



May 1, 2025

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

NOTICE is hereby given that a regular meeting of the Burbank-Glendale-Pasadena Airport Authority will be held on Monday, May 5, 2025, at 9:00 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

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Regular Meeting of May 5, 2025

9.00 A.M.

The public comment period is the opportunity for members of the public to address the Commission on agenda items and on airport-related non-agenda matters that are within the Commission'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 in-person attendance or participation at meeting of the Commission is allowed, members of the public are requested to observe the following rules of decorum:

- *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 Commission 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 Commission'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 Commission 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.

AGENDA

Monday, May 5, 2025

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. APPROVAL OF AGENDA
4. PUBLIC COMMENT (Public comment will be limited to a total of 20 minutes at the beginning of the meeting and will continue at the conclusion of the meeting, if necessary. Comments are limited to 3 minutes each, and the Authority President may limit this time if reasonable under the circumstances.)
5. CONSENT CALENDAR (Includes Minutes. Items on the Consent Calendar are generally routine in nature and may be acted upon by one motion unless removed for separate consideration.)
 - a. Committee Minutes
(For Note and File)
 - 1) Operations and Development Committee
 - (i) April 7, 2025 *[See page 1]*
 - 2) Finance and Administration Committee
 - (i) April 7, 2025 *[See page 4]*
 - b. Commission Minutes
 - 1) April 21, 2025 *[See page 7]*
6. ITEMS FOR COMMISSION APPROVAL
 - a. Approval of Surplus Property Transfer Agreement
San Bernardino International Airport *[See page 14]*
7. ITEMS FOR COMMISSION DISCUSSION
 - a. Review of Power Supply Alternatives at the Airport *[See page 21]*
8. ITEMS FOR COMMISSION INFORMATION
 - a. Ace Parking Electric Shuttle Ceremony
9. ITEMS PULLED FOR DISCUSSION
10. EXECUTIVE DIRECTOR COMMENTS
11. COMMISSIONER COMMENTS
(Commissioners may make a brief announcement, make a brief report on their activities, and request an agenda item for future meeting.)

12. PUBLIC COMMENT

13. ADJOURNMENT

COMMISSION NEWSLETTER

Monday, May 5, 2025

[Regarding agenda items]

5. CONSENT CALENDAR

(Consent Calendar items may be enacted by one motion. There will be no separate discussion on these items unless a Commissioner so requests, in which event the item will be removed from the Consent Calendar and considered in its normal sequence on the agenda.)

- a. COMMITTEE MINUTES. A copy of the approved minutes of the Operations and Development Committee meeting of April 7, 2025; and an approved copy of the minutes of the Finance and Administration Committee meeting of April 7, 2025 are included in the agenda packet for information purposes.
- b. COMMISSION MINUTES. A draft copy of the April 21, 2025, Commission minutes are included in the agenda packet for review and approval.

6. ITEMS FOR COMMISSION APPROVAL

- a. APPROVAL OF SURPLUS PROPERTY TRANSFER AGREEMENT – SAN BERNARDINO INTERNATIONAL AIRPORT. A staff report is included in the agenda packet. Subject to the recommendation of the Operations and Development Committee at its meeting immediately preceding the Commission meeting, Staff seeks Commission approval of a proposed Surplus Property Transfer Agreement to donate certain property to the San Bernardino International Airport Authority.

7. ITEMS FOR COMMISSION DISCUSSION

- a. REVIEW OF POWER SUPPLY ALTERNATIVES AT THE AIRPORT. A staff report is included in the agenda packet. At its meeting on April 21, 2025, the Legal, Government and Environmental Affairs Committee voted (2–0, 1 absent) to recommend that the Commission receive and file the report which was prepared to explore power supply alternatives for the Airport campus to meet current and future electrification demands.

8. ITEMS FOR COMMISSION INFORMATION

- a. ACE PARKING ELECTRIC SHUTTLE CEREMONY. No staff report attached. Staff will share information about an event to commemorate the activation of four new all-electric shuttles in the parking shuttle fleet. The event is scheduled to take place immediately after adjournment of the May 5, 2025, Commission meeting, in the valet parking area.

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

MONDAY, APRIL 7, 2025

A regular meeting of the Operations and Development Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 8:37 a.m., by Commissioner Hampton.

1. ROLL CALL

Present:

Commissioners Hampton and Talamantes

Absent:

Commissioner Asatryan

Also Present:

Staff: John Hatanaka, Executive Director;
Scott Kimball, Deputy Executive Director, Business
Development; Stephanie Gunawan-Piraner, Deputy
Executive Director, Planning and Development;
Chief Lewis Pianka, Airport Fire Department

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 17, 2025

The agenda packet included a draft copy of the March 17, 2025, Committee meeting minutes 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. Award of DAS Wi-Fi Concession Agreement

Staff sought a recommendation from the Operations and Development Committee to the Commission to award a proposed Cellular Carrier Neutral Host Distributed Antenna System and Public Wireless System ("WIFI") Concession Agreement for the Replacement Passenger Terminal Project to Boingo LLC.

Motion

Commissioner Hampton moved approval of the motion; seconded by Commissioner Talamantes.

Motion Approved

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

b. Award of Professional Services Agreement On-Call Project Management/Construction Management for Airfield Projects Task Order No. 1 Authorization

Staff sought an Operations and Development Committee ("Committee") recommendation to the Commission to award a Professional Services Agreement ("Agreement") for on-call project management and construction management services to KDG Construction Consulting ("KDG"), in the not-to-exceed amount of \$750,000. The proposed Agreement with KDG will be for airfield projects and will be task-order based for a term of one-year with two one-year extension options available to the Authority. Staff is also seeking the Committee's recommendation to authorize the issuance of the first task order for a not-to-exceed amount of \$462,301 for construction management services in conjunction with the recently awarded Runway Shoulder Blastpad Rehabilitation project.

Motion

Commissioner Talamantes moved approval of the motion; seconded by Commissioner Hampton .

Motion Approved

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

6. Items for Discussion

a. Transition from Aqueous Film-Forming Foam to Fluorine-Free Foam Aircraft Rescue and Firefighting

The purpose of this staff report was to provide the Operations and Development Committee with an update on the required transition from Aqueous Film-Forming Foam ("AFFF") to Fluorine-Free Foam for Aircraft Rescue and Firefighting fire suppression applications. This transition is being mandated due to the increased environmental and health concerns regarding the long-term effects from pre and polyfluoroalkyl substances found in AFFF formulations.

7. Items for Information

a. Committee Pending Items

Staff informed the Committee on future pending items that will come to the Committee for review.

8. Adjournment

There being no further business to discuss, the meeting was adjourned at 9:07 a.m.

**MINUTES OF THE REGULAR MEETING OF THE
FINANCE AND ADMINISTRATION COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, APRIL 7, 2025

A regular meeting of the Finance and Administration Committee was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 11:04 a.m., by Commissioner Wilson.

1. ROLL CALL

Present: Commissioners Wilson, Ovrom and Quintero

Absent: None

Also Present: Staff: John Hatanaka, Executive Director; Kathy David, Senior Deputy Executive Director; Stephanie Gunawan-Piraner, Deputy Executive Director, Planning and Development; David Kwon, Director, Financial Services

Also Present: Perry Martin, Sr. Program Manager, Jacobs Project Management Co.

2. Staff Announcement: AB 23

The Executive Director announced that, as a result of the convening of this meeting of the Finance and Administration Committee, each Committee member in attendance is entitled to receive and shall be provided \$200.

3. Approval of Agenda

The agenda was approved as presented.

Motion

Commissioner Ovrom moved approval; seconded by Commissioner Quintero.

Motion Approved

The motion was approved (3–0).

4. Public Comment

There were no public comments.

5. Approval of Minutes

a. March 24, 2025

A draft copy of the minutes of the special meeting of March 24, 2025, was included in the agenda packet for review.

b. March 17, 2025

A draft copy of the minutes of the meeting of March 17, 2025, was included in the agenda packet for review.

Motion

Commissioner Quintero moved approval; seconded by Commissioner Ovrom.

Motion Approved

The minutes were unanimously approved (3–0).

Staff requested that Item 9.a. be taken out of order. Commissioner Wilson confirmed this request.

9. Closed Session

The meeting convened to Closed Session at 11:10 a.m.

