



Amended Additional Documents List City Council Special Meeting September 21, 2022

Item No.	Agenda Item Description	Distributor	Document
11.	ADOPTION OF A RESOLUTION APPROVING A NEW PUBLIC WORKS JOB DESCRIPTION, CLASSIFICATION AND SALARY SCHEDULE CREATION OF FACILITIES AND PARKS SUPERVISOR; AND APPROVAL OF A SECOND SENIOR MAINTENANCE WORKER	Belinda Varela, Acting Management Services Director	Memos providing update.
12.	AUTHORIZE THE CITY MANAGER TO EXECUTE A CONTRACT WITH WEST COAST ARBORISTS, INC. IN THE AMOUNT OF \$705,500 FOR URBAN FORESTRY SERVICES	Ted Gerber, Public Works Director	Memos providing update.
15.	AGREEMENT WITH NEOGOV FOR SUBSCRIPTION SERVICES TO ENHANCE HIRING AND EMPLOYEE MANAGEMENT EFFICIENCIES	Belinda Varela, Acting Management Services Director	Memo providing corrections.
17.	POLICE DEPARTMENT FLEET ELECTRIC VEHICLE LEASE AND SOUTHERN CALIFORNIA EDISON (SCE) CHARGE READY PROGRAM	Ted Gerber, Public Works Director	Memos providing update.
18.	CITYWIDE OPERATIONAL STATUS UPDATE	Tamara Binns, Assistant to City Manager	Memo providing corrections
	Public Comments, Item Nos. 2, 16 and 17 (includes Closed Session Public Comments for Items A and B)	Yolanda Chavez, Interim City Clerk Records Specialist	Attached are public comments.



**City of South Pasadena
Management Services
Department**

Memo

Date: September 20, 2022
To: The Honorable City Council
Via: Arminé Chaparyan, City Manager *Ac*
From: Belinda Varela, Acting Management Services Director
Re: Item 11– Adoption of a Resolution Approving a New Public Works Job Description, Classification and Salary Schedule Creation of Facilities and Parks Supervisor; and Approval of a Second Senior Maintenance Worker

This item is being continued to a future Council Meeting, staff will provide an update of when this item will be presented to Council.



City of South Pasadena Public Works Department

Memorandum

Date: September 21, 2022

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager *AC*

From: Ted Gerber, Public Works Director

Re: [September 21, 2022] City Council Regular Meeting Item No. 12
Additional Document – Authorize the City Manager to Execute a Contract
with West Coast Arborists, Inc.

Additional information related to the recommended contract award to West Coast Arborists, Inc. (WCA) is included in this memorandum:

(1) Reduced Rates offered by West Coast Arborists

There are two contract length options provided in the staff report recommendation: entering into an agreement for three years (Fiscal Years 2022-2023, 2023-2024, and 2024-2025), or one year (Fiscal Year 2022-2023), with an option to renew the agreement in years 2023-2024 and 2024-2025. West Coast Arborist has provided reduced rates that will apply, if the Council decides to enter into a contract for three years (Fiscal Years 2022-2023, 2023-2024, and 2024-2025), and at the conclusion of the three-year term of the agreement, the City may at its option, extend the agreement up to two (2) additional one (1) year terms under the same terms and conditions, except cost of living increase for the Los Angeles area starting in the fourth year of the agreement.

The reduced rates are attached to this memorandum and reduce the anticipated annual contract value. **Staff made an inadvertent error in the contract value proposed (see below), which, when corrected, lowers the annual contract value from \$705,500 to \$566,600. If Council chooses to accept lower proposed rates for a three-year contract term, plus two extension years, the annual contract value will be lowered to \$545,900, which is within the approved Fiscal Year 2022-2023 approved budget of \$550,500.**

(2) Inadvertent Error in the Requested Budget

The Fiscal Year 2021-2022 contract value for WCA was \$465,000 based on the rates set in the 2018 proposal. There have been no increases to WCA rates since 2018. Staff anticipated an increase to urban forestry services and increased the budget to \$550,500 for Fiscal Year 2022-2023. This incorporated approximately \$150,000 in crew rental services, which includes emergency crew work.

Staff made an inadvertent error in the proposed contract value of \$705,500, where crew rental services is double-counted. In the rate breakdown for the proposal, crew rental is aggregated into all staff and all equipment provided on an hourly basis, e.g. three staff, aerial unit, box truck, chipper, chain saws & miscellaneous equipment. This has been kept consistent since the last proposal in order to evaluate the change in rates. However, in the billing system, this is broken down to a person-hour basis, i.e. one crewmember instead of three. As a result, when counting the estimated crew rental hours, including emergency work, both hourly and person-hourly quantities were used – i.e., double-counted – with an approximate difference and error of \$150,000. **The annual contract value under the proposed rates should be \$566,600, similar to the \$550,000 estimated by staff. If Council chooses to accept lower proposed rates for a three-year contract term, plus two extension years, the annual contract value will be lowered to \$545,900 (\$1,637,700 total for three years), which is within the approved Fiscal Year 2022-2023 approved budget of \$550,500.**

(3) Rate Comparison to Other Cities

Recently awarded bids from WCA in other cities are similar to the rates offered to South Pasadena:

		Recently Awarded Bids								
		City of So. Pasadena 2022		Glendale	Agoura Hills	Camarillo	Bradbury	Goleta	Lake Forest	Jurupa Valley
		WCA Orig. Bid	WCA - Final	Orig. Date	Orig. Date	Orig. Date	Orig. Date	Orig. Date	Orig. Date	Orig. Date
				7/1/2020	7/1/2021	7/1/2021	2/1/2022	7/1/2022	7/1/2022	8/18/2022
Grid Pruning	Each	\$ 94.00	\$ 90.00	\$60-\$295 (\$190.71 avg.)	\$ 89.00	\$95.65-\$132.20 (\$113.93 avg.)	\$ 85.00	\$ 89.00	\$30-\$320 (\$149.83 avg.)	\$94-\$294 (\$194 avg.)
Tree and Stump Removal	Dia Inch	\$ 48.00	\$ 45.00	\$ 49.00	\$ 40.00	\$ 43.00	\$ 44.00	\$239-\$2499	\$425-\$875	\$ 44.00
Tree Only Removal	Dia Inch	\$ 33.00	\$ 30.00	\$ 35.00	\$ 30.00	\$ 34.40	\$ 34.00			
Stump Only Removal	Dia Inch	\$ 15.00	\$ 15.00	\$ 24.00	\$ 17.00	\$ 17.20	\$ 10.00	\$229-\$429	\$100-\$200	\$ 19.00
Crew Rental - per man	Hr	\$ 94.00	\$ 90.00	\$ 95.00	\$ 92.00	\$ 95.65	\$ 100.00	\$ 95.00	\$ 100.00	\$ 100.00
Emergency Crew Rental - per man	Hr	\$ 134.00	\$ 130.00	\$ 120.00	\$ 132.00	\$ 132.20	\$ 100.00	\$ 125.00	\$ 100.00	\$ 144.00



**City of South Pasadena
Management Services
Department**

Memo

Date: September 20, 2022
To: The Honorable City Council
Via: Arminé Chaparyan, City Manager *AC*
From: Belinda Varela, Acting Management Services Director
Re: Item 15– Agreement with NEOGOV for Subscription Services to Enhance Hiring and Employee Management Efficiencies

This memo provides correction to recommendation No. 2 to Item 15 as follows:

Transfer ~~\$51,229.29~~ **\$51,222.29** in State and Local Fiscal Recovery Funds from Account No. 101-3010-3041-8020 (Finance-Special Department Expense) to Account No. ~~101-3010~~ **101-2030-2034-8180 (Human Resources Contract Services)** to fully fund the agreement, with funds for the second year of subscription services rolling over to Fiscal Year 2023-2024.



