed infrastructure project and upload them as additional attachments. Here are a few additional items and questions that can be submitted with the application to help us evaluate it:

- Provide a project scope of the proposed infrastructure.
- Provide as detailed as possible, quote, proposals, etc. that list the costs of the equipment, materials, designs, labor, etc.
- Will the equipment be new infrastructure or improvements/expansion of an existing infrastructure site?
- How many electric vehicles currently operate at each site location?
- How many years do the airlines and/or SFO plan on operating the the electric vehicles and infrastructure sites?
- Who owns the equipment and infrastructure.? Is any of the equipment or infrastructure currently owned or will they be leased? If leased, what are the terms of the lease and do the equipment owners intend purchasing the equipment once the lease has ended?  
(We want to make sure that the airlines and equipment owners will continue to operate electric vehicles/equipment throughout the project life of the proposed infrastructure project)
- Provide a description of warranty for the infrastructure? The Carl Moyer guidelines require at least a 1 year 3 year warranty for battery charging or alt fuel stations.
- Provide any permits or approvals needed to construct and operate the new infrastructure.
- Confirm that the SFO owns the land where the infrastructure will be located or has a long-term lease. We'll want to collect a copy of the lease if it's a long-term lease.
- Provide an estimate of the number of zero emissions miles and/or hours a year that would be provided with a potential infrastructure project versus what the current setup is.
- Would the ability to charge the electric equipment provide a reduction in vehicle miles travelled for the standard diesel equipment being operated now? If so, how much and would the diesel equipment be removed from service?

Hopefully, this answers your questions and provides you with more information on the application process. Please let me know if you have any additional questions on the application or funding process until our next call.



**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Airline Support Letters  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment (GSE) electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). The chargers would be available to all Airport tenants that express interest. Currently, tenants use conventionally fueled GSE to support aircraft operations at the Airport. On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD that the City has acquired multiple letters of support for the Project from air carriers operating at SFO.

With Carl Moyer Program funding, the Airport would be able to support the operation of multiple fleets of electric GSE (eGSE). The City understands that the emissions reductions resulting from this Project are tied to the usage of eGSE instead of conventionally powered GSE. For this reason, the City has coordinated extensively with Airport tenants to obtain letters of support for the Project. The attached letters of support demonstrate the tenants' interest and commitment to utilizing eGSE charging stations when available. Carl Moyer Program funding is essential to realizing emission reductions and transitioning to an Airport-wide fleet of eGSE. The attached documents are letters of support from tenants at the Airport.

- **Exhibit 1** is a letter of support from Alaska Airlines—the second largest carrier at the Airport. Alaska Airlines currently operates GSE that are powered by diesel and gasoline. However, it is important to note that their usage of eGSE chargers is contingent upon the availability of chargers. When the chargers are installed, Alaska Airlines would be able to consider eGSE when purchasing and replacing GSE.
- **Exhibit 2** is a letter of support from United Airlines—the largest carrier at the Airport. United is committed to the replacement of conventionally fueled GSE with new electric counterparts after installation of the charging stations.
- **Exhibit 3** is a letter of support from San Francisco Terminal Equipment Company (SFOTEC), LLC. SFOTEC is a consortium of foreign flag and domestic carriers that operate at the Airport. They were formed to use, operate, and maintain certain Airport-owned equipment and systems related to handling flights and passengers. As a tenant of the Airport, they are committing to

the usage of eGSE charging stations and encouraging the ground handlers to replace existing conventionally fueled GSE with electric counterparts.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

Attachments:

- Alaska Airlines Letter of Support
- United Airlines Letter of Support
- SFOTEC Letter of Support



December 2, 2019

Adam Shapiro  
Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105-2097

Re: Alaska Airlines Letter of Commitment for Use of Electric GSE Charging Stations at San Francisco International Airport

Dear Mr. Shapiro,

Alaska Airlines (Alaska) has been informed by the City and County of San Francisco (the City) Airport Division of its intent to pursue funding through the Carl Moyer Program for the installation of electric charging stations to support electric ground support equipment (eGSE) at San Francisco International Airport (SFO). As a tenant of SFO, we support operationally and financially sound emission reduction capital improvement projects.

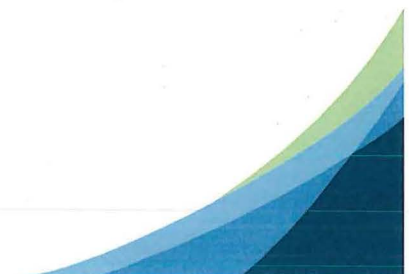
One of the many challenges Alaska has historically faced with utilizing eGSE or adding eGSE to our existing fleet at airports is insufficient charging infrastructure. When charging stations are readily available (in quantity and location), this allows Alaska to consider eGSE as our first option when purchasing new or replacing existing GSE.

Alaska Airlines would appreciate your support of the City's grant application for charging infrastructure under the Carl Moyer Program. These types of programs are vital for the aviation industry as well as the environment.

Sincerely,

A handwritten signature in blue ink that reads "Janet Baad".

Janet Baad  
Manager, Environmental Affairs  
[Janet.Baad@AlaskaAir.com](mailto:Janet.Baad@AlaskaAir.com)  
206-392-7947  
Alaska Airlines





**Ray Ames**  
Managing Director  
GSE and Facilities Maintenance

December 3, 2019

Adam Shapiro  
Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105-2097

Re: Letter of Commitment for Use of Electric GSE Charging Stations at San Francisco International Airport

To whom it may concern,

United Airlines has been informed by the City and County of San Francisco (the City) Airport Division of its intent to pursue funding through the Carl Moyer Program for the installation of electric charging stations to support electric ground support equipment (eGSE) at San Francisco International Airport (SFO). As a tenant of SFO, we strongly support the emission reduction improvement. This letter documents our commitment to utilize the electric charging stations and to replace existing conventionally-fueled GSE with new electric counterparts after installation of the charging stations.

United Airlines intends to deliver eGSE after the full installation of the electric charging stations at SFO. The eGSE will operate at SFO for their entire useful life. Upon purchase, United Airlines agrees to provide the City with the manufacturer specifications and hours of operation in order to comply with any foreseeable tracking requirements of the Carl Moyer Program.

United Airlines would appreciate your support of the City's grant application under the Carl Moyer Program. These types of programs are vital for the aviation industry as well as the environment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Ames", with a long horizontal flourish extending to the right.

Ray Ames





## SAN FRANCISCO TERMINAL EQUIPMENT COMPANY, LLC

December 3, 2019

Adam Shapiro  
Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105-2097

Re: Letter of Commitment for Use of Electric GSE Charging Stations at San Francisco International Airport

To whom it may concern,

SFOTEC member and non-member airlines operating in the International Terminal have been informed by the City and County of San Francisco (the City) Airport Division of its intent to pursue funding through the Carl Moyer Program for the installation of electric charging stations to support electric ground support equipment (eGSE) at San Francisco International Airport (SFO). As tenants of SFO, we strongly support the emission reduction improvement. This letter documents our commitment to help promote the usage of electric charging stations and to encourage our ground handlers to replace their existing conventionally-fueled GSE with new electric counterparts after installation of the charging stations.

SFOTEC member and non-member airlines intend to encourage their ground handlers to deploy eGSE after the full installation of the electric charging stations at SFO with the intent of that eGSE operating at SFO for their entire useful life. Upon ground handlers purchasing the eGSE, SFOTEC member and non-member airlines agree to assist in providing the City with the manufacturer specifications and hours of operation in order to comply with any foreseeable tracking requirements of the Carl Moyer Program.

SFOTEC member and non-member airlines would appreciate your support of the City's grant application under the Carl Moyer Program. These types of programs are vital for the aviation industry as well as the environment.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Walsh", written over a horizontal line.

Thomas Walsh  
Chairman, SFOTEC

**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Proof of Property Ownership  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD of the City's ownership of land on which the Project would be located.

The proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located at the Airport. Boarding areas D and G are comprised of 14 and 12 gates, respectively. The attached documents indicate the City's ownership of land where the proposed charging stations and electrical infrastructure would be constructed. A description of the exhibit included as an attachment is provided below.

- **Exhibit 1** is the Airport Property Map—stamped by the FAA—showing the distribution of land parcels that comprise the Airport. The table includes the organizations that granted the land to the City under the Grantor column. Boarding areas D and G are noted in red. The City owns all parcels where Boarding areas D and G are located. Therefore, this document indicates that the Project would be located on property owned by the applicant for Carl Moyer Program funding.

It is important to note that the City can provide BAAQMD with the deeds for land parcels included in Exhibit 1, which further demonstrate the City's ownership of property where the electric chargers and supporting electrical infrastructure would be installed. If BAAQMD would like to review the deeds, or if there are any additional questions, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

Attachment:

Airport Property Map (Exhibit 1)



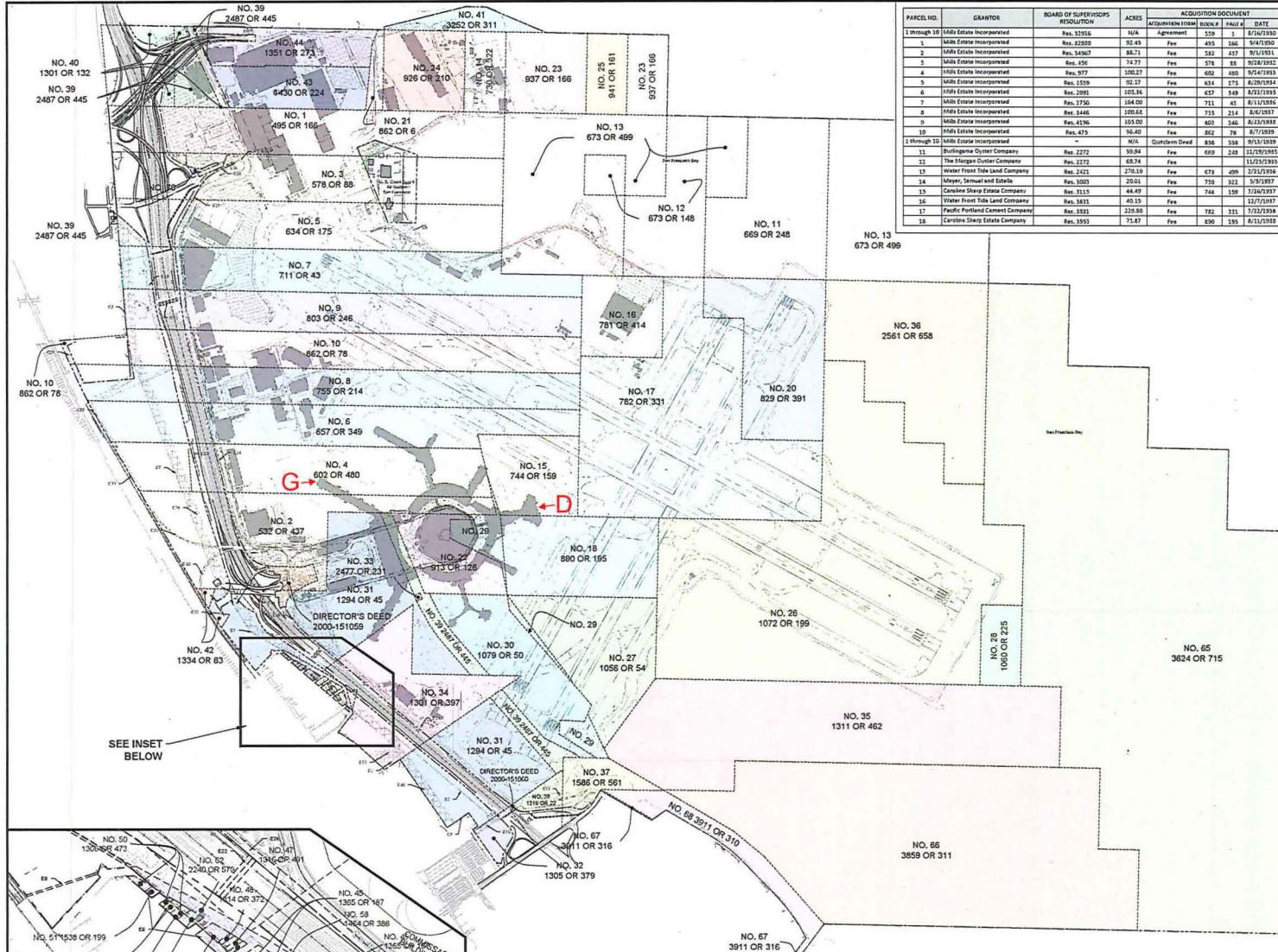


Table with columns: PARCEL NO., GRANITOR, BOARD OF SUPERVISORS RESOLUTION, ACRES, ACQUISITION DOCUMENT (BOOK #, PAGE #), DATE. Lists acquisition details for parcels 1 through 68.

Table with columns: Easement ID, Conveyance Form, Document #, Document ID, Date, Acres, Dominant Estate, Servient Estate, Use. Lists various easements and their details.

Legend, Scale (1" = 200'), and other administrative information including 'APPROVED BY' and 'DRAWN BY'.

RICONDO & ASSOCIATES logo and address: SAN FRANCISCO INTERNATIONAL AIRPORT, SAN FRANCISCO, CALIFORNIA.

EXHIBIT A - AIRPORT PROPERTY MAP title and various approval signatures and dates.

Administrative information including 'APPROVED BY', 'DRAWN BY', 'DATE', and 'SHEET 29 OF 31'.



**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Proof of Site Power  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysf.com](mailto:Tina.Ko@flysf.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD of the City's proof of power to the site where the Project would be located.

The proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located at the Airport. Electricity is provided by the San Francisco Public Utilities Commission to the entire Airport, including all boarding areas. Pacific Gas & Electric (PG&E) provides natural gas to the Airport. The attached documents provide documentation that electricity and natural gas are provided to the site where proposed charging stations and electrical infrastructure would be constructed. The following list describes the significance of each document included as an attachment.

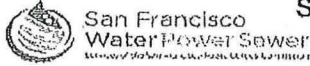
- **Exhibit 1** is the Airport Electricity Bill during the month of October 2019 from the San Francisco Public Utilities Commission. The bill indicates that electricity is provided to the entire airport, identified as SFIA (i.e., San Francisco International Airport). Considering that the Project would be permanently located at SFO, and owned by the City, the electricity bill shows that electricity would be available to the Project site.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysf.com](mailto:Tina.Ko@flysf.com).

Attachment:

San Francisco Public Utilities Commission – SFO Electricity Bill (Exhibit 1)





San Francisco International Airport Worksheet

SFIA

Oct-18

Energy Charge	aggregated	ComCol	DTC	w/o CC, DTC	E20P	
Peak	5,291,487.0	1,643.7	13,165.6	5,276,677.7	\$ 0.15199	802,002.24
Partial Peak	6,121,168.7	1,901.4	15,359.8	6,103,907.5	\$ 0.10749	656,109.02
Off Peak	15,628,747.6	4,854.9	42,454.3	15,581,438.4	\$ 0.08012	1,248,384.85
Total	27,041,403.3	8,400.0	70,979.7	26,962,023.6		2,706,496.11

Demand Charge					E20P	
Peak	41,486.4	12.9	95.4	41,378.1	\$ 20.62	853,216.42
Partial Peak	41,587.2	12.9	95.4	41,478.9	\$ 5.45	226,060.01
Off Peak	40,219.2	12.5	95.4	40,111.3	\$ -	-
Maximum	41,587.2	12.9	95.4	41,478.9	\$ 15.97	662,418.03
						1,741,694.46

Customer Charge		CE20P	\$ 1,500.00
		rounding	\$0.00

Power Factor	13,471,452.0 kVarh	90%	
	27,041,403.3 kWh	(5)	\$ 0.00005 \$ (6,740.51)