- a. THREAT TO PUBLIC SERVICES OR FACILITIES
(California Government Code Section 54957(a))
Consultation with Director of Public Safety)

Meeting reconvened to Open Session

The meeting was reconvened to Open Session at 11:35 a.m. with all Commissioners present.

Closed Session Report

There was nothing to report from Closed Session.

6. Treasurer’s Report

a. January 2025

A draft copy of the January 2025 Treasurer’s Report was included in the agenda packet for the Committee’s review.

Motion

Commissioner Quintero moved approval to recommend that the Commission note and file this report; seconded by Commissioner Ovrom.

Motion Approved

The Treasurer’s report was unanimously approved (3–0).

7. Items for Approval

a. Approval to Execute Extension Option of the External Auditing Services Agreement with Macias Gini & O’Connell LLP

Staff presented to the Committee for recommendation to the Commission for approval that Staff be authorized to provide written notice to Macias Gini & O’Connell LLP (“MGO”) of the Authority’s intention to exercise Option Year No. 1 to extend the term of the Agreement with MGO for the audits of the Authority’s financial statements for the fiscal year ending June 30, 2025.

Motion

Commissioner Quintero moved approval; seconded by Commissioner Ovrom.

Motion Approved

The motion was approved (3–0).

8. Items for Discussion

a. FY 2026 Budget Development

Staff reviewed with the Committee the FY 2026 Budget focusing primarily on the proposed FY 2026 Capital Improvement Program, including projected activities and milestones of the Replacement Passenger Terminal.

10. Items for Information

a. Committee Pending Items

Staff reviewed future items to be presented to the Committee.

11. Adjournment

The meeting was adjourned at 11:50 a.m.

**MINUTES OF THE REGULAR MEETING OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, APRIL 21, 2025

A regular meeting of the Burbank-Glendale-Pasadena Airport Authority was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 9:10 a.m., by President Najarian.

1. ROLL CALL

Present: Commissioners Najarian, Talamantes, Hampton, Quintero, Ovrom, Gabel-Luddy, Wilson

Absent: Commissioner Asatryan and Gordo

Also Present: Staff: John Hatanaka, Executive Director;

2. PLEDGE OF ALLEGIANCE

Commissioner Najarian led the Pledge of Allegiance.

3. APPROVAL OF AGENDA

The agenda was approved as presented.

MOTION

Commissioner Quintero moved approval of the agenda; seconded by Commissioner Gabel-Luddy.

The motion was approved (7-0, 2 absent)

AYES: Najarian, Talamantes, Hampton, Quintero, Ovrom, Gabel-Luddy, Wilson

NOES: None

ABSENT: Asatryan and Gordo

4. PUBLIC COMMENT

(Public comment will be limited to a total of 20 minutes at the beginning of the meeting and will continue at the conclusion of the meeting, if necessary. Comments are limited to 3 minutes each, and the Authority President may limit this time if reasonable under the circumstances.) Lori Rittenberg, Studio City; Greg Krikorian, Burbank

5. CONSENT CALENDAR

(Includes Minutes. Items on the Consent Calendar are generally routine in nature and may be acted upon by one motion unless removed for separate consideration.)

a. Committee Minutes (For Note and File)

1) Operations and Development Committee

(i) March 17, 2025

Approved minutes of the March 17, 2025, Operations and Development Committee meeting were included in the agenda packet for information purposes

2) Finance and Administration Committee

(i) March 24, 2025

Approved minutes of the March 24, 2025, Finance and Administration Committee special meeting were included in the agenda packet for information purposes.

(ii) March 17, 2025

Approved minutes of the March 17, 2025, Finance and Administration Committee meeting were included in the agenda packet for information purposes.

3) Legal, Government and Environmental Affairs Committee

(i) March 17, 2025

Approved minutes of the March 17, 2025, Legal, Government and Environmental Affairs Committee meeting were included in the agenda packet for information purposes.

b. Commission Minutes

1) April 7, 2025

A draft copy of the minutes of the Commission meeting of April 7, 2025, were included in the agenda packet for review and approval.

c. Treasurer's Report

1) January 2025

At its meeting on April 7, 2025, the Finance and Administration Committee voted (3–0) to recommend that the Commission note and file the January 2025 Treasurer's Report.

d. Approval to Execute Extension Option of the External Auditing Services Agreement with Macias Gini & O'Connell LLP

At its meeting on April 7, 2025, the Finance and Administration Committee voted unanimously (3–0) to recommend that the Commission authorize Staff to provide written notice to MGO of the Authority's intention to exercise Option Year No. 1 to extend the

term of the Agreement with MGO for the audits of the Authority's financial statements for the fiscal year ending June 30, 2025.

The Agreement, which was awarded on a competitive basis on April 4, 2022, provides for audits of the Authority's financial statements for fiscal years ended June 30, 2022, 2023 and 2024, with two one-year options to extend the Agreement, at the Authority's option with 30 days' prior written notice, for audits of the Authority's financial statements for fiscal years ending June 30, 2025 and 2026.

e. Amendment No. 6 to Amended and Restated Employment Agreement with Director of Public Safety/Chief of Police

Staff presented to the Commission for its approval an Amendment No. 6 to the Authority's amended and restated employment agreement with the Director of Public Safety/Chief of Police. The amendment is for a two-year extension with a salary and benefits increase. Retroactive to April 1, 2025, the base salary in the first extension year will be \$289,000 and will be \$303,450 in the second extension year reflecting a 5% increase. Additionally, a retention bonus of \$30,000 will be paid for each extension year. All other benefits remain the same.

f. Award of DAS-WIFI Concession Agreement

At its meeting on April 7, 2025, the Operations and Development Committee voted (2–0, 1 absent) to recommend that the Commission award a proposed Cellular Carrier Neutral Host Distributed Antenna System and Public Wireless System Concession Agreement for the Replacement Passenger Terminal Project to Boingo LLC.

g. Award of Professional Services Agreement – On-Call Project Management/Construction Management for Airfield Projects Task Order No. 1 Authorization

At its meeting on April 7, 2025, the Operations and Development Committee voted (2–0, 1 absent) to recommend that the Commission award a Professional Services Agreement for on-call project management and construction management services to KDG Construction Consulting ("KDG"), in the not-to-exceed amount of \$750,000. The proposed Agreement with KDG will be for airfield projects and will be task-order based on a term of one-year with two one-year extension options available to the Authority.

Authorization was also requested for the issuance of the first task order for an amount

not-to-exceed \$462,301 for construction management services in conjunction with the recently awarded Runway Shoulder Blastpad Rehabilitation project.

**h. Award of Construction Contract
Repair of Taxiway A Pavement**

At its meeting immediately preceding the Commission meeting, the Operations and Development Committee voted (3–0) to recommend that the Commission award a construction contract in the amount of \$90,573 to Griffith Company for the pavement repair work on Taxiway A, which is located north of the Terminal A aircraft ramp.

**i. First Amendment to Terminal
Space Lease – Prepango, LLC**

At its meeting on March 17, 2025, the Finance and Administration Committee voted unanimously (3–0) to recommend that the Commission approve a proposed First Amendment to Terminal Space Lease with Prepango, LLC, for an additional post-security concession kiosk in Terminal A and to extend the lease term to June 30, 2026, continuing on a month-to-month thereafter. This kiosk will be located across from Gate A3 and will offer Benefits Cosmetics, a leading women’s cosmetic brand.

MOTION

Commissioner Quintero moved approval of the Consent Calendar; seconded by Commissioner Gabel-Luddy.

MOTION APPROVED

The motion was approved (7–0, 2 absent)

AYES: Najarian, Talamantes, Hampton, Quintero, Ovrom, Gabel-Luddy and Wilson

NOES: None

ABSENT: Asatryan and Gordo

6. ITEMS FOR COMMISSION APPROVAL

**a. Amendment No. 1 To Fourth
Amended and Restated TBI
Airport Management Contract**

Authority General Counsel presented to the Commission for approval an Amendment No. 1 (“Amendment”) to the Fourth Amended and Restated Airport Management Services Agreement with TBI Airport Management, Inc. The Amendment updates the severance payment provision to address the Executive Director transition that occurred in January. Additionally, the Amendment clarifies duties and responsibilities regarding employment

decisions related to Senior Staff personnel.

MOTION

Commissioner Gabel-Luddy moved approval with the stipulation that language be restored regarding the Authority's prior right of approval of selecting/removing senior staff; seconded by Commissioner Wilson.