City of South Pasadena Public Works Department

Memorandum

Date: September 21, 2022

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager *Ac*

From: Ted Gerber, Public Works Director, with support from the Police Dept.

Re: [September 21, 2022] City Council Regular Meeting Item No. 17
Additional Document – Police Fleet Electric Vehicle Lease and Southern California Edison (SCE) Charge Ready Program

Additional information related to the Item #17 recommendations are included in this memorandum.

Explanation of costs for the alternative lease schedules described in the staff report pages 17-11 and 17-12:

Alternative #1 – Lease 10 Vehicles in Year 1 and 10 Additional Vehicles in Year 2

<u>Year 1</u>		
5 Tesla Model Y Vehicles - One-Time Down Payment		\$129,074
5 Tesla Model 3 Vehicles - One-Time Down Payment		\$ 62,199
Tesla Model Y Vehicles – Annual Lease Payment		\$102,048
Tesla Model 3 Vehicles - One-Time Down Payment		\$ 49,540
	<i>Year 1: Ten (10) Vehicles Sub-total</i>	<i>\$342,861</i>
<u>Year 2</u>		
Same as above for an additional 10 vehicles		\$342,861
10 Vehicles (leased in Year 1) Annual Lease Payment		\$151,588
	<i>Year 2: Twenty (20) Vehicles Sub-total</i>	<i>\$494,449</i>
<u>Year 3</u>	20 Vehicles Annual Lease Payment	\$303,176

<u>Year 4</u>	20 Vehicles Annual Lease Payment	\$303,176
<u>Year 5</u>	20 Vehicles Annual Lease Payment	\$303,176
<u>Year 6</u>	10 Vehicles Annual Lease Payment	\$151,588
	Alternative #1 Total over 6 Years	\$1,898,426

Alternative #2 – Lease 10 Vehicles in Year 1, 5 in Year 2, and 5 in Year 3

<u>Year 1</u>		
	5 Tesla Model Y Vehicles - One-Time Down Payment	\$129,074
	5 Tesla Model 3 Vehicles - One-Time Down Payment	\$ 62,199
	Tesla Model Y Vehicles – Annual Lease Payment	\$102,048
	Tesla Model 3 Vehicles - One-Time Down Payment	\$ 49,540
	<i>Year 1: Ten (10) Vehicles Sub-total</i>	<i>\$342,861</i>
<u>Year 2</u>		
	3 Tesla Model Y Vehicles - One-Time Down Payment	\$ 77,444
	2 Tesla Model 3 Vehicles - One-Time Down Payment	\$ 24,880
	Tesla Model Y Vehicles – Annual Lease Payment	\$ 61,229
	Tesla Model 3 Vehicles - One-Time Down Payment	\$ 19,816
	10 Vehicles (leased in Year 1) Annual Lease Payment	\$151,588
	<i>Year 2: Twenty (20) Vehicles Sub-total</i>	<i>\$334,957</i>
<u>Year 3</u>		
	2 Tesla Model Y Vehicles - One-Time Down Payment	\$ 51,360
	3 Tesla Model 3 Vehicles - One-Time Down Payment	\$ 37,319
	Tesla Model Y Vehicles – Annual Lease Payment	\$ 40,819
	Tesla Model 3 Vehicles - One-Time Down Payment	\$ 29,724
	10 Vehicles (leased in Year 1) Annual Lease Payment	\$159,492
	<i>Year 2: Twenty (20) Vehicles Sub-total</i>	<i>\$392,125</i>
<u>Year 4</u>	20 Vehicles Annual Lease Payment	\$303,176
<u>Year 5</u>	20 Vehicles Annual Lease Payment	\$303,176
<u>Year 6</u>	10 Vehicles Annual Lease Payment	\$151,588
<u>Year 7</u>	5 Vehicles Annual Lease Payment	\$70,543
	Alternative #2 Total over 7 Years	\$1,898,426

In addition to the above alternative leasing cost scenarios, there may be a concern related to the overall or total ownership cost of the electric vehicle solution being proposed. The staff report includes gas vs. electric comparison tables and narratives that are intended to simply the understanding of operational and energy costs associated with the conversion to electric vehicles. Though infrastructure costs are also discussed in detail in the staff report, they are presented apart from the vehicle operation and energy costs. In reviewing other agencies' public safety vehicle transitions to electric, many of the aspects of charging infrastructure have not been included in the evaluations – likely due to the complexity associating short-term vehicle purchase arrangements to long-term infrastructure changes. In South Pasadena's case, the charging infrastructure recommended in the SCE Charge Ready implementation will produce cost savings well past the 5-year time horizon considered for the Police fleet lease. In addition, the infrastructure benefits include other City departments (namely Fire and City Hall staff), as well as the public – which cannot be directly associated to the Police fleet cost evaluation. Furthermore, there are available revenue streams to be considered, including Low Carbon Fuel Standard (LCFS) credits and payments from public chargers – which have been shown to be at least cost-neutral, if not offering positive return on investment. This is in addition to potential commercial partnerships and grant funding for future operation or equipment replacement costs, given the current direction of State policy on this matter.

This is not to say that an in-depth total ownership long-term cost analysis cannot be completed for vehicle electrification, however, that effort would best be conducted by a subject matter expert with industry experience, and considering the many factors involved. This may include, but not limited to: predictive energy costs related to fuel and electric generation markets, the advancement and life-cycle costs of charging infrastructure and installations, the present and future market for Low Carbon Fuel Standard credits, local demand and market rates for public electric vehicle charger use at City Hall, future resale values of gas-powered and electric powered vehicles, and other variables considering amortization, interest, and inflation.



**City of South Pasadena
City Manager's Office**

Memo

Date: September 21, 2022
To: The Honorable City Council
Via: Arminé Chaparyan, City Manager *Ac*
From: Tamara Binns, Assistant to the City Manager
Re: Item 18 – Citywide Operational Status Update

This memo provides correction to Item 18 as follows on pages 18-3 and 18-14.

Department	Assessment Status	Next Steps
Public Works	Completed October 2021 2 .	Council approved re-organization of the department resulting in the creation of job classifications.
Police Department	In Progress.	The RFP was originally released in Spring 2022, and there were insufficient responses was not enough competitive solicitation . An RFP will be released to solicit qualified consultants in September, October, 2022.

**Public Comment
September 21, 2022
Closed Session Items A and B;
and Open Session
Item Nos. 2, 16 and 17**

From: [Jon Healey](#)
To: [City Council Public Comment](#)
Cc: [Margot Healey](#)
Subject: Closed session agenda item B 1
Date: Monday, September 19, 2022 6:19:15 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, my name is Jon Healey, and my wife and I own a house on Meridian at Bonita. We understand that the council may discuss the disposition of the CalTrans houses at its next meeting, and we'd like to offer our two cents.

We walk by at least three CalTrans properties every morning, as they are just up the street from our house. They are a daily reminder of policy failure in our midst.

We are very eager to see the CalTrans properties turned into affordable housing. As the council has no doubt heard multiple times, the structures are in terrible shape and probably need to be torn down, potentially including the ones that are being rented out. The sooner this work can start, the better.

I don't have an opinion regarding whether the occupied properties should be sold to the people who are renting them. That appears to be covered by state law. I feel very strongly, however, that the unoccupied properties should be transformed into affordable housing. There is no such thing in our neighborhood now, which is precisely the reason to provide it, contrary to the arguments of some of my neighbors.

This neighborhood already has multiple families living in some of the larger homes, along with abundant multifamily dwellings on Meridian. Adding affordable quadplexes or similar multifamily structures will not destroy the character of this enclave.

This issue has generated a lot of heat, as has the occasional presence of squatters. The way forward is to develop these properties, using the unusual opportunity presented to create housing for people earning less than the median income. Whatever you decide to do, though, please end the delay and get moving.