Initial SFIA charge	26931684.8	\$ 4,442,950.06
---------------------	------------	-----------------

Detail	kWh	w/o CC, DTC	\$
SFIA Direct	14,644,975.6	14,644,975.6	\$ 2,413,279.36
Data Center	70,979.7		
Community College	8,400.0		\$ -
Tenants	12,317,048.0	12,317,048.0	\$ 2,029,670.69
	27,041,403.3	26,962,023.6	\$ 4,442,950.06

	kWh	\$
Usage meters	9,966.5	\$ 2,765.59

Total SFIA	26,971,990.1	\$ 4,445,715.65
------------	--------------	-----------------

Adjustment (rounding)		\$ -
-----------------------	--	------

Grand Total SFIA		\$ 4,445,715.65
------------------	--	-----------------

SFIA Accounting

SFIA Recorders Renewable Generation kWh	0
---	---

Summary

SFIA Gen Use	14,654,942.1	\$ 2,416,044.95
Tenants	12,317,048.0	\$ 2,029,670.69
	26,971,990.1	\$ 4,445,715.65

Before PF adj. \$ 4,449,690.57

Electricity + Gas = \$4,615,808.82

**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Documentation of Required Permits  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD of the status of required permits needed for installing the charging stations and supporting infrastructure.

The proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located on land owned and operated by the Airport. The charging stations would be located on the airside of SFO and fully accessible to Airport tenants. Given the location and ownership of chargers and supporting electrical infrastructure, approval from the Federal Aviation Administration (FAA) and the Building Inspection and Code Enforcement (BICE) is required. The FAA requires for the City to meet the requirements of the National Environmental Policy Act (NEPA). BICE enforces the California building codes for projects at the Airport. As a part of the Project, the City has coordinated with the FAA and BICE to construct and operate the chargers and electrical infrastructure. The following exhibit documents the City's compliance with NEPA and the FAA.

- **Exhibit 1** is the FAA's NEPA determination for the Project. As indicated in the FAA's letter, the Project is categorically excluded, and no further federal environmental disclosure is needed from the FAA. Given the size and scope of the Project, the FAA does not require any further documentation or permits from the City.

The City is in the process of seeking approval from BICE. After design is complete, the City will coordinate with BICE to review drawings and comments. When drawings are forwarded to BICE, the City will forward the corresponding letter to BAAQMD, if necessary. Given the location and scope of the Project, the City anticipates full approval from BICE. If there are any questions about the Project, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

Attachment:  
FAA NEPA Determination (Exhibit 1)

*Carl Moyer Program  
January 2020  
HALEY & ALDRICH  
.06 CMP Documentation of Required Permits*

*San Francisco International Airport*



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
San Francisco Airports District Office

Exhibit 1  
Documentation of Required Permits

1000 Marina Blvd., Suite 220  
Brisbane, CA 94005-1835

January 9, 2019

John Bergener  
Airport Planning Director  
City and County of San Francisco  
San Francisco International Airport  
Bureau of Planning and Environmental Affairs  
P. O. Box 8097  
San Francisco, CA 94128

Subject: San Francisco International Airport – Boarding Area D and G – Electric Ground  
Support Equipment Infrastructure and Charging Stations Project - Categorical  
Exclusion

Dear Mr. Bergener:

The Federal Aviation Administration (FAA) has reviewed the environmental information for the proposed Boarding Areas D and G Electric Ground Support Equipment Infrastructure and Charging Stations Project at San Francisco International Airport. The FAA has determined the proposed project is Categorically Excluded pursuant to FAA Order 1050.1F as it relates to the National Environmental Policy Act of 1969, as amended (NEPA). Therefore, no further federal environmental disclosure documentation for the following project components is necessary for NEPA purposes.

This letter notifies you that the proposed project has complied with NEPA only. This is not a notice of final project approval of funding availability.

If you have any questions regarding this matter I am available at 650-827-7613, or by email at [Camille.Garibaldi@faa.gov](mailto:Camille.Garibaldi@faa.gov).

Sincerely,

Camille Garibaldi  
Environmental Protection Specialist

cc:

Audrey Park, San Francisco International Airport



**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Description of Ground Service Equipment  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment (GSE) electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to provide details on GSE used to estimate emission reductions.

The proposed Project includes the costs for purchase and installation of approximately 42 two-port electric GSE charging stations and supporting electrical infrastructure. The Project components would be available to all Airport tenants that show interest and have the capability to support the operation of at least 84 electric GSE. Table 1 outlines the information and sources of information used to complete the Carl Moyer Program grant application. The inputs in Table 1 also provide information for estimating the emissions reduced as a result of the Project.

If there are any questions about the Project and the GSE information, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

**Table 1: GSE Inputs**  
*San Francisco International Airport*

<b>Item</b>	<b>Input</b>	<b>Source</b>
<b>Number</b>	At least 84	The City
<b>Model year</b>	2003	SFO tenant airline
<b>Equipment make</b>	JBT	SFO tenant airline
<b>Equipment model</b>	Commander 15	Previous airline data
<b>Engine model</b>	Cummins Engine Co	Previous airline data
<b>Engine make</b>	OSB4.5	Previous airline data
<b>Engine HP</b>	110	Previous airline data
<b>Emissions tier</b>	Tier 2	CARB
<b>Fuel consumption (gall/hr)</b>	3	SFO tenant airline
<b>Costs</b>	\$30,000	On-line manufacturer
<b>Useful life</b>	13	SFO tenant airline
<b>Annual hours</b>	283	SFO tenant airline

*Notes:*

- *SFO tenant airlines provided equipment make and data used to determine the useful life, annual hours of operation, model year, and emission tier.*
- *Previous data obtained from tenant airlines was used to determine the information not provided by SFO tenant airlines, which includes equipment model, horsepower, engine model and make.*
- *EGSE costs are approximate and obtained from on-line sources.*

**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Description of Project Costs  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment (GSE) electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to provide a description of the costs.

The proposed Project includes the costs for purchase and installation of approximately 42 two-port electric GSE charging stations and supporting electrical infrastructure. The Project components would be permanently located the Airport. The charging stations would be available to all Airport tenants. To support the charging stations at all locations, the Project requires three 480-volt subpanels (two at Boarding area G and one at Boarding area D) along with the breakers, conduit, and circuitry to support the subpanels. The subpanels would be used to extend wiring from the main service panel to the charging stations located throughout Boarding areas D and G. Due to the size of Boarding area G, this location requires two subpanels to cover distance between the main service panel and electric chargers.

The attached documents provide a preliminary cost estimate for the Project. All items included in the cost estimate are eligible for funding as described in Chapter 10: Infrastructure of the Carl Moyer Program. It is important to note that the final costs will be determined after the City selects a winning bidder. After a bidder is selected, and upon award notification, the City will provide BAAQMD with the necessary documentation that details the final expected costs. In the interim, the attached information provides expected costs based on preliminary design and engineering completed by the City.

