



May 2, 2024

CALL AND NOTICE OF A REGULAR MEETING OF THE  
OPERATIONS AND DEVELOPMENT COMMITTEE  
OF THE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a regular meeting of the Operations and Development Committee will be held on Monday, May 6, 2024, at 8:30 a.m., in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

In addition to attending the meeting in person, members of the public may observe the meeting telephonically and may offer comment in real time through the following number:

*Dial In: (818) 862-3332*

Terri Williams, Board Secretary  
Burbank-Glendale-Pasadena Airport Authority

REGULAR MEETING  
OF THE  
OPERATIONS AND DEVELOPMENT COMMITTEE  
Airport Skyroom  
Monday, May 6, 2024  
8:30 a.m.

*The public comment period is the opportunity for members of the public to address the Committee on agenda items and on airport-related non-agenda matters that are within the Committee's subject matter jurisdiction. At the discretion of the presiding officer, public comment on an agenda item may be presented when that item is reached*

*Members of the public are requested to observe the following decorum when attending or participating in meetings of the Committee:*

- *Turn off cellular telephones and pagers.*
- *Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.*
- *If you desire to address the Committee during the public comment period, fill out a speaker request card and present it to the Board Secretary.*
- *Confine remarks to agenda items or to airport-related non-agenda matters that are within the Committee's subject matter jurisdiction.*
- *Limit comments to three minutes or to such other period of time as may be specified by the presiding officer.*



*The following activities are prohibited:*

- *Allocation of speaker time to another person.*
- *Video presentations requiring use of Authority equipment.*



*Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Authority to the Committee less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 N. Hollywood Way, Burbank) in the administrative office during normal business hours.*



*In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.*

## A G E N D A

Monday, May 6, 2024

1. Roll Call
2. Approval of Agenda
3. Public Comment
4. Approval of Minutes

a. April 15, 2024

*[See page 1]*

5. Items for Approval

- a. Award of Purchase Order  
Procurement of Triple Flail Tractor Mower

*[See page 4]*

***Staff seeks a recommendation from the Operations and Development Committee to the Commission to award a Purchase Order in the amount of \$153,759.17 to Eberhard Equipment for the purchase of a Jacobsen HM600 Triple Flail Mower to replace the Authority's existing 1996 John Deere Tractor Mower.***

- b. Adjustments to Parking Rates

*[See page 11]*

***Staff seeks a recommendation from the Operations and Development Committee to the Commission to authorize adjustments to the parking rates for Lot C, Lot E, Lot F, Lot G, Valet Lot, and the Short-Term Parking Structure. The proposed parking rate adjustments, if approved, would become effective on July 1, 2024.***

6. Items for Information

- a. Committee Pending Items

*[See page 14]*

7. Adjournment

**MINUTES OF THE REGULAR MEETING OF THE  
OPERATIONS AND DEVELOPMENT COMMITTEE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**MONDAY, APRIL 15, 2024**

A regular meeting of the Operations and Development Committee was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 8:32 a.m., by Commissioner Hampton.

**1. ROLL CALL**

**Present:** Commissioners Hampton and Talamantes

**Absent:** Devine

**Also Present:** Patrick Lammerding, Deputy Executive Director, Planning and Development; Ray Hunting, Airport Security Manager; Thomas Henderson, Director, Operations; Stephanie Gunawan-Piraner, Director, Engineering and Maintenance

**2. Approval of Agenda**

**Motion** Commissioner Talamantes moved approval of the agenda; seconded by Commissioner Hampton.

**Motion Approved** The agenda was approved (2-0,1 absent).

**3. Public Comment**

There were no public comments.

**4. Approval of Minutes**

**a. March 18, 2024** A draft copy of the March 18, 2024, Committee meeting minutes was included in the agenda packet for review and approval.

**Motion** Commissioner Talamantes moved approval of the minutes; seconded by Commissioner Hampton.

**Motion Approved** There being no objection, the motion was approved (2-0, 1 absent).

## 5. Items for Approval

### a. Amendment No. 1 to Designated Aviation Channeling Services Agreement

Staff sought an Operations and Development Committee recommendation to the Commission to approve a proposed amendment ("Amendment") to the Designated Aviation Channeling Services Agreement ("Agreement") with Telos Identity Management Solutions, LLC. The Amendment extends the term of the Agreement by one year, provides the Authority an option for an additional one-year extension, and revises the fee schedule.

#### Motion

Commissioner Talamantes moved approval; seconded by Commissioner Hampton.

#### Motion Approved

There being no objection, the motion was approved (2-0, 1 absent).

### b. Parking Access and Revenue Control System Agreement Extension

Staff sought an Operations and Development Committee recommendation to the Commission for approval of a one-year extension of the Parking Access and Revenue Control System ("PARCS") Service Agreement with SKIDATA Inc.

