



CITY OF LONG BEACH

DEPARTMENT OF PUBLIC WORKS

C-25

333 West Ocean Boulevard • Long Beach, CA 90802 • (562) 570-6383 • FAX (562) 570-6012

February 20, 2007

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Authorize the City Manager to execute an agreement with Electrical Transportation Engineering Corporation (ETEC), in an estimated amount of \$275,000, for installation of five airline ground service equipment electric charging stations on the Long Beach Airport airline aircraft parking ramp. (District 5)

DISCUSSION

The Long Beach Airport (Airport) is committed to pursuing and implementing environmentally friendly technologies, practices and policies wherever possible. The Airport has the opportunity to make airline electric ground service equipment (GSE) a reality by installing electric charging infrastructure.

Enabling the conversion of airline GSE to clean energy is a primary component in meeting the intent of the January 2003 MOU between the region's airlines, the Air Resource Board and the Environmental Protection Agency. The City agreed to support the MOU by signing a "Statement of Principles" (see attached July 22, 2003 Council letter). Clean energy airline GSE is also a mitigation measure (MM3.2-12) in the City's Terminal Improvements Project EIR No. 37-03, and is consistent with the Long Beach Airport's Green Airport Program policy to "reduce emissions from airline ground support equipment."

Fast charging effectively reduces the normal charge time of battery-powered equipment by approximately 20-25% without damaging the equipment's battery. This reduction results in more energy efficient GSE, achieving the same operational effectiveness as internal combustion equipment in the same capacity. In addition, these new chargers also collect and retain data on the equipment and battery's performance. The data can be used by the Airport and the airlines to monitor the performance of the electric equipment as well as calculate emission reductions for SCAQMD reporting purposes.

Typically, electric GSE is owned and supplied by the airlines. City ownership of the charging infrastructure is essential, however, to preserve the ramps as common-use ramps. By design, the charging system is mobile. As air carrier ramp, FAA, TSA and security requirements change, chargers, which are bolted to the pavement, can be easily relocated.

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The Airport can benefit from the ETEC chargers as they are easily adaptable to all GSE equipment, and are easily used where limited space is available. US Airways and JetBlue Airways have confirmed the compatibility of the ETEC chargers with their GSE. ETEC has five chargers available for immediate installation upon the execution of a contract.

The contract with ETEC is estimated to cost \$275,000. Benefits to the City and the Airport include improved air quality in the community, substantial success in pursuit of the City's "green airport" goal, reduced noise in the terminal ramp area, support of alternative fuel use, energy conservation, increased fuel efficiency, and compliance with regulatory emissions reduction requirements.

This matter was reviewed by Deputy City Attorney Richard Anthony on January 29, 2007, and Performance Management and Budget Officer, David Wodynski on February 5, 2007.

TIMING CONSIDERATIONS

City Council approval is requested at the February 20, 2007 meeting to expedite the use of electric ground service equipment at the Airport.

FISCAL IMPACT

Funding for this contract, in the amount of \$275,000, is from AB2766 funds awarded to the City by the SCAQMD. AB 2766 funds are appropriated in the Department of Public Works (PW) in the Transportation Fund (SR 182).

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



CHRISTINE F. ANDERSEN
PUBLIC WORKS DIRECTOR

CFA:CK:YLMAB2766 Elec Chrg Stns
/dcj-G

Attachment

APPROVED:



GERALD R. MILLER
CITY MANAGER

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CITY OF LONG BEACH

DEPARTMENT OF PUBLIC WORKS

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LONG BEACH, CALIF.

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333 West Ocean Boulevard • Long Beach, CA 90802 • (562) 570-6383 • FAX (562) 570-6012

July 22, 2003

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

SUBJECT: Authorization to Sign Statement of Principles in Support of a Cooperative Agreement Between the U.S. Environmental Protection Agency, the California Air Resources Board, and Major Airlines Serving the South Coast Air Basin Area, to Reduce Emissions From Participating Airlines' Ground Support Equipment Fleets by the Year 2010 (District 5)

DISCUSSION

On January 8, 2003, the Air Resources Board (ARB), the United States Environmental Protection Agency (EPA), and the Air Transport Association (ATA) entered into the South Coast Ground Service Equipment (GSE) Memorandum of Understanding (MOU). The GSE MOU requires the 17 Air Transport Association member air carriers (including American, America West, Federal Express, JetBlue Airways, Alaska Airlines and UPS) operating at the five commercial airports in the South Coast Air Basin to reduce emissions from their GSE fleets by 2010. Ground service equipment perform a variety of functions including, but not limited to, starting aircraft, aircraft maintenance, fueling, transporting cargo, loading cargo, transporting passengers, baggage handling, and lavatory service and food service.

The actual MOU is between the participating air carriers and the Air Resources Board. Airports provide a role in providing the infrastructure (electrical power and hookups) to ensure the viability of the program, but it will be up to the air carriers to address the actual changes in the ground service equipment, fuel conversion (i.e., from diesel to low sulfur fuel) and the ability to meet the targets set by the ARB. The GSE MOU is an important step in a broader effort to reduce emissions in the South Coast Air Basin.

The attached Statement of Principles (SOP) reflects several years of negotiation among the air carriers and federal, state and local government agencies targeted at reaching a voluntary agreement to address the unique air quality problems of the South Coast Air Basin of California. The SOP summarizes the key understandings of ARB, EPA, the airports, and participating air carriers regarding future actions that will be undertaken by the participating air carriers and ARB pursuant to the GSE MOU. The SOP does not place legally binding commitments on airport operators; it summarizes the key elements

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HONORABLE MAYOR AND CITY COUNCIL
July 22, 2003
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of the GSE MOU and allows the airport signatories to publicly endorse the GSE MOU air quality improvement goals.

This letter was reviewed by Principal Deputy City Attorney Mike Mais on June 11, 2003.

TIMING CONSIDERATIONS

City Council action on this item is not time critical.

FISCAL IMPACT

None.

IT IS RECOMMENDED THAT THE CITY COUNCIL:

Authorize the City Manager to execute the Statement of Principles for the Voluntary South Coast Ground Service Equipment Memorandum of Understanding.

Respectfully submitted,



 CHRISTINE F. SHIPPEY
DEPUTY CITY MANAGER /
ACTING DIRECTOR OF PUBLIC WORKS

APPROVED:



GERALD R. MILLER
CITY MANAGER

CK:lc
P:\ccmem\ccgsMOU

Attachment