Thanks you,
Jon Healey

From: [Chris Bray](#)
To: [City Council Public Comment](#)
Subject: Public Comment, Closed Session, Items A(1) and A(2), Sept. 21
Date: Tuesday, September 20, 2022 1:35:38 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Councilmembers,

This week, a local news story described the expensive, complicated CHP response to the arrival of squatters at Caltrans owned properties in South Pasadena. When the City of South Pasadena owns these properties, the CHP isn't coming. Securing these properties will be *your problem*. HOW MUCH WILL THAT COST? I've asked this question over and over again without a hint of an answer. You refuse to answer the question, or even to take notice of the question, because serious consideration of the answer would force you to *think*, and you can't.

I've never seen a dumber, clumsier, more thoughtless city council. I've never seen people who have less awareness of the possibility of unanticipated consequences. You just keep plowing ahead on one stupid plan after another. It's like watching children with brain injuries play on the train tracks.

HOW. MUCH. WILL. THIS. COST?

Brutally stupid. Shameful.

Chris Bray
South Pasadena resident

Yolanda Chavez

From: D. Shane [REDACTED]
Sent: Tuesday, September 20, 2022 8:33 PM
To: City Council Public Comment; Michael Cacciotti; Jon Primuth; Evelyn Zneimer; Jack Donovan; Diana Mahmud
Cc: Armine Chaparyan; Domenica Megerdichian; Brian Solinsky; Tamara Binns; Ted Gerber; Angelica Frausto-Lupo; WISPPA; ben@southpasadenan.com; Steven Lawrence SouthPasadenan.com
Subject: City Council Meeting: September 21, 2022: Closed Session (5 PM): Public Comment --- and --- Open Session (7 PM): Agenda Item No. 2: Public Comment (Topic: Caltrans Housing/SB381-NO; SPPF Plan-YES)
Importance: High

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Honorable Mayor and City Council Members:

DON'T IMPLEMENT SENATE BILL 381!

I live in the former 710 freeway corridor and **STRONGLY SUPPORT THE SOUTH PASADENA PRESERVATION FOUNDATION'S PLAN!!!**

Selling the Caltrans properties to qualified buyers is a win-win for our community and for the tax base for the City. And, it has been done before, as you all well know.

My neighbors and I don't want our taxes (or for the City to apply for grants) to directly pay for these houses. Qualified buyers of these houses will be the ones who will fix up and live in these houses and add to the welcoming and warm nature of our neighborhood community.

Use our taxes instead to do the right thing NOW:

- Repair or replace the West Side Reservoir before it fails and causes widespread death and destruction to the families and structures in the immediate path of this water reservoir off of Glen Place.
- Repave Meridian Avenue from Monterey Road to Kendall Avenue, as it was last done in the late 1960s, and is now crumbling away that indirectly could impact subsurface structures as well as the safety of motorists, bicyclists, and pedestrians.
- Install an upright flashing beacon at the Meridian/Bank school crosswalk (for the students and adults who use the stadium) to traverse that dangerous intersection safely.
- Install a three-way stop sign at Meridian/Maple and relocate the crosswalk to the south side of that intersection to support the school kids and adults that use the Meridian/Bonita public staircase to safely cross Meridian at Maple.
- Slow the speeders down on Meridian Avenue with effective traffic calming measures.
- Re-examine how the municipal code can be revised to deal with parking issues along Meridian Avenue.
- Create the pocket park promised to residents on Berkshire several years ago, but which still remains a vacant, and at times, weedy lot.

The City is not a residential landlord with property management expertise. Selling these properties to an HRE is no improvement over Caltrans. And hiring consultants to manage the City's properties??? Just how much money has been spent on the services of Mr. Adam Ellison of Civic Stone? How much for Mr. Grant Henninger's contract? Additional contractual services for inspections? Why didn't the City take up the offer to work with the qualified SPPF officials?

Enough already, STOP with SB 381!!!! Go with SPPF's plan!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Sincerely,

Delaine Shane



Yolanda Chavez

From: Kim Carlson [REDACTED]
Sent: Wednesday, September 21, 2022 9:37 AM
To: City Council Public Comment; Michael Cacciotti; Jon Primuth; Evelyn Zneimer; Jack Donovan; Diana Mahmud; Armine Chaparyan; Domenica Megerdichian; Brian Solinsky; Tamara Binns; Ted Gerber; Angelica Frausto-Lupo; WISPPA; ben@southpasadenan.com; Steven Lawrence SouthPasadenan.com
Cc: Desiree Barreras; Wende Lee; Marilyn Schlaak; Sally and Sean Takeda-Teer; Joanne Nuckols; D. Shane; Linda Esposito [REDACTED]; Brad Schlaak
Subject: City Council Meeting: September 21, 2022: Closed Session (5 PM): Public Comment --- and --- Open Session (7 PM): Agenda Item No. 2: Public Comment (Topic: Caltrans Housing/SB381-NO; SPPF Plan-YES)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Council et al.,

My husband and I live in the corridor along with our 3 children.

1. We strongly urge you to **NOT** implement senate bill 381.
2. We support the SPPF plan to **return the homes to the hands of homeowners.**
3. If you were to implement SB 381, what are your plans to protect my neighborhood once you assume ownership of these homes? Will you be hiring security? Will you support police action when there is a B&E? How much will this cost taxpayers? The homes need to be in the hands of homeowners
4. Would you make the decision to support SB381 if you and your children lived next to this home? **Would you feel safe if a halfway home, transitional housing or drug rehab were next door to you?** What if there were 5 properties like this in your immediate area? Would you make the same decision you are considering now? If you would not, then do not implement HB 381.
5. Consider the financial aspects of this: bringing HREs into neighborhoods will lower the values of homes. **This will negatively impact the property taxes which fund this city.**
6. Look at all the money you've spent so far on consultants and the planned spend on inspections. **Hundreds of thousands of dollars have been or are going to be wasted.** Plus the additional cost that will result in the need to protect the safety of the neighborhoods when the drug rehabs and halfway homes result in increases in crime in our city. Why are you not taking up SPPF offer to do the inspection on these homes? It is your job to be financially responsible and prudent with our tax money.
7. There are CalTrans residents that are desperately trying to purchase the homes they rent. These homes should go to them; residents who love our city and community
8. When you were elected, it was under the premise that you would act in the best interest of our entire South Pasadena community, not just your neighborhood. **If you think allowing HREs (drug rehabs, halfway homes, transitional housing) is in the best interest of South Pasadena, then we have a huge disconnect.**

We implore you to not implement SB381 and support the SPPF plan to return the CalTrans homes to the hands of homeowners

Thank you for your time and attention to this matter.

Sincerely,

Proud South Pasadena Residents: Kim and Brock Carlson, Owen (18), Peyton (16), Ryder (13)

[REDACTED]
South Pasadena, CA 91030

--
Kim Carlson
[REDACTED]

Yolanda Chavez

From: Brad Schlaak <[REDACTED]>
Sent: Wednesday, September 21, 2022 10:00 AM
To: City Council Public Comment; CCO
Subject: 9/21/2022 City Council Meeting - Caltrans Properties

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Honorable Mayor, Council Members, and City Staff:

My name is Brad Schlaak, and I am a longtime resident on Oneonta Drive adjacent to several of the vacant Caltrans properties. We only just learned about the imminent City purchase of the +/- 20 vacant Caltrans properties and the potential future uses of the properties being considered by the City. We are extremely disappointed that an issue with so much potential neighborhood impact has not been adequately discussed with the community surrounding these properties. In speaking with our neighbors, not one single person is aware of the situation. We cannot find any information (whether in the form of notices, published agendas on the City web site, or other forms of community outreach) anywhere that are germane to the City's intended use of these properties upon acquisition. Moreover, we understand that the issues surrounding the Caltrans properties are mostly being discussed in Closed Session.