MOTION APPROVED

The motion was approved (6–1, 2 absent).

AYES: Najarian, Talamantes, Hampton, Quintero, Gabel-Luddy and Wilson

NOES: Ovrom

ABSENT: Asatryan and Gordo

MOTION

Commissioner Wilson moved approval with the provision that the language regarding severance be modified to reflect the number of months in which severance would be calculated; seconded by Commissioner Hampton.

MOTION APPROVED

The motion was not approved (4–3, 2 absent)

AYES: Talamantes, Hampton, Quintero, and Wilson

NOES: Najarian, Ovrom, Gabel-Luddy

ABSENT: Asatryan and Gordo

MOTION

Commissioner Quintero moved approval of the balance of the Amendment; seconded by Commissioner Hampton.

MOTION APPROVED

The motion was approved (7–0, 2 absent)

AYES: Najarian, Talamantes, Hampton, Quintero, Ovrom, Gabel-Luddy and Wilson

NOES: None

ABSENT: Asatryan and Gordo

b. Citizen's Advisory Committee Appointments

Staff submitted for approval by the Commission the names of three Citizen's Advisory Committee nominees, as

recommended by Los Angeles City Council Districts 2, 4 and 6. The nominees are:

- Council District 2: Laurie Rittenberg
- Council District 4: Justin Dickerson
- Council District 6: Marina Serna

At the time of submission, the staff report listed only two names to be nominated. Before going to print, the name of the third nominee was received. Commissioner Wilson requested that the staff report be revised to reflect that there were three nominees.

MOTION

Commissioner Hampton moved approval; seconded by Commissioner Gabel-Luddy.

MOTION APPROVED

AYES: Najarian, Talamantes, Hampton, Quintero, Ovrom, Gabel-Luddy and Wilson

NOES: None

ABSENT: Asatryan and Gordo

7. CLOSED SESSION

The meeting convened to Closed Session at 9:45 a.m.

- a. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation (California Government Code Section 54956.9(d)(2)): 1 potential case. Facts and Circumstances: Replacement Passenger Terminal Food Service Concession Contract Award

Meeting reconvened to Open Session

The meeting was reconvened to Open Session at 10:40 a.m. with all seven Commissioners present.

Closed Session Report

There was nothing to report from Closed Session.

8. PULLED FROM CONSENT CALENDAR

There were no items pulled from the Consent Calendar.

9. EXECUTIVE DIRECTOR COMMENTS

The Executive Director commented on the following:

- Review of the status of execution of the Airport Use Agreement with the Airlines;
- Cutover ceremony for the inauguration of EV shuttles by Ace Parking

**10. COMMISSIONER COMMENTS
(Commissioners may make a brief announcement, report on their activities, and request an agenda item for a future meeting.)**

Commissioner Ovrom introduced the desire to have a book written on the history of Hollywood Burbank Airport. This item will be placed on a future agenda for consideration by the Commission.

11. PUBLIC COMMENT

There were no additional comments.

12. ADJOURNMENT

The meeting was adjourned at 10:09 a.m.

Ara Najarian, President

Tyron Hampton, Secretary

Date

Date

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 5, 2025**

**APPROVAL OF SURPLUS PROPERTY TRANSFER AGREEMENT
SAN BERNARDINO INTERNATIONAL AIRPORT**

Presented by
Chief Lewis Pianka
Airport Fire Chief

SUMMARY

Subject to the recommendation of the Operations and Development Committee ("Committee") at its meeting immediately preceding the Commission meeting, Staff seeks Commission approval of a proposed Surplus Property Transfer Agreement ("Agreement"), copy attached, to donate certain property to the San Bernardino International Airport Authority ("SBIAA").

BACKGROUND

Due to changes in applicable laws, the Authority is transitioning from the Aqueous Film-Forming Foam ("AFFF") agent to Fluorine-Free Foam ("F3") for Aircraft Rescue and Firefighting ("ARFF") fire suppression applications at the Airport. The target transition completion date is July 1, 2025.

During discussions with SBIAA regarding the transition to F3, the Airport Fire Department ("AFD") was made aware of SBIAA's need for an ARFF vehicle. Additionally, because its transition to F3 is delayed, SBIAA is also in need of AFFF. However, AFFF can no longer be purchased in California.

The AFD currently has an inventory of 935 gallons of surplus AFFF and a 2007 Rosenbauer Panther 1500 ARFF apparatus that was decommissioned with the arrival of a replacement ARFF vehicle late last year. The AFFF is required to be disposed through an approved remediation method and the surplus ARFF vehicle must be disposed of pursuant to Federal Aviation Administration ("FAA") guidelines.

Normally, a decommissioned ARFF vehicle acquired with an Airport Improvement Program grant must be auctioned and the sale proceeds must be remitted to the FAA. Due to the low market value of the Authority's decommissioned ARFF vehicle, Staff sought FAA approval for a donation.

In response to Staff's request, the FAA issued a letter of concurrence, copy attached. The letter approves donation of the decommissioned ARFF vehicle to an airport sponsor that is both eligible and justified in receiving such equipment.

SURPLUS PROPERTY

Subject to Commission approval, the proposed Agreement provides for the Authority's transfer of the following surplus property to SBIAA:

1. A 2007 Rosenbauer Panther 1500 including 200 gallons of AFFF on-board the vehicle on/after May 6, 2025;
2. 735 gallons of AFFF, subject to the Authority's completion of the F3 transition, by July 1, 2025

A transfer of ownership of the surplus property will occur with SBIA taking possession at the Airport. The vehicle and inventory of AFFF that is to be conveyed to SBIAA is "as-is" with no warranty.

SBIAA is responsible for and shall make and pay for all necessary arrangements for the transportation of the surplus property to San Bernardino International Airport. The arrangements shall include the payment of all taxes, fees or charges and the procurement of all necessary insurance, licenses and permits. Additionally, SBIAA must provide a defense and indemnity in connection with its ownership and use of the surplus property.

RECOMMENDATION

Subject to the recommendation of the Committee at its meeting immediately preceding the Commission meeting, Staff seeks Commission approval of the proposed Agreement with SBIAA for donation of the surplus property identified above and authorization for the President to execute the same.



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

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

FAA LAX ADO
777 South Aviation Blvd., Suite 150
El Segundo, CA 90245

April 23, 2025

Mr. John Hatanaka
Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, California 91505

Dear Mr. Hatanaka:

**2007 Rosenbauer ARFF Vehicle Disposal
Hollywood Burbank Airport
Burbank, CA**

With the 2007 Rosenbauer ARFF vehicle meeting its useful life, the ADO concurs with the donation of the vehicle.

Airport Improvement Program Handbook: FAA Order 5100.38D (February 26, 2019), Section 5-67, Disposal of AIP Funded Equipment section (d) states:

“If the equipment is donated to another sponsor and the equipment is both eligible and justified at the receiving airport, the grant obligation for the equipment are transferred to the other sponsor. No reimbursement to the FAA is required”.

Sincerely,

Saba Khan
(Acting)Assistant Manager
Los Angeles Airports District Office

SURPLUS PROPERTY TRANSFER AGREEMENT

(Burbank-Glendale-Pasadena Airport Authority /
San Bernardino International Airport Authority)

THIS SURPLUS PROPERTY TRANSFER AGREEMENT ("Agreement") is dated [_____] for reference purposes and is executed by the Burbank-Glendale-Pasadena Airport Authority ("BGPAA"), a California joint powers agency, and the San Bernardino International Airport Authority ("SBIAA"), a California joint powers authority.

RECITALS

- A. BGPAA is transitioning from using Aqueous Film-Forming Foam ("AFFF") to exclusively using Fluorine-Free Foam ("F3") for Aircraft Rescue and Firefighting ("ARFF") fire suppression applications at Bob Hope Airport.
- B. BGPAA's transition from AFFF to F3 is required due to increased environmental and health concerns regarding the long-term effects from pre and polyfluoroalkyl substances found in AFFF formulations.
- C. BGPAA owns 935 gallons of surplus AFFF ("AFFF Supply") and a surplus ARFF vehicle described in the attached Exhibit A ("ARFF Vehicle").
- D. To maintain its ARFF operations at San Bernardino International Airport during a delay in its transition to the F3 suppression agent, SBIAA seeks to obtain BGPAA's AFFF Supply and ARFF Vehicle (collectively, the "Surplus Property").