As the performance of the Authority's parking revenue control system is a critical component of the parking operation, subject to the recommendation of the Committee, this item has also been placed on the Commission agenda for its meeting immediately following the Committee's meeting.

#### Motion

Commissioner Talamantes moved approval; seconded by Commissioner Hampton.

#### Motion Approved

There being no objection, the motion was approved (2-0, 1 absent).

### c. Award of Contract Elevators Etc. Airport Conveyance Equipment Services

Staff sought an Operations and Development Committee recommendation to the Commission to award an Airport Conveyance Equipment Services Agreement ("Agreement") to Elevators Etc., Inc. for preventative maintenance, on-call repair, and emergency repair services for the six elevators, two escalators, and six moving walkways located throughout the Airport.

The Agreement will be for a two-year period with two one-year extension options available to the Authority. For preventative maintenance services during the two-year base term, the annual fee will be \$78,496. The on-call repair and emergency services are billed on a time and material basis including a 15% markup and average approximately \$120,000 annually.

The anticipated total annual amount for the contract is approximately \$200,000.

**d. Award of Purchase Order  
Procurement of Triple Flail Tractor  
Mower**

Staff sought an Operations and Development Committee recommendation to the Commission to award a Purchase Order in the amount of \$153,759.17 to Eberhard Equipment for the purchase of a Jacobsen HM600 Triple Flail Mower to replace the Authority's existing 1996 John Deere Tractor Mower.

**Motion**

Commissioner Hampton motioned to continue Item 5.d. to the next Committee meeting and requested that Staff provide additional information regarding the availability and feasibility of mowers using alternative power sources, specifically battery-electric powered airfield mower equipment.

**Motion Approved**

There being no objection, the motion was approved (2-0, 1 absent).

**6. Items for Information**

**a. Committee Pending Items**

This item was not discussed.

**7. Adjournment**

There being no further business to discuss, the meeting was adjourned at 9:05 a.m.

**STAFF REPORT PRESENTED TO THE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
OPERATIONS AND DEVELOPMENT COMMITTEE  
MAY 6, 2024**

**AWARD OF PURCHASE ORDER  
PROCUREMENT OF TRIPLE FLAIL TRACTOR MOWER**

Presented by Stephanie Gunawan-Piraner  
Director, Engineering and Maintenance

**SUMMARY**

Staff seeks a recommendation from the Operations and Development Committee (“Committee”) to the Commission to award a Purchase Order in the amount of \$153,759.17 to Eberhard Equipment for the purchase of a Jacobsen HM600 Triple Flail Mower to replace the Authority’s 1996 John Deere Tractor Mower.

**BACKGROUND**

On June 5, 2023, Staff presented a plan to the Committee to procure a replacement commercial grade diesel mower for airfield mowing. The Committee requested additional information regarding the availability and feasibility of mowers using alternative power sources, specifically battery electric. On September 18, 2023, Staff provided a report and presentation to the Committee with an evaluation of the availability of comparable gasoline and battery-electric powered airfield mower equipment. The evaluation found that, while mowers are available in other power source types, there are no available gasoline or battery-electric mowers that meet the Airport’s performance requirements. Staff concluded that the procurement of a Tier 4 compliant diesel-powered commercial mower is the most appropriate option.

Based on the April 15, 2024 discussion with the Committee, Staff retained a consultant, Mr. Ray Gorski, to perform additional evaluation of the feasibility and availability of zero-emission off-road equipment to perform vegetation control tasks at the Airport. Mr. Gorski specializes in air quality and alternative fuels, and he is a technical advisor for the South Coast Air Quality Management District’s Mobile Source Air Pollution Reduction Review Committee. His evaluation, a copy of which is attached as Exhibit A, included a survey of available off-road agricultural and construction equipment that could be shortlisted as candidates for the vegetation control at the Airport.

Mr. Gorski’s assessment found that, while zero-emission off-road equipment is available, vegetation control at the Airport presents operational requirements that are technically incompatible with or exceed the performance capabilities of the equipment currently available in the marketplace. The equipment identified that most directly meets the Airport’s vegetation control duty cycle and performance requirements is not compatible with industry-standard mowing equipment due to its intended design as a construction front loader as opposed to an agricultural tractor. Two additional zero-emission agricultural tractors identified do not have sufficient onboard energy storage capacity to meet the Airport’s duty cycle requirements.

Thus, at this time, technical and operational impediments exist that make zero-emission vegetation control equipment impractical at the Airport. However, given anticipated advances in the capability and availability of zero-emission off-road vehicles and equipment, Staff will keep the Committee apprised of new product availability as other equipment reaches the end of its useful life. The tractor mower is a vital asset for the Authority in the upkeep of the airport infields.