If plans are being considered to contract with outside housing-related entities, redevelop the properties (i.e. adding multiple units to these single-family parcels), or to create transitional housing, group homes, or other uses inconsistent with a single-family neighborhood, please know that there is significant opposition to these plans, and residents are upset that there has been little or no transparency, noticing, or outreach from the City on the matter.

We kindly request that the City minimizes the use of Closed Sessions on these important matters, and meaningfully discusses the potential plans for these properties with the residents of the neighborhoods that live around them.

Thank you for your consideration and understanding of this urgent issue.

Respectfully,

Brad

Yolanda Chavez

From: andrea sweet [REDACTED]
Sent: Wednesday, September 21, 2022 10:25 AM
To: City Council Public Comment
Subject: Comment for 9/21 meeting
Attachments: statement-2.pdf; ATT00001.htm

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council Members,

I feel like by now you all know of us because of our ongoing plight with Cal Trans to purchase our home as market rate tenants. For us, this process has been dragging along since 2016. I don't think I need to reiterate the historic jumps in housing prices, the continued interest rate hikes, and the complete and utter neglect of maintenance and repair to the houses(which continue to worsen) that all pose tremendous financial strain on us as first time homebuyers.

But, nonetheless, we have persisted and were successful in getting an accurate and thorough home inspection and a litigation appraisal that is nearly \$150K less than the Cal Trans appraisal. We have shared this documentation with the city in hopes they would support us in our efforts to purchase this house for a fair price akin to what an investor would pay and restore it to modern, livable condition, therefore becoming an example on how we as a city can get these houses sold seamlessly and into the hands of owner occupants.

I think we speak for many in our neighborhood, when we say we are truly disappointed in the city's inability to effectively and efficiently handle the inspections/appraisals of the vacant houses they want to acquire. We as a community want to see the houses restored to the community, not handed over to HRE's who will continue to mismanage the properties further contributing to the degradation of our neighborhood specifically.

I know that one of the vendors we employed has offered to inspect these homes for free in conjunction with the SPPF, saving the city hundreds of thousands in tax dollars. Unlike the current contractor, he is familiar with the area and has had a hand in the restoration on many historic properties in the city.

We know it is possible to conduct a side by side sale to tenants like us, for a price minus the cost of repairs. It was done on more than one occasion in South Pasadena in the past which set the precedent that this can be done within the confines of the existing laws governing these houses - aka the Roberti Act.

We are urging the city to reject SB381, as does nothing to better our neighborhood or community. Restoring the homes to owner occupied houses is better for the city's tax roles and will both preserve and build on our community as a whole. This can be done in the side by side sales proposed by the SPPF.

Sincerely,

Andrea and Greg Weinbrecht

[REDACTED]

South Pasadena, CA 91030

9/21/22

Questions

1. Are all of these 21 and ultimately 68 properties going to be turned over to an HRE?
2. Are there state restrictions on what the city can do with these properties?
3. What checks and balances will be put into place to monitor maintenance of these properties?
4. ~~Are~~ Is the city council aware that there is a significant concentration of ~~the~~ 21 ^{of these} properties in a 3 block by 4 block area of north west South Pasadena? We want a neighborhood / ~~wide~~ city wide clear presentation of how this situation will impact the city.

Patricia Kemp
1106 Buena Vista St.

Patricia J. Clause
1120 Buena Vista

Susan Serrano
1124 Buena Vista St
90 Pas CA 91030

Yolanda Chavez

From: Emilia Lomeli [REDACTED]
Sent: Wednesday, September 21, 2022 2:23 PM
To: Michael Cacciotti - [REDACTED]; City Council Public Comment
Cc: Emilia Lomeli-Fannon
Subject: Requesting that this correspondence be read out loud at today's City Council Meeting

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk and or Representative,

I am asking that this correspondence be read out loud at today's meeting as the subject of Caltrans property sales is discussed as well as becoming part of the record for today's meeting September 21, 2022.

Truly Yours,

Emilia

Emilia Lomeli-Fannon
[REDACTED]

On Wed, Sep 21, 2022 at 2:19 PM Emilia Lomeli [REDACTED] > wrote:

Dear Mayor Honorable Michael Cacciotti,

I am asking that this letter be read into record at today's City Council. I have written to the Council members before to receive information on the delays and status of the Caltrans property sales but have received no reply as of yet.

A letter from Edward Francis, Caltrans Right Away Director, indicated tenants would be contacted this Summer. We were not. As you know tenants await for sale offers while paying rents with no equity in the property for decades now. Why continuous delay is acceptable is a disadvantage to both tenants and the City. We have not been contacted by Veterans Realty Group who we expect as informed is responsible for acting on this matter.

Richard Fannan and I would like to request a meeting with you to discuss this problem. I will follow up with a call to the City Manager's Office on this request. Look forward to a response to this letter. We agree with the statement in the enclosed document i.e. that the sale transaction for purchase may be carried out by Caltrans and tenants as has been done in the past.

Respectfully yours,

Emilia and Richard Fannan

From: [REDACTED]
To: [City Council Public Comment](#)
Cc: [Armine Chaparyan](#); [Sheila Pautsch](#); [Cathy Billings](#); [WISPPA](#)
Subject: God Save The King
Date: Thursday, September 8, 2022 1:36:11 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I was about to start writing a message to our City Manager this morning. Because I awoke at 2:30 AM, then wearied by 4:15 AM, I lay down to rest. I missed my morning one-hour dose of news from 5:30 to 6:30 AM.

So around 9:20 AM, I turned on my clock radio to compensate for the lack of news of the day. The laptop is in the dining room while the clock radio is in the next room; the sound is still discernible.

The first keystrokes of the message were made when the news that the initial watch on the Queen's condition had changed. She had just died.

For all of my life, there has been a Queen Elizabeth II. From nearly two oceans away, I've admired the woman as a leader, as a politician, as a family leader and mother, as a diplomat, as one who can be looked to for proper decorum. And most of all, I've admired the consistent public fortitude she displayed as a new ruling Princess during WWII (via vintage film), rallying to continue to support and raise the morale of her people and, like Delacroix's "Liberty" lead to attainment and victory, without bewailing Life's personal challenges.

To my British friends and colleagues, I salute you and support you as we move through the many changes that will happen to all of you - wherever time and circumstances have deposited you these days.

May we use her public image and deportment as a guide stone for how we conduct our lives and duties, especially as those matters relate to our neighbors, community, and city.

Viva
Yvonne LaRose
Diversity/Title VII, Harassment, and Ethics Consultant

From: [Josh Betta](#)
To: [Armine Chaparyan](#); [Ken Louie](#); [Jon Primuth](#); [Michael Cacciotti](#); [Domenica Megerdichian](#); [Diana Mahmud](#); [Evelyn Zneimer](#); [Jack Donovan](#); [Fred Findley](#); [Edward Elsner](#); [Gary Pia](#); [Zhen Tao](#); [Bill Glazier](#); [cquade@southpasadenaca.gov](#); [edwinmchoi@gmail.com](#); [Peter Giullioni Jr](#); [Janet Braun](#)
Cc: [Ben Tansey](#); [Josh Betta](#); [Steven Lawrence](#); [Stephen Rossi - Gmail](#); [Sheila Rossi](#); [Ellen Teez](#); [Mary Urquhart](#); [Jan Marshall](#); [City Clerk's Division](#); [Chris Bray](#); [Anne Bagasao](#); [Joanne Nuckols](#); [squade@southpasadenaca.gov](#); [Ellen Wood](#); [Christina Munoz](#); [cynthia.avade@yahoo.com](#); [Lauren Rubin](#); [All Commissions](#); [jack@donovanmetals.com](#); [Diana Mahmud](#); [Michael Cacciotti - Personal](#); [Paul Riddle](#); [Robert Joe](#); [Keena Betta Moro](#); [Yolanda Guterrez](#); [Gigi Betta](#); [ezneimer](#); [Richard Schneider](#); [Sheila Tully](#); [Robert Joe](#); [Tameka Cook](#); [Ronald Rosen](#); [Ben Tansey](#); [barbara kerwin](#)
Subject: Public Statement
Date: Saturday, September 10, 2022 4:22:33 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I dedicate this statement to the young, vigorous news reporting aspirant in South Pas. May they come from SPHS, says I. Harness the Tiger.