NOW, THEREFORE, the parties agree as follows:

1. Property Transfer.

A. BGPAA shall donate the Surplus Property to SBIAA, free of charge, in two separate transfers as follows:

- i. The ARFF Vehicle and 335 gallons of the AFFF Supply, including 200 gallons of AFFF on-board the ARFF Vehicle, shall be transferred to SBIAA on [_____].
- ii. 600 gallons of the AFFF Supply shall be transferred to SBIAA on [_____].

B. Transfer of ownership of the Surplus Property shall occur upon SBIAA taking possession at Bob Hope Airport.

2. No Warranty. The Surplus Property shall be conveyed to SBIAA with no warranty, express or implied. BGPAA expressly disclaims any warranties of fitness for purpose and merchantability. BGPAA makes no representation that the Surplus Property can be used in any capacity. SBIAA shall accept the Surplus Property in "AS IS" condition. SBIAA releases BGPAA

from any and all claims of defect of the Surplus Property. SBIAA expressly waives any and all rights under Civil Code Section 1542 (“Section 1542”), or any other federal or state statutory rights or rules, or principles of common law or equity, or those of any jurisdiction, government, or political subdivision, similar to Section 1542 (“Similar Provision”). SBIAA may not invoke the benefits of Section 1542 or any Similar Provision in order to prosecute or assert in any manner any claims released. Section 1542 provides as follows:

“A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.”

3. Transportation. SBIAA shall make and pay for all necessary arrangements for the transportation of the Surplus Property from Bob Hope Airport to San Bernardino International Airport. The arrangements shall include the payment of all taxes, fees or charges and the procurement of all necessary insurance, licenses and permits.

4. Indemnification. To the fullest extent permitted by law, SBIAA shall indemnify, defend and hold harmless BGPAA, TBI Airport Management, the Cities of Burbank, Glendale and Pasadena, and the respective officers, agents, employees and volunteers of each such entity, from and against any and all liability and damages, including demands, claims, actions, fees, liability for property damage and personal injury or death, costs and expenses (including attorneys’ and expert witness fees), arising from or connected with SBIAA’s acts or omissions arising from or relating to this Agreement, or arising from or relating to SBIAA’s ownership and use of the Surplus Property. This duty to indemnify, defend and hold harmless shall survive the expiration of this Agreement. It shall be the sole duty of SBIAA to maintain adequate policies of insurance or self-insurance to cover SBIAA’s responsibilities hereunder.

5. Exhibit. Exhibit A is incorporated into this Agreement by reference. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of Exhibit A, the provisions of this Agreement shall prevail.

6. Entire Agreement. This Agreement (and the attached Exhibit A) is the entire integrated Agreement between the parties as to the transfer of the Surplus Property. This Agreement supersedes all prior oral or written negotiations, representations and contracts related to such subject matter. This Agreement may not be amended, nor any provision or breach waived, except in a writing that is signed by the parties and that expressly refers to this Agreement.

7. Governing Law and Choice of Forum. This Agreement shall be interpreted in accordance with the laws of the State of California without regard to conflict of law principles. In any action arising out of this Agreement, venue for litigation shall be Los Angeles County, California. The interpretation of this Agreement shall not be resolved by any rules of construction providing for interpretation against the party who causes the uncertainty to exist or against the Party who drafted the disputed language.

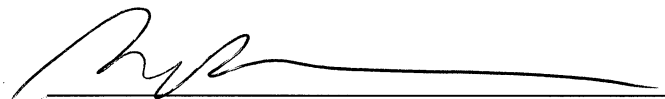
8. Litigation. If a party commences any legal, administrative, or other action against the other Party arising out of or in connection with this Agreement, the prevailing party in such action shall be entitled to have and recover from the losing party all of its attorneys' fees and other costs incurred in connection therewith, in addition to such other relief as may be sought and awarded.

9. Incorporation of Mandatory Language. Each and every provision required by law to be inserted in this Agreement shall be deemed to be inserted and this Agreement shall be read and enforced as though such provision were included. If through mistake or otherwise any such provision is not inserted, or is not correctly inserted, then upon request of either Party this Agreement shall promptly be amended to make such insertion or correction.

10. Severability. If any part, term or provision of this Agreement is held void, illegal, unenforceable, or in conflict with any law of a federal, state or local government having jurisdiction over this Agreement, the validity of the remaining parts, terms or provisions of the Agreement shall not be affected thereby.

TO EXECUTE THIS AGREEMENT, the Parties have caused their authorized representatives to sign below.

San Bernardino International Airport Authority



Michael Burrows, CEO

Burbank-Glendale-Pasadena Airport Authority

Ara Najarian, President

Approved as to form:

Richards, Watson & Gershon
A Professional Corporation

Exhibit A
Specifications of ARFF Vehicle

Year: 2007

Make: Rosenbauer

Model: Panther 1500

VIN:1R94WE6847W490262

Miles: 10,393

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 5, 2025**

REVIEW OF POWER SUPPLY ALTERNATIVES AT THE AIRPORT

Presented by Aaron Galinis
Senior Airport Planner

SUMMARY

At its meeting on April 21, 2025, the Legal, Government and Environmental Affairs Committee (“Committee”) voted (2–0, 1 absent) to recommend that the Commission receive and file the enclosed report, prepared to explore power supply alternatives for the Airport campus to meet current and future electrification demands.

BACKGROUND

At the request of the Commission, Staff engaged the services of Martin Adams, former General Manager and Chief Engineer of the Los Angeles Department of Water and Power (“LADWP”), for the purposes of providing a review of electric power supply options for the Airport.

Mr. Adams has nearly 40 years of experience with LADWP, including leadership as the Senior Assistant General Manager of Water, General Manager and Chief Engineer, and appointment by former President Biden to the National Infrastructure Advisory Council.

The report places a focus upon the significant increases to the Airport's electrical demand that will occur due to electrification of terminal modernization, enhanced amenities, increased electrified airport equipment, and a significant rise in the deployment and use of electric vehicle charging stations for self-parking and rental car customers against an evolving backdrop of rules, regulations, and efforts from peer organizations.

STUDY FINDINGS

The scenarios explored in the report include the use of Burbank Water & Power (“BWP”) community substation, self-generation, installation of a fuel cell microgrid, and increased on-site solar generation. The evaluation concludes that the most robust path forward is through collaboration with BWP to construct a new substation and related facilities to meet future energy demands.

RECOMMENDATION

At its meeting on April 21, 2025, the Committee voted (2–0, 1 absent) to recommend that the Commission receive and file the report submitted to Airport Staff by Mr. Adams.

Attachments:

Exhibit A: Power Supply Alternatives Report

Exhibit B: Committee Presentation Slides

**HOLLYWOOD BURBANK AIRPORT
REPLACEMENT PASSENGER TERMINAL PROJECT
REVIEW OF POWER SUPPLY ALTERNATIVES
*MARTIN L. ADAMS – APRIL 2025***

Summary and Opinion

This report is a review of electric power supply options for the Hollywood Burbank Airport (Airport), focused on the Replacement Passenger Terminal project (RPT). The enlarged and modernized RPT will be a model of efficiency and is expected to receive a high-level LEED certification (Leadership in Energy and Environmental Design). Electrification of the new terminal building, associated airport support services and ancillary structures, along with significantly increased requirements for customer-facing electric vehicle (EV) charging infrastructure, have resulted in a five-fold load growth in electricity demand for the Airport.

The single most critical power-related issue facing any commercial United States (US) airport is reliability. A power outage at any commercial airport is detrimental to continuity of operations and can have broad societal and economic implications. Power outages of any nature, cause, or duration have caused well-publicized and far-reaching impacts such as flight disruptions, cascading passenger delays across the country, lost revenue to air carriers, and major inconvenience to the air traveling public.

Meeting this need for resilience and reliability is a complex exercise, especially when factoring in required changes to energy generation that reflect the transition to a sustainable, zero emission future. Fortunately, in California, regulations are now in place that set specific goals and timelines for utilities to achieve sustainable power generation while maintaining reliability.

In preparing this review, several alternative power supply options were investigated to inform the recommended course of action by the Burbank-Glendale-Pasadena Airport Commission (Commission). These include the recommended option of increasing utility-provided power supply, and two options that were looked at in context of the RPT and should also be considered for future demand growth: constructing a solar/photovoltaic system with battery storage; and creating a Fuel-Cell Microgrid.