As part of the standards of 14 CFR Part 139 and the requirements of the Airport Operating Certificate and Airport Certification Manual, the Authority must maintain the airport infield areas by keeping them free of vegetation that may obscure lighting and signs, and which could present a wildlife strike hazard. Vegetation control is also required to ensure that the fuel farm is free of flammable materials, and that pavement drainage can be achieved adequately. Continued delay of suitable and efficient equipment for airfield vegetation control could potentially result in an enforcement action by the FAA.

The existing 1996 John Deere Tractor Mower has well exceeded its useful lifecycle and requires replacement due to its age and extended use. It is important to note that the existing tractor mower predates the California Air Resources Board's tiered regulation of diesel-powered construction equipment. The Tier 4 equipment being proposed is the highest standard available today, with 99% lower emissions than the existing tractor mower. Additionally, the Authority will be using R-100 "bio-diesel" fuel, which further reduces the carbon footprint by 80%.

## PROCUREMENT

Staff is utilizing the Omnia Partners ("OP") cooperative agreement for the acquisition of the tractors. The Authority is a member of OP, an association whose purpose is to enable government agencies to procure specific items at leverage volume pricing. The OP membership comes at no cost to the Authority and allows for participation in OP's National Cooperative Contract with the registered vendors for offerings of tractors, mowers, and other equipment, parts, and services. The volume pricing provides the Authority with a 25% discount on the list price.

Quotes were solicited from eight vendors with the OP cooperative agreement and Staff received four responses as listed below:

Vendor	Mower	Cost	Lead Time
Eberhard Equipment	Jacobsen HM600 Triple Flail Mower	\$153,759.17	6 months
Source MME	Tiger T3F Triple Flail Mower on John Deere tractor with cab	\$202,635.48	(not provided)
Stotz Equipment	Diamond Mowers on John Deere 6135 tractor with cab	\$210,999.93	8.5 months
Quinn Company	(vendor does not have mower type)		



Based on the bids received, Staff proposes to replace the existing 28-year-old tractor with a Jacobsen HM600 Triple Flail Tractor Mower. Equipped with features tailored for ease of operation and durability, the new equipment will reduce the number of required passes and the potential of damaging runway lights and signage.

#### BUDGET

The lead time to procure this equipment is approximately 6 months. Appropriations for this project are included in the adopted FY 2024 budget but will be reappropriated to FY 2025 budget to match the delivery schedule.

#### STAFF RECOMMENDATION

Staff recommends that the Committee recommend to the Commission approval of a Purchase Order in the amount of \$153,759.17 to Eberhard Equipment for the replacement of the existing tractor mower and authorization for Staff to issue the purchase order for the acquisition of the Jacobsen HM600 Triple Flail Mower.

With the current tractor no longer reliable and the required lead time to procure the proposed replacement equipment, this item will be presented to the Commission for consideration at its May 20, 2024 meeting.

# Assessment of Zero-Emission Vegetation Control Feasibility

## Alternatives & Comparative Assessment

Prepared for:

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Purchase Order No. A7159R1

Prepared by:

Ray Gorski  
Escondido, California  
(760) 715-5391

April 22, 2024



## 1.0 INTRODUCTION

The Burbank-Glendale-Pasadena Airport Authority is currently assessing the feasibility of using zero-emissions off-road equipment to perform vegetation control within the airport boundaries. This memorandum documents an assessment of the feasibility of using zero-emission equipment – specifically battery-electric – to perform vegetation control.

## 2.0 ANALYSIS APPROACH

The technical approach used to perform this assessment was as follows:

- a) Review Current Vegetation Control Operations at BUR: This review of existing operations was used to inform the derivation of energy and power requirements to mow/cut approximately 70 acres of native vegetation. The required energy and rate of energy expenditure (power) were used to assess the capabilities of existing zero-emission equipment and derive alternative operational profiles for zero-emission equipment that did not meet the energy and power requirements directly.
- b) Survey of Commercially Available Zero-Emission Equipment: A review of commercially-available off-road equipment was performed to identify candidate mower options. This survey included zero-emission agricultural and construction equipment in addition to purpose-built mowers. While all zero-emission technologies were potential candidates, there were no commercially available hydrogen fuel cell equipment identified.
- c) Identification of Zero-Emission Equipment for More Detailed Investigation: The results of the equipment survey were short-listed to the top three (3) candidate zero-emission off-road vehicles.
- d) Assessment of Zero-Emission Equipment Compatibility, including Identification of Required Equipment Modifications and/or Modifications to Vegetation Control Operations: To accomplish vegetation control using each of the three candidate zero-emission off-road equipment identified in c), above, the required modifications to the equipment were assessed. Additionally, alternative operational scenarios were considered for candidate vehicles that could not meet the vegetation control duty cycle currently implemented at BUR.