This is to inform that I intend to make a comprehensive public statement regarding the Council's consideration of the City Manager's recommendations to the City Council for performance measurement of the Finance Department when such matter is agendized by the City Manager for the City Council's public discussion at a regularly scheduled meeting.

On a personal note, I have every expectation that we've arrived at a renaissance place of public virtue as pertains to the City's 2020 financial "meltdown," a public failure so great that that has now been renamed a "crisis" by Mayor Pro Tempore Jon Primuth. Primuth is on to something, folks, because he's saying he wants future decision making to be made on the basis of (yes, Virginia, sometimes brutal) facts yet to be published by the City Manager. Primuth upped the ante when he said also that City Manager Armine Chaparyan should be "asked to do more" in her responses to the crisis in her administration.

But I ain't naïve. I speak to those who exercised the damaging controls over the creation of "crisis," those of a divisive community status quo, those within and without of City Hall, and I say to you that you that may have motivation sufficient to obstruct or otherwise diminish the professional quality of what will become, via City Council vote, the Adopted Finance Department Performance Measurements."

I say also to the Finance Commission that your obligation, faced with "crisis," is to "provide, as the Code sez, "high level advice" to the City Council in matters. More so after this this point, in fact. Time to review your credentials.

To all community public and appointed leaders, I declare, too, that since the summer of 2020, the several reports, analyses, Betta Report, Citygate Report, meeting minutes, videotapes of City Council meetings, news reporting, individual records, business records, social media records, intellectual property records, public records have come together in such manner as to "require" a mastery of a body of knowledge that a reasonable person might judge to be now expected of you as public governors. But check something at the door. Thus said records and evidence can and might be used against you.

Taking such logic further, I opine, last, that it can be effectively argued that corporate and individual

responses to the “crisis,” coming as the “crisis” does after after 4 years of institutional silence, should be judged in the future by standards requiring community leaders, in the here and now, to act not as a “reasonable public officials,” but as a “reasonable, highly informed public officials responding to a crisis.”

The legal standards weighing the conduct of elected and appointed office has been elevated to higher stature, is what I’m saying. Watch your liability six, ladies and gentlemen, because four of the five City Councilmembers that are attorney’s are aware that they risk the potential of State Bar review.

That’s crisis management. But I still ain’t sure if it makes an impresson on the shifty scales of economic, governmental and public employment “justice” in contemporary South Pas.

Josh Betta



From: [Chris Bray](#)
To: [City Council Public Comment](#)
Subject: Public Comment, Item #17, Sept. 21, 2022
Date: Friday, September 16, 2022 3:29:14 PM
Attachments: [WA-lithium.png](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Councilmembers,

First, it's been all of two weeks since the CAISO asked Californians to avoid charging their electric cars during periods of peak usage. Do you plan to limit policing between 4:00 and 9:00 p.m. on hot days?

Second, the staff report for this item contains no analysis of the general effect of this choice on *policing*. The back-up charging plan is this:

"The recently constructed and publicly available twenty-stall (20) Tesla Supercharger location at Glenarm Street and the Pasadena (110) Freeway in the City of Pasadena is ideally suited to meet our charging infrastructure redundancy and supplemental energy needs."

Sending police officers and patrol cars to the Glenarm facility **removes police from South Pasadena** for however long it takes to recharge. Level 2 charging at City Hall similarly removes patrol cars from availability for at least several hours. How will a fleet that requires hours of charging affect police response times? How will a patrol fleet that may require charging in a neighboring city during blackouts and brownouts affect police response times?

A police department in England says proudly that 21% of their fleet is made up of electric cars — but they also say flatly that they **do not allow the use of electric cars to respond to emergencies**.

<https://www.bbc.com/news/uk-england-gloucestershire-62451094>

Third, I remind you of the LAPD's \$10 million electric car lease, and of the KCBS reporter David Goldstein using the California Public Records Act to obtain the usage logs for those cars — which turned out to be mostly unused. Goldstein chased down an LAPD commander who used one of the mostly unused cars to drive to a manicure, which made great television.

<https://youtu.be/3X0egTqMUDM>

And finally, the examination in the staff report of the environmental impact of electric cars doesn't mention the environmental realities of the heavy mining operations needed to produce electric car batteries. See the attached photo of a lithium mine.

This is idiotic. You'll regret it. Spend less time virtue signaling and more time trying to make city services work better. Our city government just keeps getting dumber and more useless. Pave the streets, clean the parks, protect police, fire, and library services. Stop all the performative nonsense.

Chris Bray
South Pasadena resident



From: [Marc Carrel](#)
To: [City Clerk's Division](#)
Cc: [Tigran Agdaian](#); [Ken Chawkins](#)
Subject: Support letter for Item #17 on 9/21 Council Agenda
Date: Friday, September 16, 2022 4:01:13 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[BSC support for S Pasadena ZEV Police Cars.pdf](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello –



Attached is a letter of support for Item #17 on the September 21 City Council Agenda. Please distribute this letter to the Mayor and Council Members prior to the meeting on September 21.

Thank you very much.

Sincerely,

Marc Carrel



Marc Carrel  
President & CEO
Breathe Southern California
[5858 Wilshire Blvd., Suite 300](#)
[Los Angeles, CA 90036](#)
phone: [\(323\) 935-8050 x250](#)
cell: [\(323\) 395-1894](#)
email: mcarrrel@breathesocal.org
web: www.BreatheSoCal.org



MAKE A GIFT NOW to help us clean the air and assist those suffering from chronic lung disease.

A dark blue banner with gold decorative corners. On the left, it says "TUE. OCT. 11, 2022 | LUXE SUNSET BLVD HOTEL" and "2022 BREATH OF LIFE AWARDS®" in large white letters, with "HONOR | RECOGNIZE | CELEBRATE" below. On the right, it features the Breathe Southern California logo and the text "Purchase Your Early Bird Tickets by September 1st!".

TUE. OCT. 11, 2022 | LUXE SUNSET BLVD HOTEL

2022 BREATH OF LIFE AWARDS®

HONOR | RECOGNIZE | CELEBRATE


BREATHE
SOUTHERN CALIFORNIA

Purchase Your Early Bird Tickets
by September 1st!



September 16, 2022

Hon. Michael Cacciotti and Members of the City Council
City Hall, City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030

Re: September 21, 2022, Council Meeting
Agenda Item 17: Police Department Fleet Electric Vehicle Lease and Southern California Edison (SCE) Charge Ready Program

Dear Mayor and Councilmembers:

On behalf of Breathe Southern California, I am writing to express our support for your efforts to convert the South Pasadena Police Department's vehicle fleet to battery electric vehicles and to install accompanying EV charging infrastructure. This effort is forward-looking and consistent with the City's adopted Climate Action Plan. In addition to being a smart operational and financial decision saving the City significantly on fuel and repairs, the fleet changeover will create cleaner air for residents and visitors of South Pasadena and all of Southern California, leading to a healthier future for all.

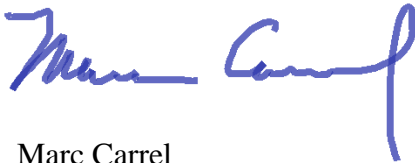
Breathe Southern California is a nonprofit non-partisan organization that promotes clean air and healthy lungs for all of Southern California. The current state of our environment requires that California continue its commitment to clean transportation solutions and that each local jurisdiction do its part as well. Zero emission vehicle technologies reduce toxic air pollutants by over 90% helping to clean our air and dramatically reduce health impacts like asthma, in children and adults.

