

January 29, 2020

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

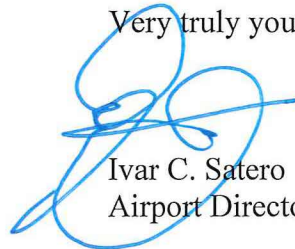
Subject: Project Application for Carl Moyer Memorial Air Quality Standards Attainment Program

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@fllysfo.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
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Edit Proposal General Info

GENERAL | Equipment | Fleet & Activity | Impacted Community | Engine & Activity | Attachment

Proposal Info

Proposal Name *
 Organization

Primary proposal contact info

First Name *
 Last Name *
 Email Address *
 Phone Number *
 Fax Number

Person authorized to sign contracts for Organization

Same as primary.

First Name *
 Last Name *
 Email Address *
 Phone Number *
 Fax Number

Mailing Address

Update Organization's Mailing Address.

Street address/
PO Box * Street Address Line 2
 City * State *
 County * Zip *

Project Category

What kind of project would you like to apply for?

Project Category *
 Project Subcategory *

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: *

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

If yes, where will the infrastructure be located?

Street address * Street Address Line 2
 City * State *
 Zip *

Total project cost (all equipment and infrastructure) *

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

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

Existing Equipment Information

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

Primary Function *

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

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

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

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

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.

[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!](#)

[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"/>		

<input type="text"/>	<input type="text"/>	<input type="text"/>
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[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): 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	<input type="text" value="283"/>	<input type="text" value="283"/>	<input type="text" value="283"/>	<input type="text" value="283"/>
Fuel Use (gallons/year)	<input type="text" value="94"/>	<input type="text" value="94"/>	<input type="text" value="94"/>	<input type="text" value="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
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@flysfo.com.

Attachments:

BAAQMD Correspondence and Guidance

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](#)

CAUTION: External Email

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
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.

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

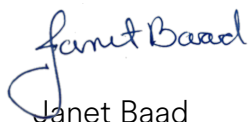
Dear Mr. Shapiro,

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,



Janet Baad
Manager, Environmental Affairs
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
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.