## 3.0 SUMMARY OF FINDINGS

The following are the findings of this assessment:

- No zero-emission equipment is commercially available today that can directly substitute for a conventional-fuel tractor or purpose built mower at BUR.
- The zero-emission equipment identified that most directly matches BUR vegetation control duty cycle requirements is the LiuGong 856H-E, a loader designed for construction use. Discussions with the equipment vendor identified that this equipment is intended for construction activity-only, and is not designed nor intended for agricultural use. This equipment lacks a power takeoff (PTO) system, and is not compatible with industry-standard mower or cutting units;

- Two additional zero-emission agricultural tractors were identified, the Monarch MK-V XLR and New Holland T4 Electric. While both equipment are compatible with mowing operations, each equipment lacks sufficient onboard energy storage capacity to complete a single shift without frequent recharging or battery pack swapping.

These findings are discussed in below.

#### 4.0 VEGETATION CONTROL/MOWING EQUIPMENT OPTIONS & OPERATING CONSTRAINTS

A survey of commercially available zero-emission equipment was conducted to determine what, if any, off-road equipment either met, or could be configured to satisfy, the requirements for vegetation control at BUR. The research included zero-emission agricultural equipment and construction equipment in addition to zero-emission commercial mowers.

4.1 LiuGong 856H-E: The LiuGong 856H-E<sup>1</sup> is a battery-electric tractor that is equipped with a 423 kWh battery pack that would under most conditions allow the vehicle to complete one eight hour shift without recharging. This is the only equipment option identified that could complete one full shift without the need for battery pack swapping or mid-shift recharging.



The vehicle is configured primarily as a front loader for use in the construction industry. Discussions with the manufacturer's California vendor, Warrior Machinery in Rialto, confirmed that this equipment is not intended for agricultural use, as the equipment is not designed to accommodate a PTO system that is necessary to power a mower or cutting unit. Thus, this equipment is technically not compatible with vegetation control as currently sold.

4.2 Monarch MK-V Tractor XLR plus Extra Battery plus Swap Station: The Monarch MK-V<sup>2</sup> Tractor is a battery-electric tractor that is equipped with a 75 kWh battery pack, and is designed to accommodate battery pack swapping. It is equipped with a compatible PTO, and is designed to accommodate a commercial mower unit.



Due to limited onboard energy storage capacity, this equipment would be capable of approximately three hours of continuous operation, at which point the battery pack would be depleted. The vehicle design is such that the depleted battery pack is removed from the tractor and replaced with a fully charged battery pack. The depleted pack would then be connected to a battery charger.

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<sup>1</sup> <https://californiacore.org/equipment/liugong-856h-e/>

<sup>2</sup> <https://californiacore.org/equipment/mk-v-tractor-system-4-wheel-drive-with-extra-battery-and-swap-station/>

4.2 New Holland T4 Electric Power<sup>3</sup>: The New Holland T4 Electric Power has similar technical specifications to the Monarch MK-V but does not offer battery swapping capability. The T4 Electric Power is rated at 74 hp (55 kW) with a 65 hp (48 kW) PTO. The battery pack is rated at 110 kWh with a useable capacity on the order of 88 kWh to 95 kWh.



This equipment would require substantial modifications to the vegetation control operations currently employed at BUR. This vehicle would require a DCFC rated at greater than 120 kW. The operations scenario would include approximately three hours of equipment operation followed by one (1) hour of equipment fast charging.

## 5.0 CONCLUSION

While zero-emission off-road equipment is commercially available, vegetation control at BUR presents operational requirements that are technically incompatible with available equipment or exceed the performance capabilities of the equipment currently available in the marketplace.

As discussed above, the equipment identified that most directly meets the vegetation control duty cycle and performance requirements is not compatible with industry-standard mowing equipment. This is due to its intended design as a construction front loader as opposed to an agricultural tractor.

Two additional zero-emission agricultural tractors identified do not have sufficient onboard energy storage capacity to meet current duty cycle requirements. Use of this equipment would require that vegetation control operations be performed in approximately three-hour shifts.

Thus, at this time, technical and operational impediments exist that make zero-emission vegetation control equipment impractical at BUR. However, given anticipated advances in the capability and availability of zero-emission off-road vehicles and equipment, it is suggested that the Airport Authority keep apprised of new product availability as other equipment reaches the end of its useful life.

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<sup>3</sup> <https://agriculture.newholland.com/en-us/nar/products/tractors-telehandlers/t4-electric-power>

**STAFF REPORT PRESENTED TO THE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
OPERATIONS AND DEVELOPMENT COMMITTEE  
MAY 6, 2024**

**ADJUSTMENTS TO PARKING RATES**

Presented by Scott Kimball  
Deputy Executive Director  
Operations, Business and SMS

**SUMMARY**

Staff seeks a recommendation from the Operations and Development Committee ("Committee") to the Commission to authorize adjustments to the parking rates for Lot C, Lot E, Lot F, Lot G, Valet Lot, and the Short-Term Parking Structure. The proposed parking rate adjustments, if approved, would become effective on July 1, 2024.