Cities have been drawn to electric vehicles not only for environmental reasons but also based on dollars and cents. EVs require less maintenance than their gasoline-powered counterparts. On a per-mile basis, EVs cut energy expenditures by more than half compared to comparable gasoline-powered cars, based on a 2018 University of Michigan study. These savings have certainly grown recently with gasoline today topping \$5 per gallon.

Zero-emission vehicle technology is not "new" anymore. It is a proven technology that will have significant positive environmental impacts. Making the switch now will create a healthier environment for your police officers, your residents, and the visitors to South Pasadena. Having public-facing charging infrastructure will bring more visitors in clean vehicles to South Pasadena overall.

Breathe SoCal wholeheartedly supports South Pasadena's efforts to make this significant change. We acknowledge your leadership in addressing climate change and improving air quality while also ensuring public safety. We urge you to approve the plan as recommended by the City staff.

Sincerely,



Marc Carrel
President and Chief Executive Officer
Breathe Southern California

From: [Therese Brummel](#)
To: [City Council Public Comment](#)
Subject: Item #16 and #17: I support public EV charging, public safety EVs, and solar + storage
Date: Saturday, September 17, 2022 5:11:34 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Council Members, and staff,

As a local constituent, Registered Nurse and grandparent who cares deeply about public health, public safety, and a livable climate, I urge you to support a more sustainable South Pasadena and agenda items 16 and 17.

Air quality in Los Angeles County is on the decline after years of steady improvements. Vehicle exhaust is the number one source of local air pollution. Gas vehicles are also the number one source of greenhouse gas emissions in the region.

Now is the time to align our values with our spending. The City has a tremendous opportunity to invest in the future by installing public EV charging, replacing old gas PD vehicles with EVs, and increasing the resiliency of City Hall with solar panels and battery storage. Please take this step forward towards a more sustainable South Pasadena.

Thank you for your service to the community,
Therese Brummel

Sent from my iPhone

From: [Kitty Kroger](#)
To: [City Council Public Comment](#)
Subject: Item #16 and #17: I support public EV charging, public safety EVs, and solar + storage
Date: Saturday, September 17, 2022 7:51:57 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Council Members, and staff,

As a local constituent who cares deeply about public health, public safety, and a livable climate, I urge you to support a more sustainable South Pasadena and agenda items 16 and 17.

Air quality in Los Angeles County is on the decline after years of steady improvements. Vehicle exhaust is the number one source of local air pollution. Gas vehicles are also the number one source of greenhouse gas emissions in the region.

Now is the time to align our values with our spending. The City has a tremendous opportunity to invest in the future by installing public EV charging, replacing old gas PD vehicles with EVs, and increasing the resiliency of City Hall with solar panels and battery storage. Please take this step forward towards a more sustainable South Pasadena.

Thank you for your service to the community,

Kathryn

From: [cheryl auger](#)
To: [City Council Public Comment](#)
Subject: Item #16 and #17: I support public EV charging, public safety EVs, and solar + storage
Date: Sunday, September 18, 2022 3:19:39 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Council Members, and staff,

As a local constituent who cares deeply about public health, public safety, and a livable climate, I urge you to support a more sustainable South Pasadena and agenda items 16 and 17.

Air quality in Los Angeles County is on the decline after years of steady improvements. Vehicle exhaust is the number one source of local air pollution. Gas vehicles are also the number one source of greenhouse gas emissions in the region.

Now is the time to align our values with our spending. The City has a tremendous opportunity to invest in the future by installing public EV charging, replacing old gas PD vehicles with EVs, and increasing the resiliency of City Hall with solar panels and battery storage. Please take this step forward towards a more sustainable South Pasadena.

Thank you for your service to the community,

Sincerely,
Cheryl Auger, District 6

From: [Deborah Clem](#)
To: [City Council Public Comment](#)
Subject: Item #16 and #17: I support public EV charging, public safety EVs, and solar + storage
Date: Monday, September 19, 2022 10:35:46 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Council Members, and staff,

As a local constituent who cares deeply about public health, public safety, and a livable climate, I urge you to support a more sustainable South Pasadena and agenda items 16 and 17.

Air quality in Los Angeles County is on the decline after years of steady improvements. Vehicle exhaust is the number one source of local air pollution. Gas vehicles are also the number one source of greenhouse gas emissions in the region.

Now is the time to align our values with our spending. The City has a tremendous opportunity to invest in the future by installing public EV charging, replacing old gas PD vehicles with EVs, and increasing the resiliency of City Hall with solar panels and battery storage. Please take this step forward towards a more sustainable South Pasadena.

Thank you for your service to the community,

Deborah and Jeremy Clem (South Pasadena residents since Fall 2020)

From: [Chris Bray](#)
To: [City Council Public Comment](#)
Subject: General Public Comment, Sept. 21
Date: Sunday, September 18, 2022 1:45:29 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Councilmembers,

Please regard the attached images as general public comment for the September 21, 2022 virtue-signaling performance of the South Pasadena City Council.

Chris Bray
South Pasadena resident







FLEX ALERT 
Extended: Statewide Flex Alert
Sept. 7 from 4 p.m. – 9 p.m.
[Read more >>](#)

Today's Outlook AS OF 20:25 09/07/2022


44,652 MW
Current demand


50,132 MW
Forecasted peak


3,395 MW
Current renewables


9%
Renewables serving load

GOING GREEN 

CALENDAR

iCal 09:00 AM - 11:00 AM  WECC Interchange Tool Working Group (WITWG) Meeting

From: [J Leon](#)
To: [City Council Public Comment](#)
Subject: Ev Support for item #16, #17
Date: Monday, September 19, 2022 12:44:05 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject Line: Item #16 and #17: I support public EV charging, public safety EVs, and solar + storage

Dear Mayor, Council Members, and staff,

As a local constituent who cares deeply about public health, public safety, and the climate, I urge you to support a more sustainable South Pasadena and agenda items 16 and 17.

Air quality in Los Angeles County is on the decline after years of steady improvements. Vehicle exhaust is the number one source of local air pollution. Gas vehicles are also the number one source of greenhouse gas emissions in the region.

Now is the time to align our values with our spending. The City has a tremendous opportunity to invest in the future by installing public EV charging, replacing old gas PD vehicles with EVs, and increasing the resiliency of City Hall with solar panels and battery storage. Please take this step forward towards a more sustainable South Pasadena.

Thank you for your service to the community.

From: [Elizabeth Kay Fife](#)
To: [City Council Public Comment](#)
Subject: Item #16 and #17: I support public EV charging, public safety EVs, and solar + storage
Date: Monday, September 19, 2022 2:48:47 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor, Council Members, and staff,

As a local constituent who cares deeply about public health, public safety, and a livable climate, I urge you to support a more sustainable South Pasadena and agenda items 16 and 17.

Air quality in Los Angeles County is on the decline after years of steady improvements. Vehicle exhaust is the number one source of local air pollution. Gas vehicles are also the number one source of greenhouse gas emissions in the region.

Now is the time to align our values with our spending. The City has a tremendous opportunity to invest in the future by installing public EV charging, replacing old gas PD vehicles with EVs, and increasing the resiliency of City Hall with solar panels and battery storage. Please take this step forward towards a more sustainable South Pasadena.

Thank you for your service to the community,

Best Regards,
Elizabeth Fife

Elizabeth Fife, Ph.D.
Associate Professor, Technical Communication Practice
Viterbi School of Engineering, OHE 104
University of Southern California
Los Angeles, CA 90089

From: [rollingtherock](#)
To: [City Council Public Comment](#)
Subject: Public Comment – Wednesday 9-21 – Items 16 and 17
Date: Monday, September 19, 2022 4:38:18 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Members of the City Council:

Regarding the agenda for Wednesday’s regular meeting of the South Pasadena City Council, I urge the City Council to vote in favor of item #16 and item #17.