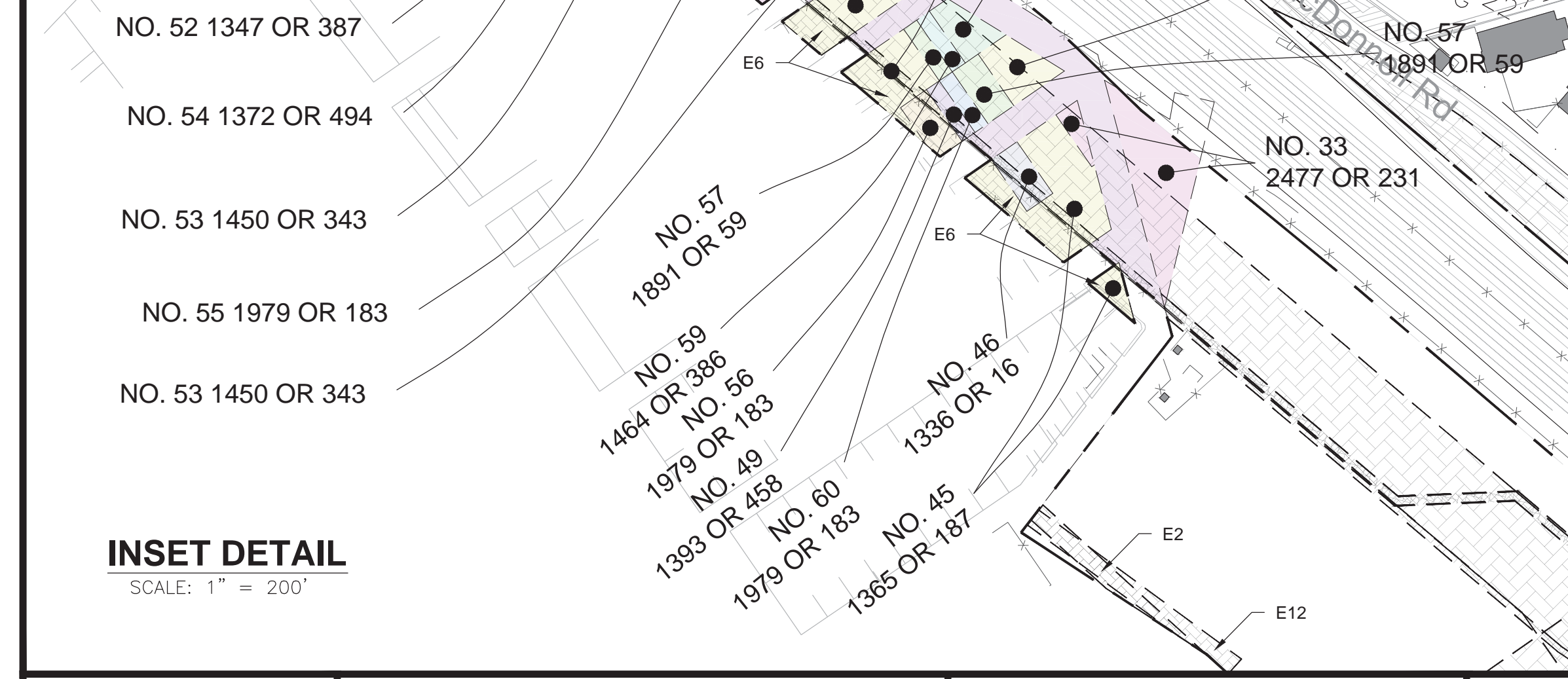
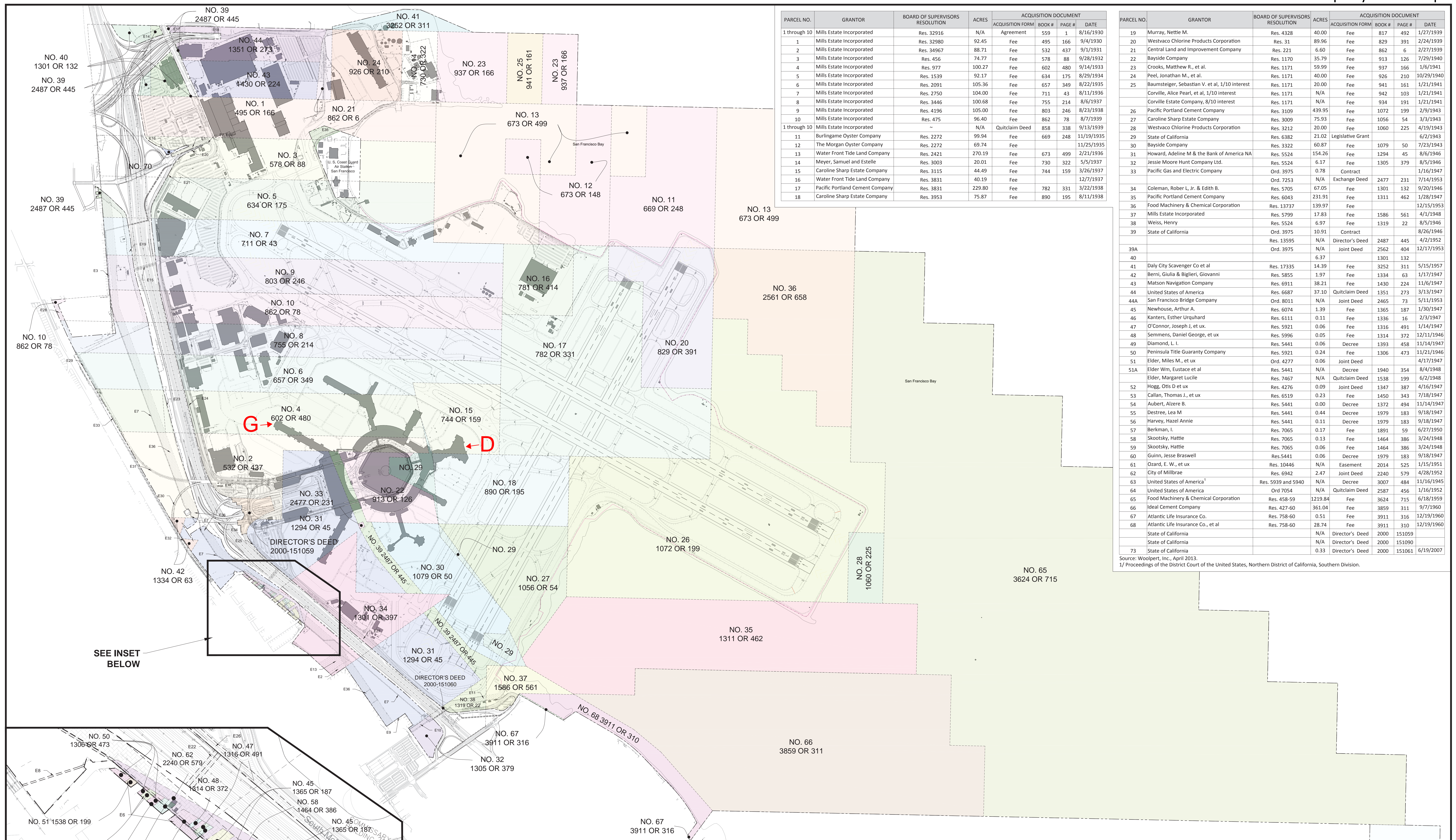
It is important to note that the City can provide BAAQMD with the deeds for land parcels included in Exhibit 1, which further demonstrate the City's ownership of property where the electric chargers and supporting electrical infrastructure would be installed. If BAAQMD would like to review the deeds,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