**BACKGROUND**

The Commission last implemented a parking rate adjustment in November 2021. Daily rates increased by \$3 for Lot A and Lot C, by \$2 for the Short-Term Parking Structure, and by \$3 for the Valet Lot. Prior to November 2021, the Commission implemented a cost recovery rate increase of \$1 in 2016 related to environmental litigation.

In response to the start of construction of the Replacement Passenger Terminal in the northeast quadrant of the Airport, Lot A was closed on January 2, 2024. This closure resulted in a reduction of 1,592 public parking spaces. The temporary reduction in parking spaces has shifted the demand to other lots with the Valet operation experiencing some of the highest demand. However, as valet is a labor-intensive operation, the increase in demand is adding pressure to the labor costs in order to maintain the service level customers expect. Therefore, it is timely that a review of parking rates be conducted.

Staff and the Authority's parking service provider, Ace Parking, analyzed the current market conditions for public parking at the Airport; conducted a survey against peer airports; forecasted future demand; and determined that an adjustment to the current parking rate structure is appropriate. An accompanying presentation with parking rate comparisons at these peer airports is attached for reference.

## PROPOSED PARKING RATE ADJUSTMENT

The following table summarizes the current parking rates and the proposed adjustments.

Proposed effective date: July 1, 2024				
Lot		Current Rate		Proposed Rate
C		\$15/Day		\$17/Day
E		\$24/Day		\$28/Day
F		\$24/Day		\$28/Day
G		\$23/Day		\$26/Day
Structure		\$34/Day		\$42/Day
Valet		\$27/Day		\$34/Day *

\* An initial rate of \$34/day from July 1, 2024 through December 31, 2024 is recommended with a second rate increase to \$39/day from January 1, 2025.

Proposed percentage rate increases for each type of parking lot is as follows:

<u>Parking Facility</u>	<u>Current</u>	<u>Proposed</u>	<u>Percent Increase</u>
Economy Lot C	\$ 15	\$ 17	13%
Lot G	\$ 23	\$ 26	13%
Lot E & F	\$ 24	\$ 28	17%
Short term Garage	\$ 34	\$ 42	24%
Valet – Flat Rate	\$ 27	\$ 34	26%

The proposed rates, if approved, would be implemented on July 1, 2024. The proposed rate changes are forecasted to increase FY 2025 gross parking revenues by approximately \$3.21 million. These proposed increases will have an ancillary effect on the annual remittal to the City of Burbank for the applicable 12% parking tax.

As the proposed valet rate is the highest percentage adjustment, it is the recommendation of Staff that an initial rate of \$34 be first considered for the valet operation effective July 1, 2024, with a step-up increase to \$39 effective January 1, 2025.

Separately, Staff is evaluating with Ace Parking a new online pre-booking reservations system.

If the proposed rates are approved by the Commission, Staff will immediately begin a public outreach program to provide notice to the public of the pending adjustments and encourage the use of the parking services available at the Airport.

## IMPLEMENTATION COSTS

The estimated costs to implement, primarily consisting of replacement signage and parking revenue control system programming changes, are anticipated to be less than \$5,000.

### STAFF RECOMMENDATION

Staff seeks the Committee's recommendation to the Commission to authorize the proposed parking rates with an effective date of July 1, 2024.