If the City Council will authorize the City Manager to take the important steps described in each of these two resolutions, it will be a great achievement and even, arguably, an honor for the City of South Pasadena. I sincerely hope that should the Council vote in favor of these resolutions, other incorporated municipalities in the San Gabriel Valley cannot fail to consider South Pasadena’s leadership role in our struggle for a better environment. That is what I am hoping for. That is what we need.

Sincerely,

Bill Joyce

La Verne, California

(Former resident [9 years] of South Pasadena at 2050 Meridian Avenue.)

From: [John C.](#)
To: [City Council Public Comment](#)
Subject: South Pasadena City Council meeting September 21, 2022 agenda item 17
Date: Tuesday, September 20, 2022 10:26:09 AM
Attachments: [CSP02432646888177472112842424.pdf](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To South Pasadena City council and Mayor.

Another police department in northern California in Sonoma County has already added a Tesla Model Y for patrol. The small police department in Cotati is the city that will be using a Tesla Model Y for patrol. This is the second police department in California to use Tesla Model Y for patrol. Please approve agenda item 17 city council and mayor of South Pasadena. Article with images below.

The Cotati Police Department in California recently purchased a new Tesla Model Y police patrol car making it the first EV police cruiser in service in Sonoma County. [KRON4 reported](#). The Tesla Model Y was recently put into service and the city's mayor, Mark Landman, told KRON4:

"Cotati is one of the first cities in California to put a fully equipped electric police patrol car into service."

"Our police fleet was an obvious place to prioritize, as these vehicles idle and drive extensively, with an overall efficiency of 9 miles per gallon. Even with the higher initial costs of purchasing the car, it's less expensive overall with gas and maintenance savings."

"We are happy to help lead the way to a healthier gas-free future with electric patrol cars that refuel on electricity from Sonoma Clean Power Evergreen that saves our residents money over the life of the vehicle."

The Tesla Model Y police vehicle was manufactured at the Tesla factory in Fremont and showcased at an unveiling yesterday in a ceremony at La Plaza Park. Mayor Landman said that the new police vehicle will "be more cost-effective, saving our citizens money while at the same time helping reduce (greenhouse gas) emissions — something we all recognize we need to do."

The City of Cotati became the second Bay Area police department to add an EV to its fleet and the new EV will be the city's 10th patrol unit, [the Press Democrat reported](#). Cotati Police Chief, Michael Parish said that the goal is to be 100% electric during a speech at the presentation.

Cotati's city leaders noted that Tesla's higher upfront cost, which is around \$56,000 compared with \$35,000 for the all-wheel drive Dodge Charger, will prove to pay for itself over time with fuel savings and no cost for maintenance.

Mayor Landman also hopes to inspire other law enforcement agencies in his county to electrify their fleets.

"Once Sonoma County makes this switch, we can make the same friendly challenge to Mendocino and Marin, and, once that happens, we can all together watch this take off like a rocket throughout our state."



A sunroof illuminates Cotati police chief Michael Parish as he prepares to start a Tesla electric vehicle, that will be used in the Cotati Police Department patrol fleet, Thursday, Sept. 15, 2022. (Kent Porter / The Press Democrat) 2022



Cotati officials unveil a Tesla electric vehicle that will be used in the Cotati Police Department patrol fleet, Thursday, Sept. 15, 2022. (Kent Porter / The Press Democrat) 2022



Sent from [Mail](#) for Windows



From: [John C.](#)
To: [City Council Public Comment](#)
Subject: South Pasadena City Council Meeting September 21, 2022 for agenda item 17
Date: Tuesday, September 20, 2022 10:28:09 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To South Pasadena Mayor and city council members,

The City council need to approve South Pasadena Police Department to use Tesla Model Y for patrol because on December 9, 2021 in article below Huntington Beach Police Department has already been approved to use two Tesla Model Y for patrol. Cannot see why South Pasadena Police Department can use Tesla Model Y for patrol. I also want to remind the city council that Ford and Chevrolet will stop making gas powered and hybrid vehicles by the end of 2035 and Dodge has said they will stop making gas powered and hybrid vehicle by the end of 2028. The Dodge Charger which is sold to police departments and the public will stop being produce by the end of 2023. Let not get left behind because the wheel has already started to rolling and it would not look good for the city of South Pasadena to be ones that are left behind.

As good stewards of both the environment and taxpayer dollars, the Huntington Beach City Council approved the purchase of two Tesla Model Y vehicles for the Police Department's patrol fleet.

The Tesla Model Y is less expensive than its counterpart, the Chevy Tahoe, and because Teslas do not require traditional oil changes, fuel filters, spark plugs, etc., the maintenance for a Tesla is far less than the estimated \$3,500 of annual maintenance for a gas vehicle. The electricity cost to power the Teslas is approximately \$800 per year, which is significantly less than fuel costs for a traditional vehicle at \$5,700 per year.

Safety of the Huntington Beach Police Officers was also a high priority in the vehicle selection process. While all vehicles used in the Police Department's fleet have excellent safety records, the Model Y had a 5-star overall rating, according to the National Highway Traffic Safety Administration.

The City Council approval to purchase the 2021 Tesla Model Y makes Huntington Beach the first city to be using this type of vehicle in the State of California.

From, John

From: [John C.](#)
To: [City Council Public Comment](#)
Subject: South Pasadena city council meeting September 21, 2022 email comment
Date: Tuesday, September 20, 2022 10:47:05 AM
Attachments: [8BB87793977A4D2D89DF102D0E8CDA3B.png](#)
[68358018535A4B0888570CA2C407A687.png](#)
[661B5D85B2D64864AA9AA2A74F698985.png](#)
[F21AF58137844C73ADD1390FA6A0486D.png](#)
[0A153B1E0A3A41E0B7E1858FA1964BA9.png](#)
[9058479DDBD04175A73F113C3BB1F9E6.png](#)
[49E4E3BB0A224E57826EF16D9B4527F7.png](#)
[347438B8BFE0419697A2900FE70AC352.png](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From, John

To the South Pasadena Mayor and City Council members on why South Pasadena should approve Agenda item 17 for South Pasadena Police Department to use Tesla Model Y and 3.

Article below explain why Tesla Model 3 works for the Westport, Connecticut Police Department and the saving were included in this article. Also, it does not make a different if South Pasadena purchase Tesla Model Y and 3 straight up or lease them because they will make all there money back in several years as stated in the article below. Proof that Tesla works for police Departments. Please approve agenda item 17.

Tesla Police Vehicle Saves Westport Tens of Thousands of Dollars

June 1, 2021



Police Chief Foti Koskinas (left) and Officer Charles Sampson. Photo courtesy of Westport Police.

Post by Barry Kresch

Tesla Police Vehicle Brings Large Monetary Savings

- The purchase premium is recouped in one year.
- After four years, the savings are enough to pay for another Tesla.
- One EV saves 23.5 tons of CO2 emissions annually.

This blog post will discuss the financial aspects of the analysis. A subsequent post will describe the avoided emissions and health costs.

A Big Splash

Using a Tesla Model 3 for police duty was a new idea back in Dec. 2019 when the Westport Police acquired one for use as a fully customized police cruiser, going into service in Feb. 2020. This was the second Model 3 to be acquired by a police force (Bargersville, IN was the first), but according to the Westport Police, this was the first one to be fully tricked out for law enforcement. The Model S or X would also be cool patrol cars, but the lower price-point of the Model 3 made it a more financially realistic option.

The purchase caused quite a splash, generating hundreds of inquiries from all over the world. Since then, there have been some other communities that have gone the same route. To the best of our knowledge, nobody has published a dive into the financials, including the customization.