Attachment:

Airport Property Map (Exhibit 1)

*Carl Moyer Program
January 2020
HALEY & ALDRICH
.04 CMP Proof of Property Ownership*

San Francisco International Airport



Easement ID	Conveyance Form	Document #	Document ID	Date	Acres	Dominant Estate	Servient Estate	Use
E-1	Deed	Vol. 355 P. 241	-	5/23/1928	1.05	County of San Mateo	SFO	Right of Way
E-2	Right-of-Way Easement	Vol. 772 P. 389	-	2/8/1938	0.72	PGE	SFO	Transmission Line Easement
E-3	Deed	Vol. 1143 P. 423	Parcel 1	11/8/1944	1.62	City of San Bruno	SFO	10' Sewer Easement
E-4	Deed	Vol. 1143 P. 423	Parcel 2	11/8/1944	0.01	City of San Bruno	SFO	10' Sewer Easement
E-5	Deed	Vol. 1143 P. 423	Parcel 3	11/8/1944	0.01	City of San Bruno	SFO	10' Sewer Easement
E-6	Joint Deed	Vol. 2240 P. 579	-	5/12/1952	1.27	City of Millbrae	SFO	50' Right of Way Easement
E-7	Exchange Deed	Vol. 2477 P. 231	Parcel E	9/25/1953	5.69	City of Millbrae	SFO	15' Gas Line Easement
E-8	Condemnation	Vol. 4729 P. 257	Parcel 2	6/10/1964	0.09	City of Millbrae	SFO	10' Sewer Easement
E-9	Condemnation	Vol. 4729 P. 257	Parcel 3	6/10/1964	0.70	City of Millbrae	SFO	10' Sewer Easement
E-10	Easement Deed	Vol. 5188 P. 256	Parcel 1	7/12/1966	2.70	City of Millbrae	SFO	90' Drainage Easement
E-11	Easement Deed	Vol. 5188 P. 256	Parcel 2	7/12/1966	1.16	City of Millbrae	SFO	105' Drainage Easement
E-12	Condemnation	Vol. 7311 P. 612	Parcel 2	11/30/1976	0.27	PGE	SFO	30' Road Easement
E-13	Condemnation	Vol. 7311 P. 612	Parcel 1	11/30/1976	2.95	PGE	SFO	Transmission Line Easement
E-14	Condemnation	#1983-013501	Parcel 1D	2/1/1983	1.58	State of California	SFO	Easement for Channel Purposes
E-15	Condemnation	#1983-013501	Parcel 6A	2/1/1983	0.04	SFO	State of California	50' Drainage Easement
E-16	Condemnation	#1983-013501	Parcel 1C	2/1/1983	0.21	Pacific Telephone	SFO	10' Utility Easement
E-17	Condemnation	#1983-013501	Parcel 3B	2/1/1983	0.9	State of California	SFO	Easement for Roadway Purposes
E-18	Condemnation	#1983-013501	Parcel 3C	2/1/1983	0.5	State of California	SFO	Easement for Roadway Purposes