Attachment: Presentation of Airport Rate Survey and Rate Guidance



**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
OPERATIONS AND DEVELOPMENT COMMITTEE  
May 6, 2024**

**COMMITTEE PENDING ITEMS**

**Future**

1. Award of Contract - Runway/Taxiway Shoulder Rehabilitation

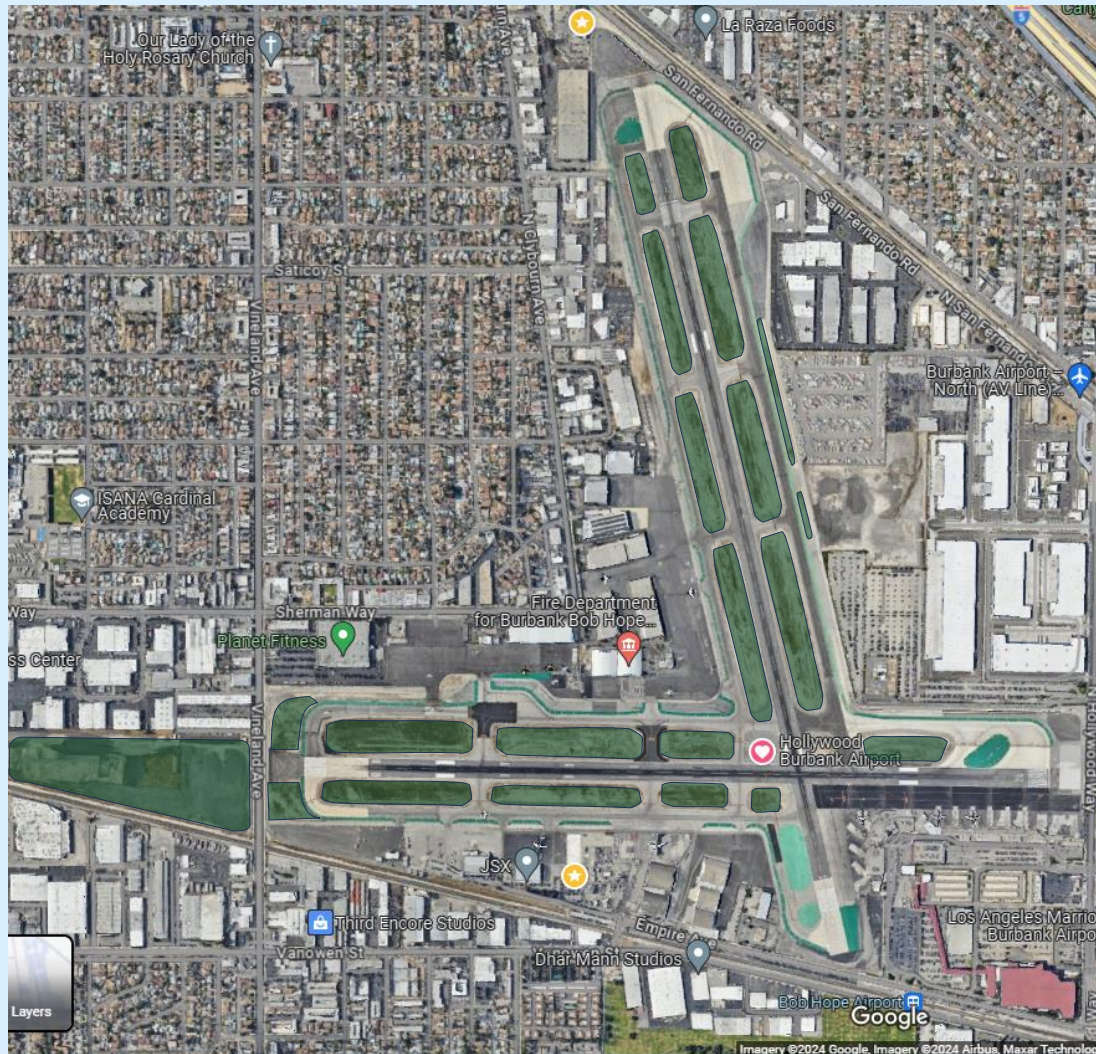


# Acquisition of Replacement Airfield Mower

Presented to  
Operations and Development Committee  
May 6, 2024

Presented by Stephanie Gunawan-Piraner  
Director, Engineering and Maintenance

# Airport Airfield



**70 acres** of area in the movement and non-movement area of the Airfield that requires vegetation control



LA Coliseum



# Native Ground Cover to be Maintained





# Types of Ground Cover



# Current Equipment





# EV Mower Comparisons



- Require 2.6x additional staff
- Require more time due to limited battery capacity
- Introduce more vehicles in aircraft movement areas
- Increased costs for additional equipment, maintenance, and vehicle upfitting
- Value retainage uncertain



# Additional Comparisons of EV Off-Road Equipment



- Single charge per shift
- Intended for construction only
- No PTO unit for mower attachment



# Additional Comparisons of EV Off-Road Equipment



- Max 3 hour run time
- Can accommodate smaller flail attachment only
- Require multiple battery packs



- Max 3 hour run time
- No battery swap capability, require DCFC charging
- Require substantial modifications

# Research Results

- Staff has performed an extensive level of research
- Various zero-emission alternatives identified
  - Purpose built EV mowers
  - Off Road equipment for vegetation control
- None identified as an optimal, efficient, or practical alternatives for near future



**Best technology available:**

**Tier IV Final diesel  
equipment + R100 diesel**

# Other Concerns

- Remaining operatable fleet equipment:
  - 1 Rotary Mower (2006)
  - 1 Small Bobcat w/ attachment for detail work
- Without appropriate replacement equipment, ineffective vegetation control would result
- Presents safety and wildlife hazard risks in the airfield

# Recommendation

- Recommend to Commission to approve purchase order to Eberhardt Equipment for the purchase of Jacobsen HM600 MOWER