- **Exhibit 1** is a Detailed Cost Estimate for the Project provided by the City. The City anticipates for the Project to cost approximately \$5,686,595 based on preliminary cost estimates.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

Attachment:  
Detailed Cost Estimate (Exhibit 1)

*Carl Moyer Program  
January 2020  
HALEY & ALDRICH  
.08 CMP Project Costs*

*San Francisco International Airport*



Exhibit 1  
Description of Project Costs

San Francisco International Airport  
eGSE Infrastructure and Charging Stations Project  
Detailed Cost Estimate  
January 2020

Cost Category	Description	Total Project Cost	Grant Eligible	Non-Participating Costs
Engineering	Design and construction of the project	\$ 400,000	\$ 400,000	\$ -
Project Management	Planning, executing, controlling of the project teams, schedule, and budget	\$ 200,000	\$ 200,000	\$ -
Construction Services	Support to project planning, procurement, inspection, safety, quality control, document control, payment	\$ 400,000	\$ 400,000	\$ -
Airfield Operations	Airfield safety officers to escort construction crew, inspectors, etc. onto the airfield operations area where access is limited and controlled	\$ 150,000	\$ 150,000	\$ -
SFPD	Police staff stationed at the airfield checkpoints	\$ 50,000	\$ -	\$ 50,000
Specialized Services	Support for Independent Cost Estimate	\$ 50,000	\$ 50,000	\$ -
Reprographics	Support documentation needs	\$ 2,000	\$ 2,000	\$ -
<b>Subtotal Soft Costs</b>		<b>\$ 1,252,000</b>	<b>\$ 1,202,000</b>	<b>\$ 50,000</b>
Cloud Software	Software for 10 years	\$ 470,400	\$ -	\$ 470,400
Construction Contract	Construction	\$ 4,484,595	\$ 4,484,595	\$ -
<b>Subtotal Construction Contract</b>		<b>\$ 4,954,995</b>	<b>\$ 4,484,595</b>	<b>\$ 470,400</b>
Contingency	Allowances for unknown risks associated with a project	\$ 495,500	\$ -	\$ 495,500
<b>Total Project Cost</b>		<b>\$6,702,495</b>	<b>\$5,686,595</b>	<b>\$1,015,900</b>

**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Warranty Information  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD of the City's warranty requirements associated with the Project.

The proposed electric charging stations and supporting electrical infrastructure improvements would be owned and operated by the City, and permanently located at the Airport. The City would procure the equipment according to internal policy and procedures for acquiring new electrical infrastructure at the Airport. This would require for the City to prepare a solicitation (e.g., RFP) that details the necessary specifications for the electrical infrastructure. Included in the specifications are the City's General Conditions which outline the requirements for the selected bidder. All bidders must meet these General Conditions to be selected for the Project. The attached document details the specifications that would go out to bid for the Project. As detailed in the attachment, the City requires a warranty of at least two years, which meets requirements for infrastructure funded under the Carl Moyer Program.

- **Exhibit 1** is the City's General Conditions for the Project. On page 27 of 87, the document includes details of warranty requirements for the Project. On page 57 of 87, the City indicates that the Project requires a warranty of at least 2 years.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

Attachment:  
City General Conditions (Exhibit 1)

not provided or recommended by Contractor where the combination is the basis for infringement; or (iii) articles supplied to Contractor by the City.

### 3.17 WARRANTY

- A. Contractor warrants and guarantees to the City that materials and equipment provided under the Contract shall be at least of the quality specified and new unless otherwise required or permitted by the Contract Documents. If no quality is specified in the Contract Documents, then the materials and equipment shall be of commercial grade, suitable for heavy public use in facilities of similar size and complexity; that the Work will be free from defects, and that the Work will conform to the requirements of the Contract Documents. Contractor additionally warrants manufacturers' product warranties: (1) for the Guarantee-to-Repair Period; and (2) for any duration that may be specified in the Contract Documents for any particular product.
- B. Contractor's warranty excludes damage or defects caused by abuse, modifications to equipment by the City and not authorized by Contractor, improper or insufficient maintenance, improper operation, or normal wear and tear. Testing shall not be construed as operation.
- C. Contractor shall deliver product warranties and guarantees conforming to the requirements of the Specifications to the City Representative in the timeframes set forth in the Contract Documents, but no later than Final Completion.
- D. The warranty provisions of this Paragraph 3.17 are separate and additional to the Guarantee to Repair Period and the provisions for correction of Non-conforming Work as specified in Article 8.

### 3.18 TAXES

Contractor shall be responsible for paying all taxes applicable during the performance of the Work or portions thereof, whether or not said taxes were in effect on or increased after the date of Bid opening.

### 3.19 INDEMNIFICATION

- A. Consistent with California Civil Code Section 2782, Contractor shall assume the defense of, indemnify and hold harmless the City, its boards and commissions, other parties designated in Document 00 73 16 (Insurance Requirements), and all of their officers, agents, members, employees, authorized representatives, or any other persons deemed necessary by any of them acting within the scope of the duties entrusted to them, from all claims, suits, actions, losses and liability of every kind, nature and description, including but not limited to attorney's fees, directly or indirectly arising out of, connected with or resulting from the performance of the Work. This indemnification shall not be valid in the instance where the loss is caused by the sole negligence or willful misconduct of any person indemnified herein. Contractor's obligations under this Paragraph apply regardless of whether or not such claim, suit, action, loss or liability was caused in part or contributed to by an Indemnitee. However, without affecting the rights of the City under any provision of this Contract, Contractor shall not be required to indemnify and hold harmless City for liability attributable to the active negligence of City, provided such active negligence is determined by agreement between Contractor and City or by the findings of a court of competent jurisdiction. In instances where City is shown to have been actively negligent and where City's active negligence accounts for



H. Contractor shall provide promptly all facilities, labor, equipment, and material reasonably needed for performing such safe and convenient inspection and test as may be required by the City. Tests or inspections conducted pursuant to the Contract Documents will be made promptly to avoid unreasonable delay in the Work.

1. The City reserves the right to charge to Contractor any additional cost of inspection, including travel, transportation, lodging, etc., or test when the Work, material or workmanship is not ready for testing or inspection at the specified time.

**8.03 CORRECTION OF NON-CONFORMING WORK AND GUARANTEE TO REPAIR PERIOD**

- A. Contractor shall (i) correct Non-conforming Work that becomes apparent during the progress of the Work or during the Guarantee to Repair Period and (ii) replace, repair, or restore to the City's satisfaction any other parts of the Work and any other real or personal property which is damaged or destroyed as a result of Non-conforming Work or correction of Non-conforming Work. Contractor shall promptly commence such correction, replacement, repair, or restoration upon notice from the City Representative, but in no case later than ten (10) days after receipt of such notice; and Contractor shall diligently and continuously prosecute such correction to completion. Contractor shall bear all costs of such correction, replacement, repair, or restoration, and all damages resulting from such Non-conforming Work, including without limitation additional testing, inspection, engineering, and compensation for City Representative's services and expenses (including the City's expenses at the labor rates included in the contracts between the City and the City's testing and inspection services). This Subparagraph shall not be interpreted to provide for recovery of attorney's fees.
- B. **The term "Guarantee to Repair Period" means a period of two (2) years, unless a longer period of time is specified in the General Requirements or other Contract Documents or prescribed by applicable laws and regulations, commencing as follows:**
1. For any Work not described as incomplete in the Punch List / Final Completion, on the date of Substantial Completion.
  2. For space used or for separate systems fully utilized prior to Substantial Completion per Paragraph 9.07 (Partial Utilization), as established in a Notice of Partial Utilization.
  3. For all Work other than subparagraphs 8.03B.1 and B.2, above, from the date of Final Completion.
- C. The requirement to correct Non-conforming Work shall continue until one year after the date of correction of repaired or replaced items, or such longer period as may be specified in the Contract Documents or mutually agreed to by Contractor and City.
- D. If Contractor fails to commence correction of Non-conforming Work or fails to diligently prosecute such correction within 10 Working Days of the date of written notification from the City, the City may correct the Non-conforming Work in accordance with Paragraph 2.04 or may remove it and store the salvageable materials or equipment at Contractor's expense. If Contractor does not pay the costs of such removal and storage within five (5) Working Days after written notice, the City may sell, auction, or discard such materials and equipment. The City will credit Contractor's account for the excess proceeds of such sale, if any. The City will deduct from Contractor's account the costs of damages to the Work, rectifying the Non-conforming Work, removing and storing such salvageable materials and equipment, and discarding the materials and equipment, if any. If the proceeds fail to cover said costs and damages, the Contract Sum shall be reduced by the deficit. If the current Contract unpaid

**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Equipment Ownership  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD that the City would permanently own and operate the electric charging stations and supporting electrical infrastructure after construction of the Project's components.

The proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located at the Airport for the lifetime of the Project. The City would procure the equipment according to internal policy and procedures by preparing a solicitation (e.g., RFP) that would go out to bid in 2020. Once the bidder is selected, the City would issue a contract that details the requirements for implementation of the Project. As detailed in the attachment, the City would require a Final Settlement and Release of Claims for the contract issued for the Project. Once signed by the contractor, a complete Final Settlement and Release of Claims would establish that all work under the contract has been complete. Once all work is complete and payments have been received by the contractor, the City would be 100% owner of the charging stations and associated electrical infrastructure. The attached exhibit is further explained below.

- **Exhibit 1** is the Final Settlement and Release of Claims that the City would issue to the contractor selected for the Project. This document details final payments due to the contractor and that work under the contract is complete. Once this document is complete by the contractor and final payments are received, the Project's components would be 100% owned by the City.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

Attachment:

City Final Settlement and Release of Claims (Exhibit 1)

*Carl Moyer Program  
January 2020  
HALEY & ALDRICH  
.10 CMP Equipment Ownership*

*San Francisco International Airport*



**DOCUMENT 00 65 19  
FINAL SETTLEMENT AND RELEASE OF CLAIMS**

This Agreement and Release of Claims ("Agreement and Release") made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by and between the CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, acting through its Airport Commission ("Commission"), and \_\_\_\_\_ ("Contractor"), whose place of business is at \_\_\_\_\_.

RECITALS

- A. Contractor entered into Contract No. 11179.61, Boarding Area Ground Service Equipment Charging Stations - Phase 1 (the "Contract"); and
- B. Work under the Contract has been completed and the Commission has issued a certificate of acceptance for the Work in accordance with San Francisco Administrative Code Section 6.22(k); and
- C. Contractor has submitted its final application for payment.

Now, therefore, it is mutually agreed between the Commission and Contractor as follows:

AGREEMENT

1. Contract accounting:

Original Contract Sum:	\$ _____
Change Orders (____ through ____):	\$ _____
Modified Contract Sum:	\$ _____
Payments to Date (direct payments to Contractor):	\$ _____
Amount Due before Adjustments for Offsets & Stop Notices:	\$ _____
Offsets (e.g., OLSE forfeiture, non-conforming work, liquidated damages, etc.):	(\$ _____)
Outstanding Stop Notices (withheld @ 125% of Stop Notice amounts):	(\$ _____)

**FINAL PAYMENT DUE CONTRACTOR:** \$ \_\_\_\_\_

If there is an Escrow Account for Retention\*:

Retention Remaining in Escrow Account*:	\$ _____
Retention Release to Contractor from Escrow*:	\$ _____
Return of Funds to City from Escrow*:	\$ _____

- 2. Subject to the provisions hereof, the Commission shall forthwith pay to Contractor the sum of \$ \_\_\_\_\_ under the Contract, less any amounts represented by the Notice to Withhold Funds on file with the Controller of the City and County of San Francisco, as of the date of such payment. Subject to the provisions hereof, the Commission shall forthwith instruct the Escrow Agent to release the sum of \$ \_\_\_\_\_\* to Contractor from the Escrow Account.

\*If the City and Contractor have not entered into an Escrow Agreement for Security Deposits in Lieu of Retention (Document 00 62 76.19), enter "N/A" on all lines relating to the Escrow.

3. Contractor acknowledges and hereby agrees that there are no unresolved or outstanding claims in dispute against the City arising from the performance of the Work under the Contract, except for (i) the Disputed Claims described in Paragraph 4 below, and (ii) continuing obligations described in Paragraph 6, below. It is the intention of the parties in executing this Agreement and Release that, upon Contractor's receipt of the final payment and escrow release amounts identified in Paragraph 1, above, this Agreement and Release shall be effective as a final accord and satisfaction and a full, final and general release of all claims, demands, actions, causes of action, obligations, costs, expenses, damages, losses and liabilities of Contractor against the City, its boards and commissions, and all of its officers, agents, members, employees, authorized representatives, assignees and transferees except for the Disputed Claims set forth in Paragraph 4 below, and continuing obligations described in Paragraph 6 below.
4. The following claims are disputed (the "Disputed Claims"\*\*) and are specifically excluded from the operation of this Agreement and Release:

Contract Claim No.	Date Submitted	Description of Claim	Amount of Claim

Nothing herein shall operate to toll, waive, or excuse Contractor's compliance with the Government Code Claim requirements under California Government Code Section 900, *et seq.*, and San Francisco Administrative Code Chapter 10 as to the Disputed Claims. Refer to Article 13 of Document 00 72 00 (General Conditions).

5. Consistent with California Public Contract Code Section 7100, Contractor hereby agrees that in consideration of the payment set forth in Paragraph 2, above, Contractor hereby releases and forever discharges the City, its boards and commissions, all of its officers, agents, members, employees, authorized representatives, assignees and transferees from any and all liability, claims, demands, actions or causes of action of whatever kind or nature arising out of or in any way concerned with the Work under the Contract, except for the Disputed Claims.
6. Guarantees and warranties for the Work, and any other continuing obligation of Contractor, shall remain in full force and effect as specified in the Contract Documents.
7. Contractor shall immediately defend, indemnify and hold harmless the City, its boards and commissions, and all of its officers, agents, members, employees, authorized representatives, assignees and transferees from any and all claims, demands, actions, causes of action, obligations, costs, expenses, damages, losses and liabilities that may be asserted against them by any of Contractor's Subcontractors and/or Suppliers of any tier and/or Suppliers to them for any and all labor, materials, supplies and equipment used, or contemplated to be used in the performance of this Contract.
8. Contractor hereby waives the provisions of California Civil Code Section 1542, which provides as follows:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS, WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM, MUST HAVE MATERIALLY AFFECTED HIS SETTLEMENT WITH THE DEBTOR.

\*\*If Contractor has not submitted any claims in compliance with Article 13 of the General Conditions (Document 00 72 00), insert "NONE" on the first line of the Description of Claim column.

- 9. The provisions of this Agreement and Release are contractual in nature and not mere recitals and shall be considered independent and severable, and if any such provision or any part thereof shall be at any time held invalid in whole or in part under any Federal, State, county, municipal or other law, ruling or regulations, then such provision, or part thereof, shall remain in force and effect to the extent permitted by law, and the remaining provisions of this Agreement and Release shall also remain in full force and effect, and shall be enforceable.
- 10. All rights of the Commission shall survive the completion of the Work or termination of the Contract, and execution of this Release.

**\* \* \* CAUTION: THIS IS A RELEASE - READ BEFORE EXECUTING \* \* \***

CITY AND COUNTY OF SAN FRANCISCO      CONTRACTOR  
 BY IT'S AIRPORT COMMISSION

BY: \_\_\_\_\_  
 Ivar C. Satero  
 Airport Director

BY: \_\_\_\_\_  
 Title \_\_\_\_\_

***[INCLUDE THE FOLLOWING ONLY IF CONTRACTOR IDENTIFIES ONE OR MORE DISPUTED CLAIMS IN PARAGRAPH 4, ABOVE]***

APPROVED AS TO FORM:  
 Dennis J. Herrera,  
 City Attorney

BY: \_\_\_\_\_  
 Daniel Edington  
 Deputy City Attorney

**END OF DOCUMENT**



**Project Title:** eGSE Chargers and Infrastructure  
**Subject:** Geographic Location of the Project  
**Airport Code:** SFO  
**Airport Name:** San Francisco International Airport  
**Sponsor Name:** City and County of San Francisco  
**Airport Contact:** Ms. Tina Ko  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128  
[Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com)  
650-821-2826

The City and County of San Francisco (the City) is requesting Bay Area Air Quality Management District (BAAQMD) Carl Moyer Program funding in fiscal year (FY) 2020 for the purchase and installation of approximately 42 ground service equipment electric charging stations together with supporting electrical infrastructure (the Project) at San Francisco International Airport (the Airport or SFO). On behalf of the City, Haley & Aldrich, Inc. (Haley & Aldrich) is preparing this letter to notify BAAQMD of the geographic locations on which the Project would be located.

The proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located at the Airport. The charging stations would be available and accessible to any Airport tenants that express interest. Information on the locations of the charging ports and supporting infrastructure are included in the attached application materials. The attached documents indicate the geographic locations on which the proposed charging stations and electrical infrastructure would be constructed. The following list describes the significance of documents included herein.

- **Exhibit 1** is a map that illustrates electric GSE charger locations at the international terminal Boarding Area G. In this attachment, the City identifies 10 charger locations to support the Project components.
- **Exhibit 2** depicts the electric GSE charger locations at domestic terminal Boarding Area D. The site plan includes 32 locations for charging stations and supporting electrical infrastructure.

If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at [Tina.Ko@flysfo.com](mailto:Tina.Ko@flysfo.com).

**Attachments:**

- Domestic Terminals Boarding Area G eGSE Locations (Exhibit 1)
- Domestic Terminals Boarding Area D eGSE Locations (Exhibit 2)

Exhibit 1 Geographic Location of Project

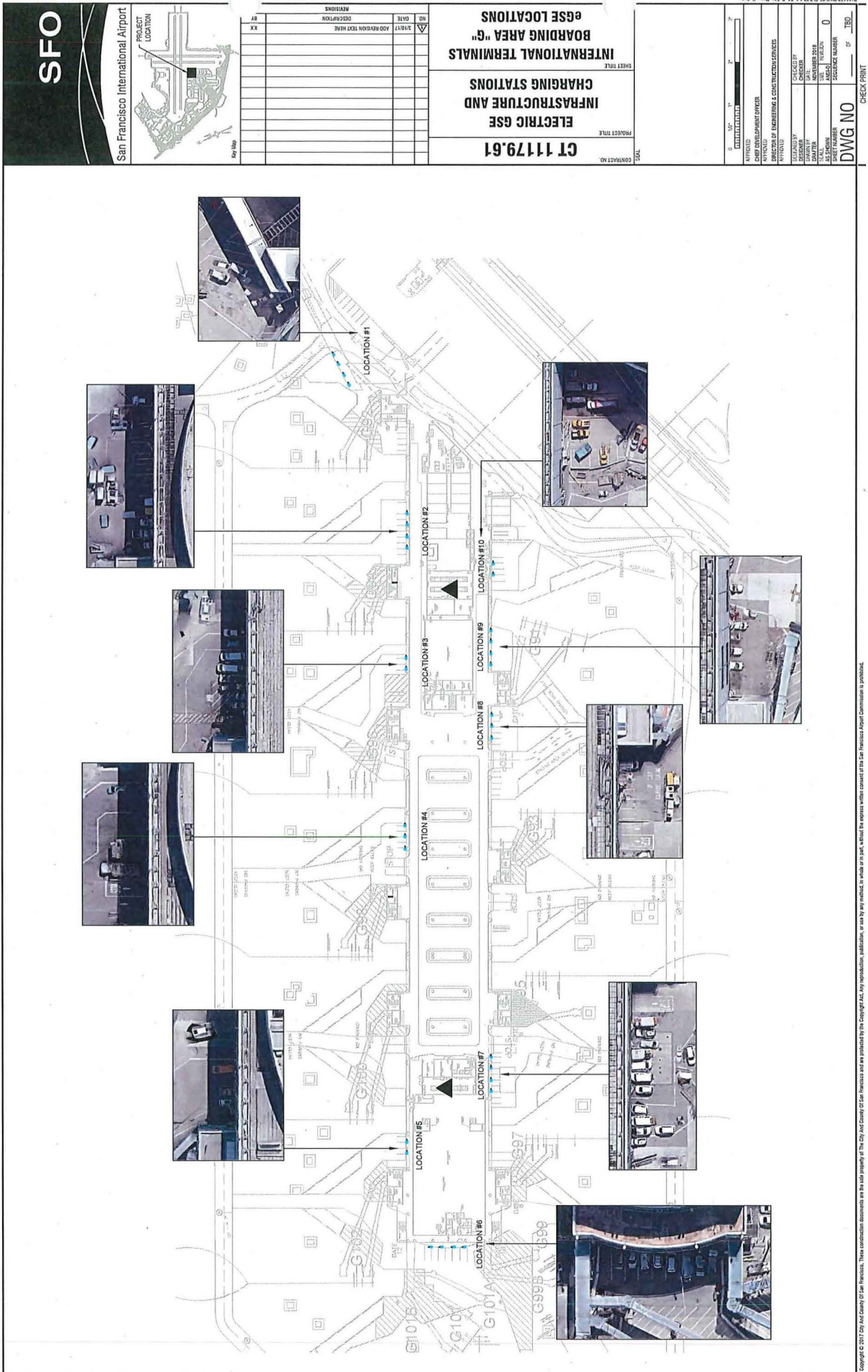
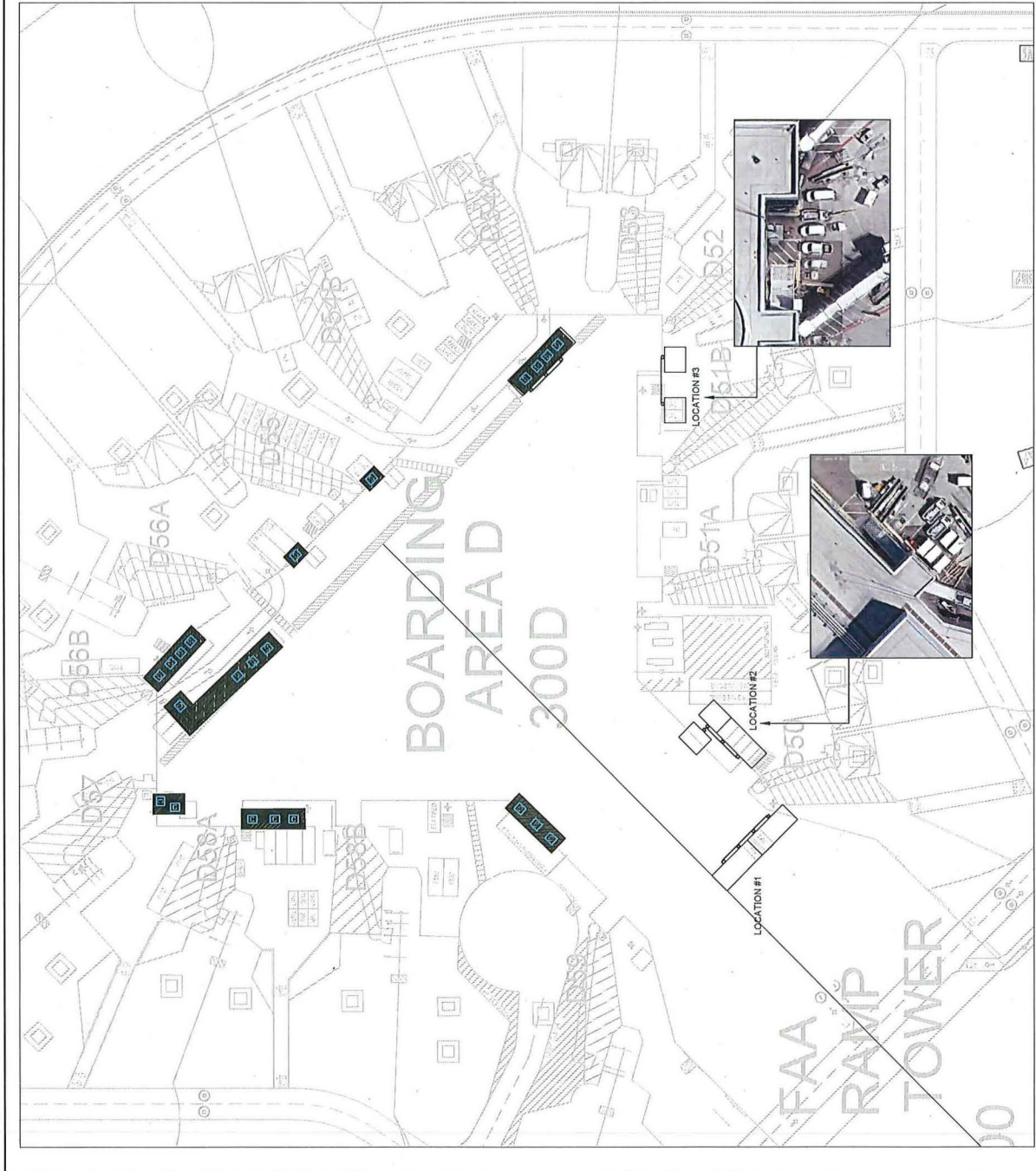




Exhibit 2 Geographic Location of Project



**SFO**

San Francisco International Airport

PROJECT LOCATION

NO	DATE	REVISION

**CT 11179.61**

**ELECTRIC GSE  
INFRASTRUCTURE AND  
CHARGING STATIONS**

**DOMESTIC TERMINALS  
BOARDING AREA "D"**

**gse LOCATIONS**

APPROVED	DATE	BY

CONTRACT NO.