Easement ID	Conveyance Form	Document #	Document ID	Date	Acres	Dominant Estate	Servient Estate	Use
E-19	Condemnation	#1983-013501	Parcel 5B	2/1/1983	5.59	State of California	SFO	75' Channel Easement
E-20	Condemnation	#1983-013501	Parcel 6A	2/1/1983	0.49	SFO	State of California	50' Underground Utility Easement
E-21	Condemnation	#1983-013501	Parcel 6B	2/1/1983	0.48	PGE	SFO	15' Utility Easement
E-22	Condemnation	#1983-013501	Parcel 7A	2/1/1983	0.32	SFO	State of California	50' Underground Utility Easement
E-23	Condemnation	#1983-013501	Parcel 7D	2/1/1983	1.42	State of California	SFO	20' Slope Easement
E-24	Quit Claim Deed	#2000-151058	55649-2	11/30/2000	2.66	State of California	SFO	Easement for Freeway Purposes
E-25	Quit Claim Deed	#2000-151058	55650-1	11/30/2000	0.07	State of California	SFO	Easement for Freeway Purposes
E-26	Quit Claim Deed	#2000-151058	55650-2	11/30/2000	1.55	State of California	SFO	Aerial Easement for Freeway
E-27	Quit Claim Deed	#2000-151058	55650-3	11/30/2000	3.55	State of California	SFO	Easement for Freeway Purposes
E-28	Easement Agreement	#2008-129814	D-3548-2	12/1/2008	0.94	BART	SFO	Surface Easement
E-29	Easement Agreement	#2008-129814	D-3558-2	12/1/2008	0.82	BART	SFO	Surface Easement
E-30	Easement Agreement	#2008-129814	D-3564-2A	12/1/2008	0.96	BART	SFO	Surface Easement
E-31	Easement Agreement	#2008-129814	D-3564-2B	12/1/2008	1.74	BART	SFO	Surface Easement
E-32	Easement Agreement	#2008-129814	D-3564-2C	12/1/2008	0.2	BART	SFO	Surface Easement
E-33	Easement Agreement	#2008-129814	D-3564-2D	12/1/2008	0.49	BART	SFO	Surface Easement
E-34	Easement Agreement	Vol. 495 P. 276	-	9/30/1930	0.17	PGE	SFO	5' Gas Line Easement
E-35	Resolution	1073-87	-	3/17/1987	2.2	SFO	U.S. Coast Guard	Taxiway
E-36	Easement Agreements	[Compilation]	-	1913-1999	38.4	PGE	SFO	Transmission Line Easement
E-37	Exchange Deed	Vol. 4237 P. 183	-	6/28/1962	0.11	PGE	SFO	15' Gas Line Easement

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA

EXHIBIT A - AIRPORT PROPERTY MAP

APPROVED BY:

Accepted By: Date: 8/15/16

FAA DISCLAIMER:
The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

APPROVED BY:

Date: 8/15/16

REVISION HISTORY

NO.	DESCRIPTION	DATE

DRAWN BY: BAM, DGR
CHECKED BY: DGR
PREPARED BY: Woolpert, Inc.
DATE: August 31, 2016
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@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 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.

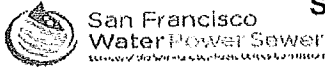
If there are any questions about the Project and the attached materials, please do not hesitate to contact Tina Ko at Tina.Ko@flysfo.com.

Attachment:

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

*Carl Moyer Program
January 2020
HALEY & ALDRICH
.05 CMP Proof of Site Power*

San Francisco International Airport



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	\$ 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
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.

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.

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
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.