# Airport Rate Survey and Rate Guidance

May 6, 2024



# Reasons Considered for Price Optimization

- Heavy demand – Valet and Short-term Structure products
- Better balance demand and opportunity to optimize revenue
- Inflation has driven rates higher throughout the travel industry the last 2 years
- Comparable rates to other airports' parking facilities



# Airport Comparison: Drive-up/Gate Rates

## Terminals

LAX	Premium Parking	\$70.00
LAX	General Parking	\$60.00
Burbank (Proposed)	Structure	\$42.00
San Jose (SJC)		\$40.00
Oakland (OAK)		\$40.00
Burbank (Current)	Structure	\$34.00
Pittsburgh (PIT)		\$32.00
Raleigh/Durham (RDU)		\$30.00
Sacramento (SMF)		\$30.00
Columbus (CMH)		\$30.00
Portland (PDX)		\$30.00
San Antonio (SAT)		\$29.00
Nashville (BNA)		\$28.00
Houston (HOU)		\$28.00
Burbank (Proposed)	Lot E & F	\$28.00
Austin (AUS)		\$27.00
Dallas (DFW)		\$27.00
St. Louis (STL)		\$27.00
Cincinnati (CVG)		\$26.00
Burbank (Proposed)	Lot G	\$26.00
Kansas City (MCI)		\$25.00
Burbank (Current)	Lot E & F	\$24.00
Burbank (Current)	Lot G	\$23.00

## Valet

LAX	Valet	\$75.00
Portland (PDX)	Valet	\$45.00
Dallas (DFW)	Valet	\$40.00
Burbank (Proposed 1/1/25)	Valet	\$39.00
Nashville (BNA)	Valet	\$38.00
Raleigh/Durham (RDU)	Valet	\$36.00
New Orleans (MSY)	Valet	\$36.00
Cleveland (CLE)	Valet	\$35.00
Burbank (Proposed Intro Rate)	Valet	\$34.00
San Antonio (SAT)	Valet	\$33.00
Kansas City (MCI)	Valet	\$32.00
Burbank (Current)	Valet	\$27.00

## Economy Uncovered

LAX	Budget Parking	\$20.00
Nashville (BNA)	Economy	\$18.00
San Jose (SJC)	Economy	\$18.00
Oakland (OAK)	Economy	\$18.00
Kansas City (MCI)	Economy	\$18.00
Cleveland (CLE)	Economy	\$17.00
Burbank (Proposed)	Lot C	\$17.00
Raleigh/Durham (RDU)	Economy	\$16.00
Burbank (Current)	Lot C	\$15.00

VSP (Off Airport Parking)	Outside Rooftop	\$21.00
VSP (Off Airport Parking)	Outside Surface	\$24.00

- BUR's unique facilities layout
- Under priced for Valet, Short-term Structure, and lots E, F, G

# Objectives for Price Increase

- Optimize drive-up rates
- Develop interest in new prebook program
- Online pricing can optimize facilities' capacities
- Help manage supply and control demand - enhance **Customer Experience**
- Encourage demand to utilize lower operating cost self-park lots
- Estimated revenue increase of approximately \$3.21M