PROJECT TITLE

SHEET TITLE

DWG NO

OF

TB

CHECK PRINT

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# SAN FRANCISCO PLANNING DEPARTMENT

## CEQA Categorical Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFO: Electric Ground Support Equipment Infrastructure and Charging Sta		
<b>Case No.</b>		<b>Permit No.</b>
2019-003905ENV		
<input type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b>          SFO: Electric Ground Support Equipment Infrastructure and Charging Station - The proposed project is to incentivize and support the continued voluntary conversion of tenant ground support equipment fleet to electric ground support equipment. Ground support equipment, which includes aircraft tugs, baggage tractors, lifts, and belt loaders, have traditionally been powered with conventional diesel and gasoline engines.</p>		

### STEP 1: EXEMPTION CLASS

<b>*Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.*</b>	
<input type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input type="checkbox"/>	<b>Class</b> _____



**STEP 2: CEQA IMPACTS**

**TO BE COMPLETED BY PROJECT PLANNER**

If any box is checked below, an *Environmental Evaluation Application* is required.

<input type="checkbox"/>	<b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
<input type="checkbox"/>	<b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap &gt; Maher layer).</i>
<input type="checkbox"/>	<b>Transportation:</b> Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	<b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	<b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	<b>Slope = or &gt; 20%:</b> Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) <b>If box is checked, a geotechnical report is required.</b>
<input type="checkbox"/>	<b>Seismic: Landslide Zone:</b> Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) <b>If box is checked, a geotechnical report is required.</b>
<input type="checkbox"/>	<b>Seismic: Liquefaction Zone:</b> Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) <b>If box is checked, a geotechnical report will likely be required.</b>

If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an *Environmental Evaluation Application* is required, unless reviewed by an Environmental Planner.

Comments and Planner Signature (optional):                      Laura Lynch

### STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

### STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

### STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. <b>Interior alterations to publicly accessible spaces.</b>
<input type="checkbox"/>	3. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.



<input type="checkbox"/>	7. <b>Addition(s)</b> , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. <b>Other work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. <b>Other work</b> that would not materially impair a historic district (specify or add comments):  (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input type="checkbox"/>	10. <b>Reclassification of property status.</b> (Requires approval by Senior Preservation Planner/Preservation <input type="checkbox"/> Reclassify to Category A a. Per HRER dated b. Other (specify): <input type="checkbox"/> Reclassify to Category C (attach HRER)
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</b>	
<input type="checkbox"/>	<b>Further environmental review required.</b> Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. <b>GO TO STEP 6.</b>
<input type="checkbox"/>	<b>Project can proceed with categorical exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b>	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<b>Further environmental review required.</b> Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 - CEQA Impacts <input type="checkbox"/> Step 5 - Advanced Historical Review <b>STOP! Must file an <i>Environmental Evaluation Application</i>.</b>	
<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> Airport Commission approval construction bid	<b>Signature:</b> Laura Lynch
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	04/09/2019
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

**STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT**

**TO BE COMPLETED BY PROJECT PLANNER**

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

**PROPERTY INFORMATION/PROJECT DESCRIPTION**

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
SFO: Electric Ground Support Equipment Infrastructure and Charging Stations		/
Case No.	Previous Building Permit No.	New Building Permit No.
2019-003905PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Other (please specify)	
Modified Project Description:		

**DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION**

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
<b>If at least one of the above boxes is checked, further environmental review is required.</b>	

**DETERMINATION OF NO SUBSTANTIAL MODIFICATION**

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Date:



AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 20-0008

**AUTHORIZATION TO ACCEPT AND EXPEND CALIFORNIA AIR RESOURCES BOARD GRANT FUNDS FOR THE ELECTRICAL GROUND SERVICE EQUIPMENT INFRASTRUCTURE AND CHARGING STATIONS PROJECT IN AN AMOUNT UP TO \$2,900,000, PLUS ADDITIONAL AMOUNTS UP TO 15% OF THE ORIGINAL GRANT AMOUNT THAT MAY BE OFFERED**

- WHEREAS, an airport improvement project to be implemented at San Francisco International Airport (Airport) is eligible for state assistance under the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program); and
- WHEREAS, the Carl Moyer Program is implemented as a partnership between CARB and California's 35 local air districts, including the Bay Area Air Quality Management District (BAAQMD); and
- WHEREAS, the Carl Moyer Program provides for reimbursement of up to 50% of the allowable project costs; and
- WHEREAS, the proposed project is for Electrical Ground Service Equipment (eGSE) Infrastructure and Charging Stations; and
- WHEREAS, the proposed project is the first phase of an Airport-wide ground service equipment (GSE) electrification strategy to equip all gates with the electrical infrastructure necessary to operate eGSE, thereby reducing fuel use and diesel emissions; and
- WHEREAS, the proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located at the Airport; and
- WHEREAS, the completion of the proposed project will result in significant emission reductions from the use of eGSE as a cleaner and more sustainable alternative to diesel-powered GSE; and
- WHEREAS, the Airport Director intends to file a grant application with BAAQMD to seek grant funding under the Carl Moyer Program in an amount of approximately \$2,900,000 for the proposed project; and
- WHEREAS, approval of the San Francisco Board of Supervisors is required to accept and expend grants of this type in the amount of \$100,000 or more, and the Airport has not yet received this approval; now, therefore, be it

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 20-0008

RESOLVED, that the above recitals are true and correct; and, be it further

RESOLVED, that, upon receipt by the Airport of Carl Moyer Program grant funds for the Electrical Ground Service Equipment Infrastructure and Charging Stations Project, the Airport Commission authorizes the Airport Director to accept and expend the grant funds in an amount up to \$2,900,000, plus any additional amounts up to 15% of the original grant amount that may be offered, and to execute the related grant agreement; and, be it further

RESOLVED, that the Commission Secretary, for and on behalf of and in the name of the Airport Commission, is authorized and directed to seek the approval of the San Francisco Board of Supervisors to accept and expend the grant funds under Section 10.170-1 of the San Francisco Administrative Code.

Page 2 of 2

*I hereby certify that the foregoing resolution was adopted by the Airport Commission*

*at its meeting of*

~~\_\_\_\_\_~~ JAN 14 2020

  
Secretary





San Francisco International Airport

**MEMORANDUM**

January 14, 2020

TO: AIRPORT COMMISSION  
Hon. Larry Mazzola, President  
Hon. Linda S. Crayton, Vice President  
Hon. Eleanor Johns  
Hon. Richard J. Guggenime  
Hon. Malcolm Yeung

20-0008

FROM: Airport Director

~~==~~ JAN 14 2020

SUBJECT: Authorization to Accept and Expend California Air Resources Board Grant Funds in an Amount up to \$2,900,000 for the Electrical Ground Service Equipment Infrastructure and Charging Stations Project

DIRECTOR'S RECOMMENDATION: AUTHORIZE ACCEPTANCE AND EXPENDITURE OF CALIFORNIA AIR RESOURCES BOARD GRANT FUNDS FOR THE ELECTRICAL GROUND SERVICE EQUIPMENT INFRASTRUCTURE AND CHARGING STATIONS PROJECT IN AN AMOUNT UP TO \$2,900,000, PLUS ADDITIONAL AMOUNTS UP TO 15% OF THE ORIGINAL GRANT AMOUNT THAT MAY BE OFFERED.