Table 1: GSE Inputs
San Francisco International Airport

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

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	\$ -
Subtotal Soft Costs		\$ 1,252,000	\$ 1,202,000	\$ 50,000
Cloud Software	Software for 10 years	\$ 470,400	\$ -	\$ 470,400
Construction Contract	Construction	\$ 4,484,595	\$ 4,484,595	\$ -
Subtotal Construction Contract		\$ 4,954,995	\$ 4,484,595	\$ 470,400
Contingency	Allowances for unknown risks associated with a project	\$ 495,500	\$ -	\$ 495,500
Total Project Cost		\$6,702,495	\$5,686,595	\$1,015,900

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
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650-821-2826

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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.

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
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.

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
BY IT'S AIRPORT COMMISSION

CONTRACTOR

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
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.

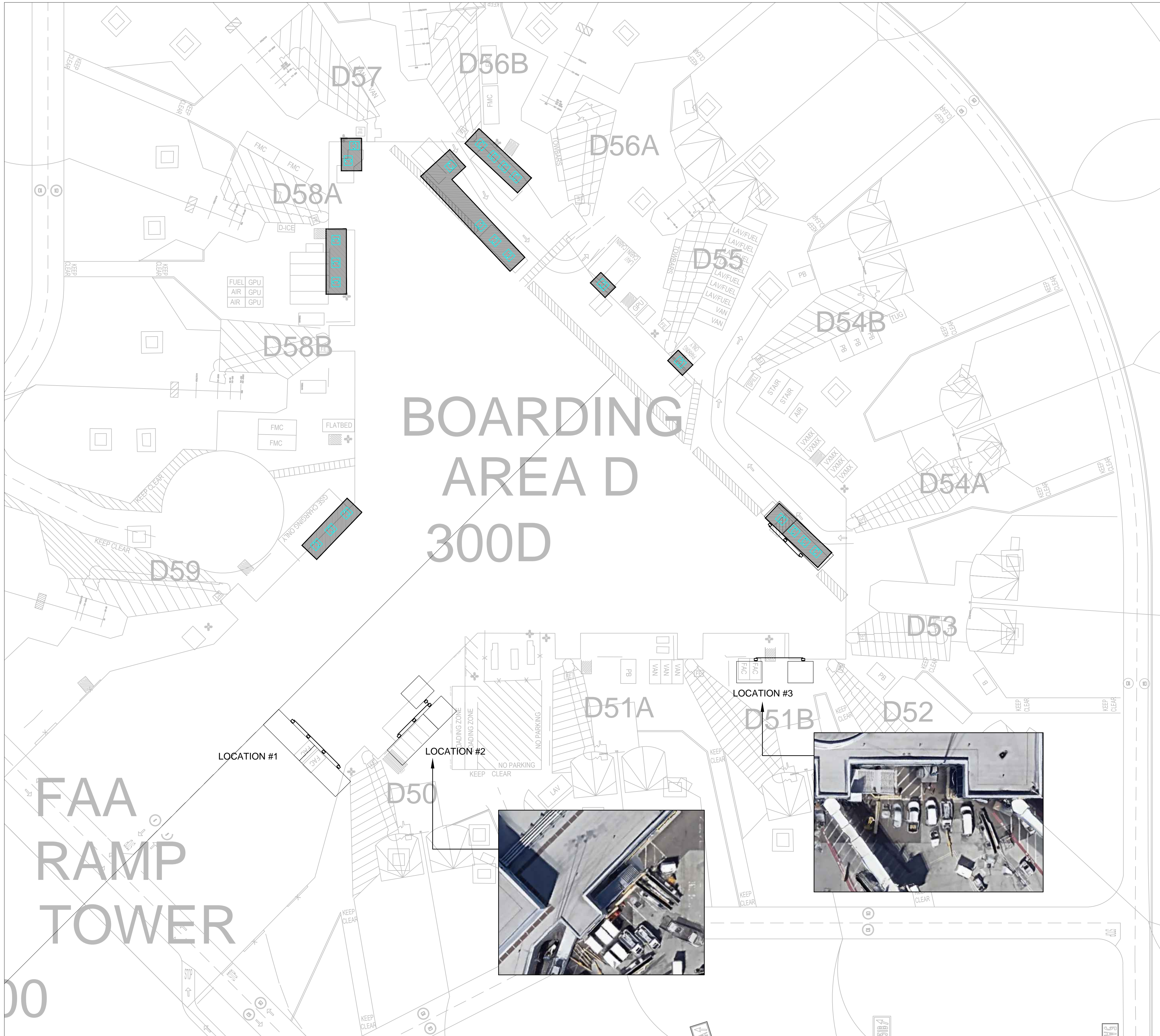
The proposed electric charging stations and supporting electrical infrastructure improvements would be permanently located at the Airport. The charging stations would be available and accessible to any Airport tenants that express interest. Information on the locations of the charging ports and supporting 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.