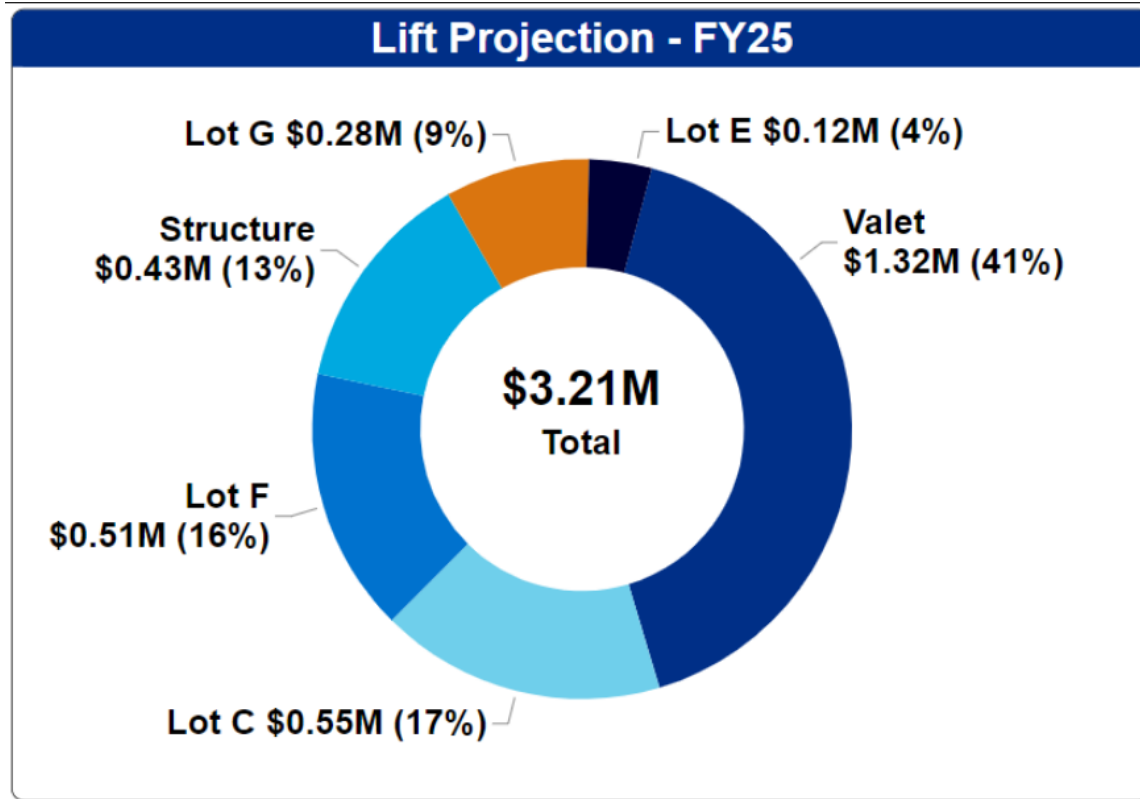


# Proposed – Effective July 1, 2024

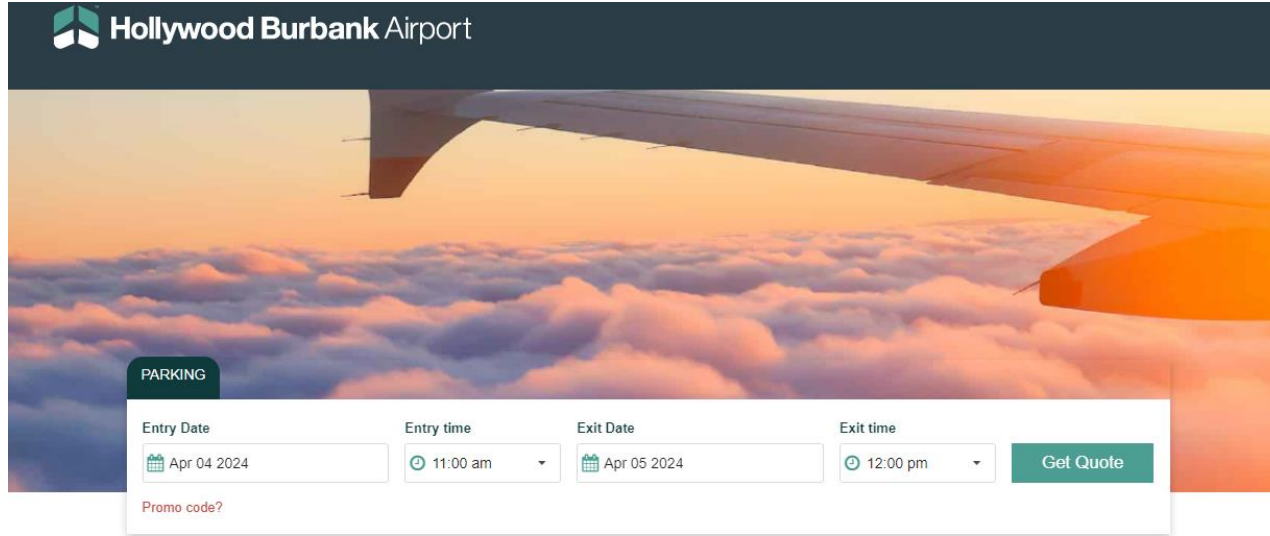
<b><u>Parking Facility</u></b>	<b><u>Current</u></b>	<b><u>Proposed</u></b>	<b><u>% Increase</u></b>
Economy Lot C	\$15.00	\$17.00	13%
Lot G	\$23.00	\$26.00	13%
Lot E & F	\$24.00	\$28.00	17%
Short term Structure	\$34.00	\$42.00	24%
Valet – Flat Rate	\$27.00	\$34.00*	26%

\*\$34 intro rate July 1, 2024 –December 31, 2024  
\$39 effective January 1, 2025

# Revenue Lift : (FYE 2025)



# Online Pre-Booking System



**Hollywood Burbank Airport**

**PARKING**

Entry Date: Apr 04 2024

Entry time: 11:00 am

Exit Date: Apr 05 2024

Exit time: 12:00 pm

[Get Quote](#)

Promo code?

## Reasons to Reserve With Us



- Integrated into existing airport website.
- Integrated with the PARCS system to ensure ease of use.
- Offer discounts based on parameters set by the airport.
- Book in advance and guarantee a parking spot.
- Secure payment methods.



**Hollywood Burbank**  
Airport