**Executive Summary**

San Francisco International Airport (Airport) anticipates receiving California Air Resources Board (CARB) grant funds through the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) for the Electrical Ground Service Equipment (eGSE) Infrastructure and Charging Stations Project (Project). The proposed Resolution authorizes acceptance and expenditure of up to \$2,900,000 in Carl Moyer Program grant funds for the Project.

**Background and Project Description**

The Carl Moyer Program provides grant funding for cleaner-than-required engines, equipment, and other sources of air pollution. The Carl Moyer Program is implemented as a partnership between CARB and California's 35 local air districts, including the Bay Area Air Quality Management District.

The Carl Moyer Program reimburses up to 50% of the eligible project costs, and the Airport is applying for a total of approximately \$2,900,000 in grant funds for the Project. The total cost of the Project is estimated at \$5,700,000 for purchase and installation of approximately 80 eGSE charging ports and supporting electrical infrastructure in Boarding Areas D (domestic terminal) and G (international terminal). The charging stations will be available and accessible to any Airport tenant.

On April 16, 2019, by Resolution No. 19-0085, the Commission authorized the acceptance and expenditure of Federal Aviation Administration (FAA) grant funds, under the Voluntary Airport Low Emission (VALE) Program in the amount of \$6,800,000 for the purchase and installation of 125 eGSE charging ports with supporting electrical infrastructure. The total Project cost at the time was estimated to be approximately

THIS PRINT COVERS CALENDAR ITEM NO. 3

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED MAYOR    LARRY MAZZOLA PRESIDENT    LINDA S. CRAYTON VICE PRESIDENT    ELEANOR JOHNS    RICHARD J. GUGGENHIME    MALCOLM YEUNG    IVAR C. SATERO AIRPORT DIRECTOR

\$9,000,000 and the VALE grant would have reimbursed the Airport up to 75%. The FAA did not extend a grant offer in Federal Fiscal Year (FFY) 2019 and indicated that the Project is not being considered for grant funding in FFY 2020.

Although the Project scope and anticipated grant funding levels have been reduced, these eGSE stations will enable the first phase of the Airport's ground service equipment electrification strategy. The objective of this strategy is to equip all gates with the electrical infrastructure necessary to operate eGSE, to reduce fuel and diesel emissions.

#### **Additional Authorizations**

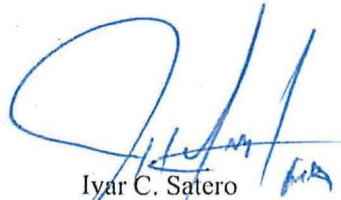
If the attached Resolution is approved and Carl Moyer Program grant funding is offered, the Airport will seek the approval of the San Francisco Board of Supervisors (Board) to accept and expend the grant. Board approval is required for grants exceeding \$100,000 under Section 10.170-1 of the San Francisco Administrative Code.

#### **Environmental Review**

On April 9, 2019, the San Francisco Planning Department, Environmental Planning Division, determined that the Project is categorically exempt from review under the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, *et seq.*) under Section §15303 of the CEQA Guidelines as a Class 3 exemption, which applies to existing facilities and new construction or conversion of small structures. This exemption determination is available from the Planning Department under File No. 2019-003905ENV. On April 16, 2019, by Resolution No. 19-0085, the Commission determined to proceed with the Project.

#### **Recommendation**

I recommend the Commission adopt the attached Resolution authorizing the acceptance and expenditure of Carl Moyer Program grant funds for the eGSE Infrastructure and Charging Stations Project in an amount up to \$2,900,000, plus any additional amounts up to 15% of the original grant amount that may be offered. Staff will return to the Commission if the resulting grant offer exceeds 15% of the original grant amount. I further recommend the Commission authorize the Commission Secretary to seek approval from the Board to accept and expend the Carl Moyer Program grant for the eGSE Infrastructure and Charging Stations Project.



Iyar C. Satero  
Airport Director

Prepared by: Leo Fermin  
Chief Business and Finance Officer

Attachment

**From:** [Adam Shapiro](#)  
**To:** [Tina Ko \(AIR\)](#)  
**Cc:** [Ronda Chu \(AIR\)](#); [John Galloway \(AIR\)](#); [Robert Kallin](#); [Jonathan Husband \(AIR\)](#); [Justina Law \(AIR\)](#); [Tzvete Katchakova \(AIR\)](#)  
**Subject:** 21MOY150 - Initial notification of funding, baseline photos required  
**Date:** Friday, April 17, 2020 3:56:25 PM  
**Attachments:** [image001.png](#)

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Tina,

Carl Moyer Project 21MOY150 has initially been approved for \$2,345,297.00 in potential grant funding for the proposed infrastructure at San Francisco International Airport boarding groups D and G; however, because of the high funding amount (over \$100,000), per our District's Board of Director's requirements, this project must be reviewed and approved by our Mobile Source Committee and full Board of Directors before we can proceed. The next round of meetings that this can be added to the agenda is on April 22, 2020.

To help facilitate any questions that may be asked by the Board, please send me some electronic photos of the proposed infrastructure site as soon as possible.

I will be in touch with the next steps for the project as soon as I have the approval by the District's Mobile Source Committee and Board of Directors to proceed.

***Important: NO equipment is to be ordered and NO work is to begin on this project until the Air District has reviewed the pre-inspection AND a fully executed Grant Agreement between the Air District and the grantee has been signed and is in place. No costs or financial commitments that are incurred or undertaken prior to the date of full execution of the Grant Agreement will be considered for reimbursement from the Air District. Board approval does not guarantee funding. Only a fully executed Grant Agreement constitutes an obligation for the Air District to fund a project.***

Thanks, and let me know if you have any further questions.

**Adam Shapiro**

Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105-2097  
Phone: (415) 749-8441 / Fax: (415) 749-5020  
[www.baaqmd.gov/moyer](http://www.baaqmd.gov/moyer)





**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Corina Monzón, Airport Commission Secretary  
**DATE:** February 13, 2020  
**SUBJECT:** Accept and Expend Resolution for Subject Grant

**GRANT TITLE:** California Air Resources Board Carl Moyer Memorial Air Quality Standards Attainment Program

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Attached please find the original\* and 1 copy of each of the following:

- Proposed grant resolution; original\* signed by Department, Mayor, Controller
- Grant information form, including disability checklist
- Grant budget
- Grant application
- Grant award letter from funding agency
- Ethics Form 126 (if applicable)
- Contracts, Leases/Agreements (if applicable)
- Other (Explain):

**Special Timeline Requirements:**

Anticipate receiving grant offer in March 2020.

**Departmental representative to receive a copy of the adopted resolution:**

Name: Cathy Widener, Government Affairs Director Phone: (650) 821-5023

Interoffice Mail Address: Airport

Certified copy required Yes

No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).



OFFICE OF THE MAYOR  
SAN FRANCISCO



LONDON N. BREED  
MAYOR

A handwritten signature in black ink, appearing to be "L. Breed".

TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM: Sophia Kittler  
RE: Accept and Expend Grant – California Air Resources Board – Carl Moyer  
Memorial Air Quality Standards Attainment Program Grant - \$2,900,000  
DATE: Tuesday, March 10, 2020

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**Resolution authorizing the San Francisco Airport Commission to accept and expend a grant in the amount of \$2,900,000, and any additional amounts up to 15% of the original grant that may be offered from the California Air Resources Board, for the purchase and installation of electrical ground service equipment charging stations and supporting infrastructure; and affirming the Planning Department's determination under the California Environmental Quality Act.**

Should you have any questions, please contact Sophia Kittler at 415-554-6153.

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
2020 MAR 10 PM 3:17  
BY 