It is important to note that at this time, and with current technology and infrastructure, there is no scenario under which an adequate amount of zero carbon energy can be produced onsite that would meet the projected power demand for the RPT.

It is the conclusion from this evaluation and the discussions, research, and experience that informed it, that the only path forward to ensure adequate and reliable power supply for the RPT project is to collaborate with Burbank Water and Power (BWP) to construct a new substation and related facilities to meet the increase in energy demands.

According to the draft agreement presented to the Airport by BWP, the Airport will be required to invest about \$62 million toward new and expanded BWP facilities to obtain the level of electric power identified in the current load forecast. These costs, while significant, appear reasonable. Moreover, it does not appear that there is any alternative power supply that would result in a lower ultimate cost, whether that cost is financed directly by the Airport or by a third-party vendor who would recover its investment, plus profit, through the rates it charges.

Beyond just the current utility-customer relationship, BWP provides significant advantages in terms of reliability, resilience, and sustainability. These advantages are discussed further in the review of power supply options.

The following is background and further discussion of potential options reviewed for powering the RPT, acknowledging the benefits and challenges of each which led to the recommended path forward. The review also considered electric energy needs in areas of the Airport not served by the RPT project power sources and concluded that both increased solar energy and fuel cell technology may be viable alternatives for other future needs at the Airport.

Background

The RPT project will result in significant increases to the Airport's electrical demand due to electrification of terminal modernization, enhanced amenities, increased electrified airport equipment, and a significant rise in the deployment and use of EV charging stations for self-parking and rental car customers.

The anticipated power demand for the RPT evolved over the course of the project development. Initial power estimates called for an increase from the current demand of about 3.5 Megawatts (MW) to 6.7 MW. A subsequent AECOM study identified a higher demand of 11 MW. Projected power needs grew in response to plans for increased electrification, more granular information on equipment power specifications, and regulatory-driven requirements for additional EV charging capacity.

For instance, the RPT was originally designed with 5 percent (%) of its 2191 parking spaces being EV charging capable and 50 parking spaces (about 2.2%) having EV chargers installed. However, California Green Building Standards Code (CALGreen) increased the requirement to 20% capable with 5% installed, which was followed shortly by a change to the City of Burbank Municipal Code to requirements of 45% EV capable, and 33% installed.

With these new electrical demands, the Airport commissioned Syska Hennessy to prepare a revised electrical load analysis to investigate what the demand would be for

the complete electrification of the RPT in addition to anticipated EV charging infrastructure. The study concluded that the Airport would need a total of about 19MW of capacity to power the RPT and related improvements.

Changing Rules and Project Development

The following timelines demonstrate the interplay between key milestones in the progress of the RPT and the evolving regulatory landscape of clean energy goals and EV mandates facing the Airport during the course of project development:

- 2015: Senate Bill (SB) 350 set goals for renewable energy, energy efficiency, and clean transportation
- November 2016: Measure B approved by Burbank residents
- November 2017: Federal Aviation Administration (FAA) conditionally approves revised Airport Layout Plan
- 2018: SB100 mandates 100% clean electricity by 2045 statewide
- May 2018: FAA begins Environmental Impact Study (EIS), expected to take 24 months
- January 2019: FAA holds EIS Scoping Meetings for public input
- March 2019: Public Charrette Process for terminal design begins
- 2019: Airport enters agreement with the South Coast Air Quality Management District calling for EV charging to be installed on 5% of total parking infrastructure by 2031
- 2020: Assembly Bill (AB) 841 attempts to streamline EV charging infrastructure permitting
- 2020: Executive Order N-79-20 accelerates zero-emission vehicles and infrastructure
- 2021: Executive Order N-20-21 mandates carbon neutrality by Q1 of 2045
- 2023: CALGreen requires 20% EV charging capable, 5% EV installed
- 2023: Project design phase starts

- 2024: City of Burbank changes municipal code to require 45% EV charging capable and 33% EV chargers installed
- Q1 2024: RPT construction begins with Ground-Breaking Ceremony
- Q4 2026: Replacement Terminal to open
- Q4 2027: Existing terminal to have been demolished

Electrical Upgrades at Other Airports

Power reliability is an issue of ongoing concern and attention both within and beyond the airport industry, being the subject of a 2023 US Government Accountability Office report as well as a global topic in the July 2024 International Airport Review. Power reliability is considered not only in terms of power outages, but also in the context of power quality. Power quality typically refers to voltage variants, which unless properly protected against in the design of electronic equipment, can and have caused sensitive airport equipment to go offline, ranging from computer systems to baggage handling equipment.

Against that backdrop, airports across the nation strive to meet sustainability goals, accommodate increasing power demands, and improve power reliability. Several key projects offer insights into the potential pathways for meeting these energy needs. By examining initiatives undertaken by other commercial airports, the Commission can identify best-practices and emerging technologies that could inform future developments.

In 2012, San Francisco International Airport (SFO) began its Zero Net Energy Plan, and in 2020 produced its Zero Emissions Vehicle Readiness Roadmap. SFO is now planning a series of renovations to electrify its campus and reduce the amount of carbon dioxide and other pollutants emitted on-site. A major component of this work will be sizing and construction of power substations to distribute electricity throughout the Airport, with infrastructure to be sized adequately for the maximum loads foreseeable

throughout an expected 40- to 50-year design life. One of the largest anticipated loads will come as the result of vehicle electrification (both public and employee parking), air-side operations including electrified ground service equipment, and potentially, electric aircraft. SFO is anticipating a future power demand of 132-155 MW.

SFO is looking to incorporate fuel cell technology and cites the following benefits from distributed energy resources: energy reliability, lower overall energy costs, increased renewable energy generation, reduced transmission energy loss, and more airport campus resiliency.

John F. Kennedy (JFK) Airport in New York undertook a major terminal project in 2022 incorporating a 12 MW microgrid. This project and the potential opportunities for future power supply it represents are discussed in detail in the Options section below.

In 2020, the Los Angeles Department of Water and Power (LADWP) began construction of a new Receiving Station, RS-X, at Los Angeles International Airport (LAX). This project is nearly identical in purpose to that proposed through the new Community Station with BWP. The dedicated LAX receiving station project and associated transmission upgrades will cost LAX about \$140 million and are necessary to provide much-needed power reliability as well as meet the current and increased future power demands from the new Automated People Mover, airport electrification, and other improvements. There is no viable alternative to utility-provided power to meet the increased LAX power demands and much-needed improvements to power reliability and quality.

As the Airport evaluates future projects outside of the RPT, there is an opportunity to consider various power solutions that can support its sustainability goals, operational efficiency, and resilience. Further development of the Airport property, particularly large areas such as the southeastern portion near the current passenger terminal and onsite parking facilities, may require power upgrades if additional improvements are planned.

Such development may exceed the capacity provided through the RPT power infrastructure or may simply not be able to access that power due to distance or logistical issues. Alternate power supply options such as those presented here may offer effective strategies to meet future energy demands.

OPTIONS FOR ELECTRIC POWER

Burbank Water & Power Community Station – Recommended

The most straight-forward path and the one having the most certainty is to partner with BWP on its proposed new Community Station on Cohasset Street just north of the new passenger terminal and parking structure. This proposed facility is necessary to meet the projected power demands of the RPT, which exceed the capacity of previous upgrades to the Ontario substation. BWP is only able to meet the projected RPT demand with substantial new upgrades to its electrical infrastructure. It is standard industry practice for utility customers to pay for any new infrastructure necessary to meet increased demands created by their projects. Cost is the greatest impact of this option on the Airport, as BWP will be handling the work needed to complete this power source.

The new community station will remain under the operational control and responsibility of BWP and will be financed through a cost-sharing agreement with BWP. The Airport's original investment in the Ontario station will be credited toward the new community station and BWP will recover use of the capacity from the Ontario substation that the Airport had originally contracted for. While the Ontario station is not capable of meeting the Airport's projected future power needs, BWP will leverage its existing capacity to provide interim power to the RPT while the community station awaits long lead-time electrical equipment. BWP will also maintain the Airport's access to electrical feeders from the Ontario station after the new community station is in service, ensuring an even higher level of reliability and outage-proofing.