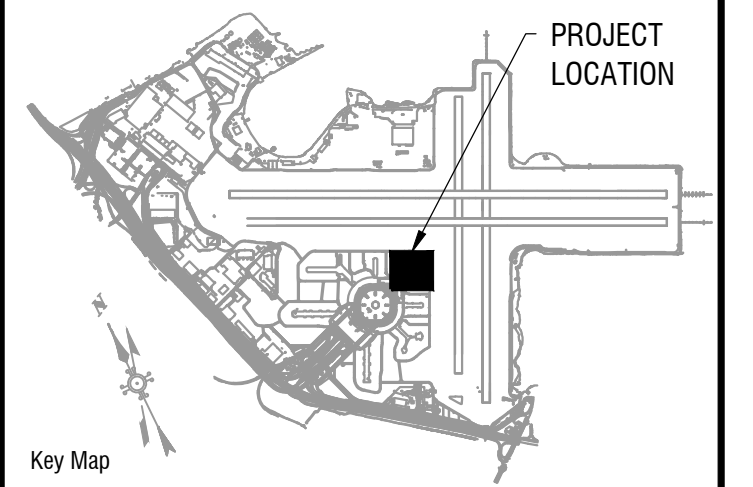
Attachments:

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



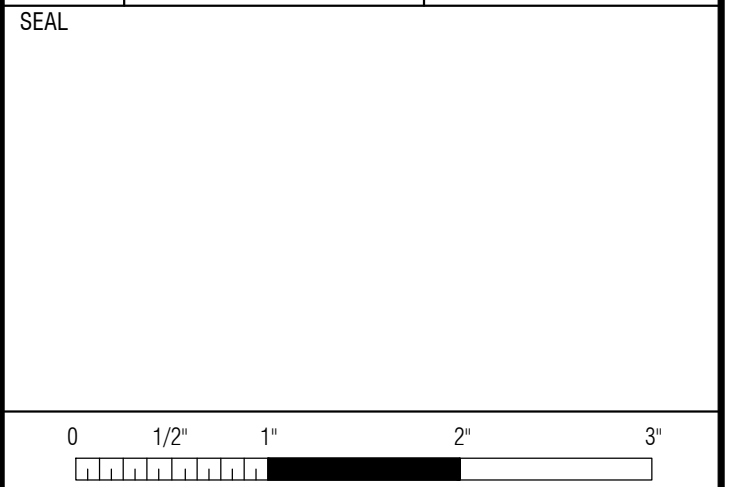
SFO

San Francisco International Airport



NO.	DATE	DESCRIPTION	BY

CONTRACT NO. CT 11179.61	PROJECT TITLE ELECTRIC GSE INFRASTRUCTURE AND CHARGING STATIONS	SHEET TITLE DOMESTIC TERMINALS BOARDING AREA "D" eGSE LOCATIONS
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APPROVED: CHIEF DEVELOPMENT OFFICER	CHECKED BY: CHECKER
APPROVED: DIRECTOR OF ENGINEERING & CONSTRUCTION SERVICES	DATE: 12/20/2019
DESIGNED BY:	CHECKED BY:
DRAWN BY:	DATE:
DRAFTER:	12/20/2019
SCALE: AS SHOWN	SIZE REVISION ANSI-D 0
SHEET NUMBER	SEQUENCE NUMBER
DWG NO	_____ OF TBD

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