Regrettably, since the Ontario substation was built, the actual cost of construction of both a station and transmission line extension have gone up considerably: the cost of a recent BPW standard-design 40 MW station increased from \$30M to \$41M over a few years. This kind of cost escalation is unfortunately typical throughout the electric industry.

To provide the total future forecasted load for the Airport, the cost components identified in the draft agreement from BWP, as of mid-2024, include:

- New community substation costs estimated at \$41 million
- A credit of \$1.7 million for the amount paid for the 6.67 MVA (mega-volt-amperes) of dedicated capacity in the Ontario Substation (which voids the 2018 agreement and is surrendered back to BWP)
- A 30.9% credit of the actual total costs to construct the new community substation, up to a maximum of \$12.7 million
- Sub-transmission costs estimated at \$22.5 million
- Distribution Facilities Costs estimated at \$13.4 million
- Estimated Load Fee to Airport = \$62.5 million

Arguments Supporting the BWP Community Station

Partnering with BWP for its new power supply is the only option that can meet the RPT project needs and timing. It is also the one option that can be most assured up front to be successful and completed without direct heavy involvement from Airport staff. BWP is arguably one of the most reliable power utilities in the nation and has amongst the lowest power rates in California.

Partnering with BWP on a new community substation has other distinct advantages as well: reliable power from a trusted provider, specified power availability for a one-time fixed price, existing expertise and readily available emergency response, no additional

staffing required by the Airport, expectation of reasonable power rates, and a power resource that meets California clean energy standards (BWP is on track to meet state 2045 sustainability requirements and its current electric power resource mix averages 44% renewable and 55% carbon-free).

BWP's local grid reliability and strong record on power interruptions comes as a result of continued investments in infrastructure maintenance and upgrades. BWP also enjoys power supply reliability through its own local generation and its participation in LADWP's balancing authority, which provides tremendous insurance against an actual power shortage through real-time resource sharing and coordination with neighboring municipal utilities and the broader western energy grid. An example of this resilience is the severe heatwave of August 2020 that overtaxed California's energy infrastructure and resulted in widespread rolling blackouts throughout the state. During this episode, BWP customers experienced no interruption in power service.

In addition, BWP has embarked on a comprehensive program to reduce its carbon footprint, diversifying its energy mix with the goal of surpassing the state's 60% renewable energy target by 2030 as mandated by SB 100. The utility's investments in large-scale solar and wind projects, community-scale grid optimization, and customer incentive programs ensure that the energy provided to all BWP customers is as carbon free and environmentally sustainable as possible.

If utilizing carbon-free energy at the Airport is a significant driving factor, a "green energy rate" may be able to be negotiated with BWP, under which it can target the purchase of renewable energy directly from the utility. These rates are generally at a premium because the Airport would be receiving a dedicated portion of the utility's overall renewable portfolio.

The downsides of partnering on a new community station are the large capital cost, and to a lesser extent, the loss of potential for the Airport's own clean energy credits and

independent demonstration of its commitment to environmental leadership. However, this is against the backdrop of rate affordability, power reliability, and BWP's sustainability initiatives. Finally, while the upfront costs are high, nothing indicates that they are unreasonable or out of sync with the local power industry. The capital investment is also comparable to that required for the Airport's other power alternatives.

Airport as a Self-Generator Utilizing Solar Energy

With vast land holdings and a large building stock, there is a natural question of whether the Airport can achieve "energy independence" by being a self-generator through increased deployment of solar panels coupled with battery storage. The energy density of solar panels is such that they require a relatively large footprint. The RPT's new parking structure will be capable of accepting roof-top solar panels. However, even with its large usable area, the structure can only accommodate enough solar panels to produce about 0.75 MW, or the equivalent of 4% of the capacity of the BWP proposed Community Station.

The current highest performing solar panels convert about 24% of the sunlight they receive into electricity. As this translates to surface area, a general rule of thumb for an optimal system is that it takes roughly 5 acres of solar panels to generate 1 MW of electricity. This is complicated by the fact that solar panel alignment at the Airport may be sub-optimal due to restrictions designed to protect pilots against solar panel glare or sight obstructions that may impair their vision. Sub-optimal panel alignment on rooftop or ground-mounted solar would reduce the panel efficiency as well as the number of hours they could be expected to generate energy during the day. Similarly, building design and geometry may limit the practical application of solar panels - the new passenger terminal is able to incorporate just 0.375 KW of proposed solar.

Under ideal conditions, a total of about 95 acres of solar panels would be required to meet the Airport's projected 19 MW of energy needs, at a roughly estimated cost of

\$55-60 million. The cost of rooftop solar for regional airport terminals and parking structures varies depending on factors such as system size, geographic location, and site-specific limitations. Large, simple rooftop solar installations cost \$2.50 to \$3.50 per watt, with higher unit costs for smaller or more complicated systems.

The Airport owns a number of structures that are under its direct control or under lease to Airport tenants. However, the roofs of many of these structures are either arched or incapable of holding a solar array due to age or construction type. If hangars or other structures are rebuilt in the future, they could be designed to optimize solar generation as well as incorporate other energy efficiency enhancements.

By comparison, ground-mounted solar arrays are much more cost-effective, even approaching the \$1 per watt range. However, much of the apparent “wide open space” typical to airports is land designated for runways, taxiways, safety and buffer zones, aircraft parking, and other airport business or regulatory requirements. This often means the actual open land that can be used for a ground-mounted solar installation is considerably less than what one would assume.

Any solar generation serving a critical load must be “firmed up”, or backed up, to provide system reliability. Battery storage can be utilized to buffer the real-time gap between energy generation and energy demands. Battery storage can also be an important tool for times when solar generation has not picked up in the early morning, is diminishing in the late afternoon, and during inclement or cloudy weather. A general guideline for daily power fluctuations is to have battery capacity equal to four hours of the peak capacity of the solar panels. For instance, a solar array providing a peak of 1 MW would need 4 megawatt-hours (MWh) of battery storage to ensure a reliable power supply during times when solar generation isn't enough. Businesses with extended or around-the-clock operating hours such as the Airport may require substantially more energy storage.

The cost of battery storage varies based on the technology used, duration of storage, and scale of the project and other design factors. Costs for a large, utility-scale lithium-ion battery storage system are around \$200,000 to \$400,000 per MWh, translating to a cost of \$800,000 to \$1.6 million for a 4 MWh backup per megawatt of solar production. While longer duration energy backup can theoretically be provided via a battery farm, from a practical standpoint, long duration backup generally relies on service from the electric grid or another source of non-renewable energy. In the event that solar energy is firmed up by power from the utility grid, agreements will have to be reached with BWP to ensure that there is adequate power availability in reserve, what kind of fixed or stand-by charges might be associated with such service (particularly if power is only purchased periodically), and what additional infrastructure investments might be required with BWP in order to guarantee that the most critical power needs of the Airport can be met at all times.

To put this in perspective, a somewhat extreme (and not recommended) example, would be a scenario in which the Airport negotiates to continue use of the Ontario substation and attempt to meet the net additional power needs through solar and battery backup. This would require a 60+ acre solar farm with a minimum 4-hour battery backup and would cost on the order of \$50 million. Not included are the cost of long-duration energy storage or the cost of firmed-up power supply through BWP or another energy source, along with the standby cost of having that power capacity available while not being a regular energy purchaser.

Fuel Cell Microgrid: An Alternate Approach to Self-Generation

The Airport could consider a self-sufficient micro-grid, which may be a viable option for future Airport energy needs outside of the area served by the proposed BWP Community Station. This option would rely on commercially available fuel-cell technology. While producing far less greenhouse gases than a natural gas fired power plant, fuel cells still produce pollutants. This may be remedied if a clean hydrogen

supply becomes available in the San Fernando valley area, however, at this time fuel cells are largely not considered a “green” solution in California due to their reliance on natural gas as the only readily available fuel source.

A fuel cell microgrid was recently put into service at New York’s JFK Airport Terminal One Project. This 12-MW microgrid integrates 6.63 MW of rooftop solar panels, 3.84 MW of fuel cells, and 1.5 MW of battery energy storage. The system is designed to supply half of the terminal’s daily operational energy needs, reducing its demand on the utility electric system.

A feature of this microgrid is its capability to operate independently from the main power grid. This ensures that, in the event of a power outage, the terminal can maintain some degree of continuous, uninterrupted operations. Additionally, the microgrid captures heat from the fuel cells to generate both chilled and hot water for the terminal, optimizing energy efficiency.

The JFK Airport’s microgrid project is managed by a third-party under an Energy as a Service (EaaS) contract (similar to a PPA or Power Purchase Agreement). This arrangement guarantees predictable operating costs and performance without requiring upfront capital expenditures, because they are born by the third-party vendor. The project supports JFK Airport’s commitment to achieving net-zero emissions by 2050.

Implementing a microgrid requires interconnection agreements with the local utility, regulatory compliance with the California Public Utilities Commission (CPUC), and system integration with existing energy management systems. Large-scale microgrid and fuel cell technology is still in its infancy at this time and would require substantial time, effort, and expertise to develop and implement a project.

In consulting with a leading supplier of fuel cell microgrids based in California, it was confirmed that microgrids can operate independently from the main electrical grid, which

is a selling point for facilities requiring uninterrupted power. This independence, however, remains contingent on the continuous availability of the fuel sources used to generate power, such as natural gas, biogas, and hydrogen.

From an environmental perspective, natural gas used in a fuel cell to produce electricity results in lower emissions compared to traditional power sources, thereby supporting a reduction in overall carbon emissions. For example, Bloom Energy fuel cells are certified by the California Air Resources Board and compliant with the South Coast Air Quality Management District.

The modular design and power density of fuel cell microgrids allow them to be tailored to specific power needs. However, fuel cells are typically geared toward producing base-load power and are not designed to ramp up and down to meet fluctuating or marginal demand. This would require that battery energy storage and other components to provide dispatchable power must play a role in the overall makeup of a microgrid.

From an economic standpoint, a fuel cell microgrid can be implemented through a PPA, which can enable organizations to manage energy costs more predictably. However, this does not necessarily guarantee lower overall costs compared to traditional power providers, especially when considering the variable price of natural gas.

Other Solar and Revenue Generation Options

The Airport has other options to contribute to the local clean-energy future. None of the options below change the percentage of renewable energy in the Airport's power supply nor do they offset the need to invest in adequate power infrastructure to receive electricity from BWP. However, they may offer a source of annual revenue with which to offset costs and bond obligations. The designation as a self-generator for a project producing 1 MW or greater still applies regardless of whether the generated power is used on-site or sold back to the utility.

BWP's Feed-in Tariff (FiT) Program provides a robust framework for integrating renewable energy projects into the local grid. Under this program, BWP commits to purchasing energy generated for up to 20 years through a PPA, which ensures financial stability and predictable revenue for participants. Under the FiT program, solar energy can be generated by the Airport and sold back to BWP at the contracted rate, rather than directly consumed on Airport property. This solar energy does not reduce the Airport's normal power purchases from BWP, but it could offset some of the costs the Airport spends on electricity. FiT projects are often done in partnership with a solar developer who bears the financial burden of the solar installation and shares in the proceeds from the sale of power with the owner of the property or facility on which the installation is placed.

Unfortunately, the glut of solar energy during peak daytime hours coupled with shifts in peaking of electricity demands has caused utilities to re-evaluate the time-value of solar energy. From a practical standpoint, solar energy is exceedingly cheap to virtually valueless during the middle of the day when energy generation is at its peak. Energy in the early morning and most particularly in the later afternoon and evening is substantially more valuable due to the drop-off in solar production and increase in peak power usage as people return home from work.

To address this, utilities are moving away from buying solar energy at the "average energy rate", which only served to pay more for energy at a time when it was least needed and was at its cheapest value on the power grid. BWP will be changing its FiT program such that any project applying for the program after July 1, 2025, will be reimbursed at a rate reflecting the much lower time-value of energy during the daytime hours. Historically, solar photovoltaic projects have received up to 14.5 cents per kilowatt-hour (kWh) under the BWP FiT program, while that price will now drop to a few cents. This will logically make most new FiT projects economically unattractive.

Another approach is to partner with BWP by allowing the utility to place a solar installation on available Airport property. BWP may have a desire for additional utility-owned solar within its service territory, particularly if CPUC rules allow it to be counted in an advantageous renewable energy category. Such solar power might serve to reduce congestion on the electric grid and offset certain needs for fossil fuel generation. The Airport could potentially benefit through a tenant-style land or facility lease, or through negotiating an energy price incentive with BWP. This would also give the Airport a role greening the community it is located in.

**** NOTES ON BECOMING A SELF-GENERATOR ****

In California, any entity producing more than 1.0 MW of power must be registered with the CPUC and be classified as a power provider under Public Utilities Code Section 394.5. Power providers must comply with several ongoing reporting and regulatory obligations, including submission of interconnection reports concerning integration with the existing grid; annual reports on operations, financials, and transactions; and potentially annual Renewables Portfolio Standard compliance reports.

The Owner Reporting Form California Energy Commission-1304 (ORM CEC-1304) reporting framework “Power Plant Generation and Fuel Quarterly Reports with Annual Environmental Information” was originally designed to capture a standardized set of data from power plants that in many cases are fueled by combustible sources. However, as California’s energy mix evolves, renewable assets such as solar photovoltaic systems and battery storage projects that meet the 1 MW threshold are increasingly subject to reporting requirements as a power plant under the state’s guidelines.

The intent behind ORM CEC-1304 is to capture the overall impacts of facilities that have a significant combined generating capacity, and the regulatory framework is designed to prevent circumvention of reporting requirements by deliberately splitting a project into smaller parts. The CPUC might determine that multiple generating units collocated or

interconnected, especially when under common ownership, should be aggregated for reporting. If adjacent projects are interconnected at a common point or function as a single coordinated facility, the combined capacity may be viewed as one power plant. In these cases, the aggregated capacity could exceed the threshold and trigger reporting requirements even if each individual unit is below 1 MW capacity. Thus, if the Airport were to have multiple smaller projects that totaled more than 1 MW of capacity, it is possible that these would be aggregated for the purpose of reporting obligations.

By contrast, if the Airport were to pursue additional power generation projects that are truly independent of each other and do not operate together, such as on an entirely separately metered system, then each might be treated separately and not trigger the reporting requirements. However, this is subject to interpretation by the overseeing agency and depends on the specifics of the interconnection agreements and application of the regulations.

If or when the Airport did exceed the 1 MW energy production threshold, BWP believes that the Airport would be considered a generator and would be responsible for its own reporting to the State. This is not an insurmountable task, but to comply with the annual reporting requirements and record keeping, it is estimated that as many as 3-4 full-time equivalent employees would be needed for project management, regulatory affairs, environmental compliance, financial analysis, technical engineering, legal support, and administrative support.

Hollywood Burbank Airport

Review of Power Supply Alternatives

Presented to

Burbank-Glendale-Pasadena Airport Authority

May 5, 2025

Presented by

Martin L. Adams

About the study...



Reviewed Airport conditions, RPT Project plans, various approaches to energy supply, Airport goals, future power supply strategies

Options for future power supply:

- ☐ **Procure additional power from Burbank Water & Power**
- ☐ **Construct solar/photovoltaic system with battery storage**
- ☐ **Create a Fuel-Cell Microgrid**

Findings for the RPT

- **Power reliability for passenger aviation is an ongoing concern**
- **RPT terminal modernization, electrification, and increased EV infrastructure drove power estimates from the current 3.5 MW to 6.7 MW, then up to 11 MW, and to an eventual projected 19 MW**
- **The only viable path for adequate and reliable power for the RPT is to collaborate with BWP to construct a new power substation**
- **The cost for proposed BWP facilities appears reasonable, and no power supply alternatives appear to offer a lower ultimate cost**
- **There is no scenario under which enough zero-carbon energy can be produced onsite to meet the projected RPT power demand**

Why BWP is the Recommended Option for RPT

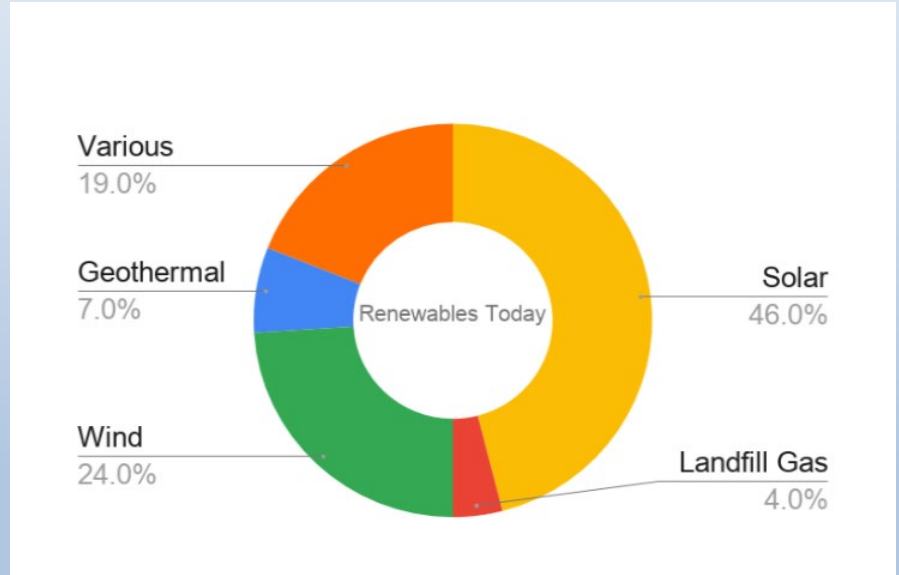
- High certainty of successful and timely completion
- BWP's strong reliability and low power rates
- BWP commitment to reducing carbon footprint and meets California clean energy standards
- Local grid reliability and participation in LADWP's balancing authority
- Existing expertise and emergency response
- Meets RPT project needs and timeline

BWP Power Portfolio

**BWP currently
44% Renewable Energy 55%
Carbon Free**

**Fossil resources are Natural
Gas and Coal**

**BWP is committed to 60%
renewables by 2030 and 100%
zero-carbon energy by 2045**



Future Power Needs Beyond the RPT

- **Future development on Airport property may require additional power upgrades**
 - **Current southeast corner passenger-use areas**
 - **Other redeveloped leased land or buildings**
 - **Areas already served by separate power meters**
- **RPT power infrastructure may not be sufficient to meet additional demands or accessible for these areas**
- **Alternative power supply options (solar, fuel cells, batteries) may be viable for these future needs**

Observing Other Airport Projects

San Francisco International (SFO) - Zero Net Energy and ZEV Readiness plans Roadmap drive renovations to electrify campus, including fuel cell technology for reliability, savings, renewables, resilience.

Los Angeles International (LAX) - Constructing new \$140M Receiving Station similar to proposed BWP Community Station to improve power reliability and meet increased demand. No viable alternative to utility power.

John F. Kennedy (JFK) – the \$9B Terminal One Project includes a 12MW microgrid comprised of 7 MW rooftop solar, 3.8 MW fuel cells, 1.5 MW battery storage. The microgrid will capture heat for chilled and hot water, is sized to supply the majority of the terminal's energy needs, and can operate independently of the main power grid.

Becoming a Self-Generator

In California, any entity producing more than 1.0 MW of power is classified as a power provider under the Public Utilities Code

The regulatory reporting framework prevents circumvention by splitting a project into smaller parts: the aggregated capacity could exceed the threshold and trigger reporting requirements even if each individual unit is below 1 MW capacity.

Power providers have regular reporting and regulatory obligations

Compliance with reporting requirements and record keeping would require an estimated 3-4 additional full-time equivalent staff

Alternative: Airport as a Solar Generator

**Can solar energy play a role in future Airport power supply?
YES, within reason...**

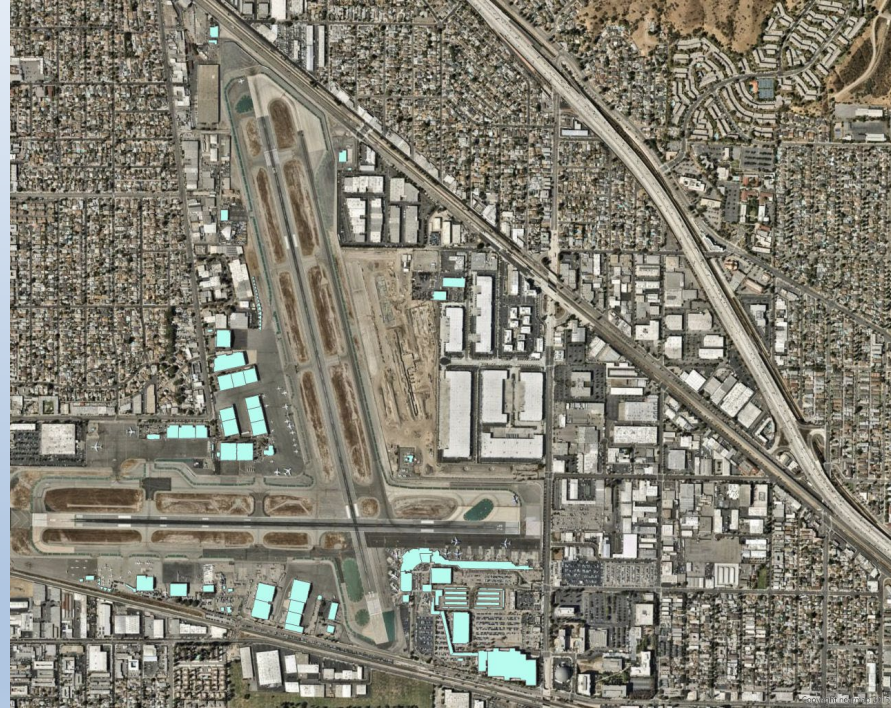
Understanding the issues with solar:

- **Solar is land-intensive: Optimal solar systems need about 5 acres of land per 1 MW energy generated**
- **Airport restrictions (glare, obstructions) may lead to sub-optimal panel alignment and efficiency**
- **Airport would become a Self Generator triggering CPUC compliance requirements and adding to costs**

Existing Airport-Controlled Land Uses



Airport Lease Zones



Airport Buildings

Solar Generation for “Energy Independence”

Can the Airport achieve "energy independence" through solar and battery storage?

- **Estimated ~95 acres of solar panels needed for 19 MW demand (optimally-sited)**
- **Estimated cost of solar installation ~\$55-60 million**
- **Many existing Airport roofs are unsuitable for solar**
- **Very limited amount of potentially usable land for ground-mounted solar**

What Does 95 Acres Look Like?



Solar Generation– The Rest of the Story

- Solar generation must be “firmed up”
- Battery storage buffers the gap between generation and demand. Typical to install 4 hours of battery capacity per 1 MW of solar capacity
- Large-scale lithium-ion battery storage runs \$200k-400k/MWh
- Long-duration backup relies on grid or non-renewable sources
- Agreements with BWP needed for grid-tied solar backup (availability, standby charges, infrastructure)

Other Solar Opportunities

- ✓ **Potential to generate annual revenue to offset costs**
- ✓ **Still need for BWP power infrastructure**
- ✓ **May incur designation as a self-generator**
 - ❑ **BWP Feed-in Tariff (FiT) Program**
 - ❑ **Partnership with BWP for Utility-Owned Solar on Airport Property**

Alternative: Fuel Cell Microgrid

- Potential for a self-sufficient microgrid for future needs
- Relies on commercially available fuel-cell technology
- Produces fewer greenhouse gases than natural gas plants but still generates pollutants until hydrogen is available
- Likely has low up-front costs



Fuel Cell Microgrid Implementation Challenges

- Requires interconnection agreements with the local utility and regulatory compliance with CPUC
- Requires integration with existing energy management systems
- Large-scale microgrid and fuel cell technology are still relatively new and require time, effort, and expertise to implement
- Relies on continuous fuel source availability
- Fuel cells primarily provide base-load power; battery storage is still needed for fluctuating demand

In Conclusion...

For the RPT project, the only viable path to ensure reliable and timely power is to collaborate with Burbank Water and Power on the construction of a new Community Station.

Opportunities exist to incorporate alternative power supplies to meet future needs at the Hollywood Burbank Airport

A strategic combination of solar, fuel cells, and batteries may be able to provide green or near-green energy to certain areas



Electric Vehicles

Delivery and Activation

May 5, 2025



(4) NEW ALL-ELECTRIC SHUTTLES

SEAT UP TO 14 PEOPLE, WITH A RANGE OF 135-150 MILES

REPLACE FOUR OF EIGHT GASOLINE-POWERED BUSES



ACTIVATION CEREMONY AND INAUGURAL RIDE VALET PARKING AREA