The police gave us some very positive feedback early on about using the vehicle. This included how its performance enables it to catch up to a speeding vehicle in less time than a gas-powered patrol car, reducing the danger to other motorists, pedestrians, and the police themselves.

When a police vehicle is out in the community, especially at a public gathering, photo ops are common. The usual photo op is with the kids, who like to be photographed behind the wheel of a patrol car. With this car, it is the adults asking for photos.

At the time the purchase announcement was made, much of the attention was focused on the headline purchase price. Sure, the Tesla Model 3 is green. In fact, it is green even by EV standards with a 121 MPGe EPA rating. But is it a prudent use of taxpayer funds to purchase a vehicle costing \$52,290 compared to \$37,000 for a Ford Explorer, the recent mainstay of the Westport patrol car fleet?

This blog reported extensively on the vehicle when it [entered service](#). The story was picked up in other places, too, including local blogger, Dan Woog, who published a story in December 2019 that generated over 50 comments. Most were supportive, but there were doubting Thomases who wrote, "\$52,000 – what a joke." Or "A Tesla is essentially a luxury item and a novelty; what a wasteful and obnoxious mismanagement of our tax dollars."

While EVs are typically more expensive to acquire than a comparable conventional, or ICE (internal combustion engine) car, the total cost of ownership, which factors in fuel and maintenance, is often lower. This car turned out to be an extreme version of the savings on a total cost of ownership basis.

The Westport Police worked with Sustainable Westport before the purchase to estimate the numbers and there was a high confidence level that the lower operating costs of the Tesla would translate to payback within three years, plus the tantalizing possibility that the native tech in the Tesla would offer savings on the extensive customization that occurs for a law enforcement vehicle. Fortunately, Westport leadership is committed to lowering emissions and they, including First Selectman Jim Marpe and Police Chief Foti Koskinas, had a bias to action.

Fast Recoupment

The new headline is that the payback happens in year one. By year four, there are enough savings to buy a new Tesla. The details get a little more complicated and I will lay them all out. All data regarding the purchase, customization, and operating expenses come from the Westport Police. At my request, the analysis was reviewed by the Finance Department of the Town of Westport, which has confirmed the accuracy of the data and supports the conclusions.

I use actual data, where available, and due to the relatively short time frame, projections based on the data for future years, done in consultation with the police.

This Tesla and The Next

This car was *never* not going to save money. The cost of law enforcement customization is substantial, more than the cost of the Ford Explorer. The Tesla, due to its first-mover status, was given significant discounts from the two companies that Westport uses for this work (Whelen Engineering and Fleet Auto Body, which are both CT companies). Going forward, that free lunch is off the menu. Consequently, when discussing the data, I refer to this vehicle as the Tesla "Pilot,"

and a second, hypothetical vehicle, as the Tesla "Next," where I don't count the one-time discounts to have a better comparison with the Ford ICE.

Also, this comparison assumes outfitting a car from the ground up. In real-life operations, if a vehicle is replaced with a like vehicle, much of the customization can be reused. The Westport patrol fleet is made up of Ford Explorers and Crown Victorias. The latter model has been discontinued so reuse is not possible when replacing those.

The Car

This Model 3 was the long-range, all-wheel drive, performance version. The police did not purchase full-self driving (which their insurer would not underwrite, though it was moot because they weren't going to buy it anyway).

Customization

The biggest single item in the customization is the license plate reader, and it is here that there was a savings of \$10,000 (\$8,000 vs \$18,000) due to taking advantage of the technology native to the Tesla. As far as Pilot discounts, there was no charge for added cameras, lights, siren, and the weapons rack. These discounts amounted to just over \$14,000.

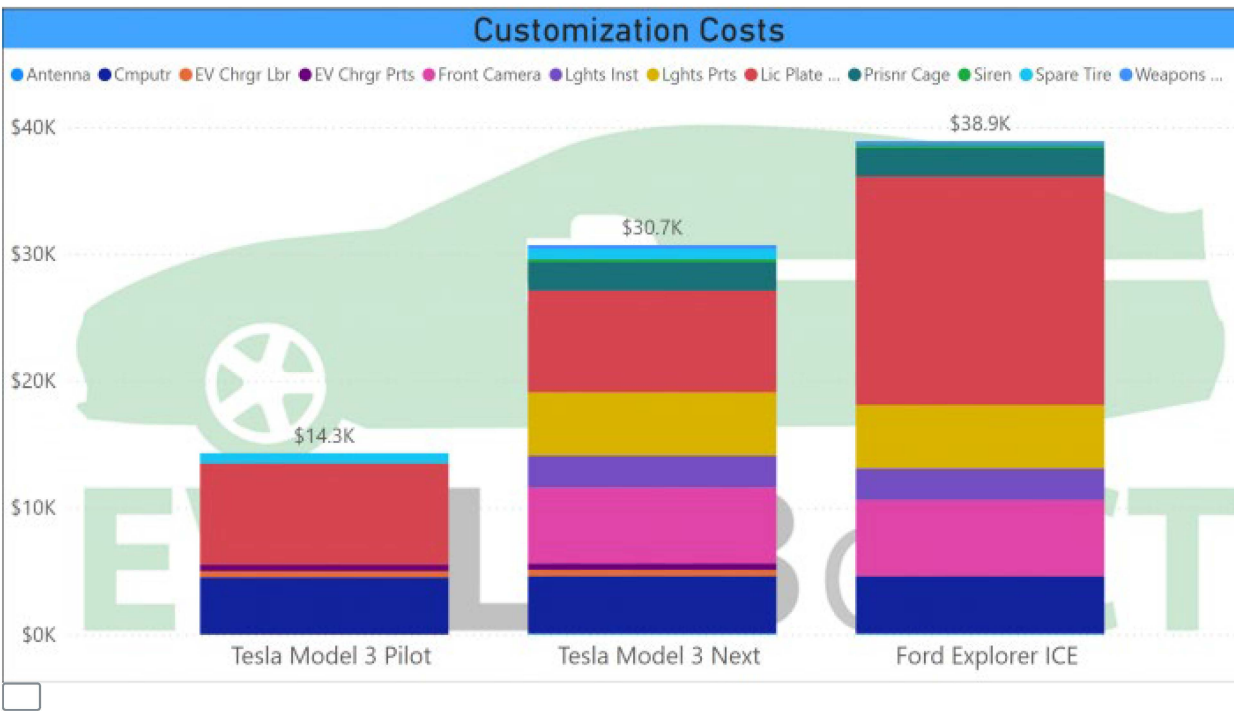
The Pilot was not outfitted with a prisoner transport cage/partition since that was not needed for its duties. For purposes of comparison with the Explorer, the partition was included in the Next vehicle.

There are two items that applied only to the Tesla. One is a spare tire for \$800. (The Ford comes with a spare.) The other is a charging station at a cost of \$1000 for hardware and installation. These are categorized as "customization" since they come after the vehicle is purchased. The department is getting two shifts per day on a single charge and charging the vehicle overnight. This is assumed to be the usage pattern of future Teslas, so the conservative assumption on charging is that the charging equipment expense will be required for each Tesla procured and it is included in the Next vehicle. There could potentially be a savings opportunity in the future with a dual-port charger.

The other item, charged to all cars, was a police computer.

Exploiting the native Tesla tech is still a work in progress. There is the possibility of future savings but for this comparison, no further savings are assumed. The customization totals for each vehicle are displayed below. The Pilot vehicle, due to the discounts, cost savings from the license plate reader, and lack of a prisoner partition has a \$24,600 lower cost of customization. In other words, based on the customization alone, the purchase premium has been more than recouped. The Next vehicle, without all the discounts, still has a lower customization cost than the Ford in the amount of \$8200 due to the license plate reader savings, partially offset by the charging station and spare tire expenses.

One thing that Tesla did was enable the wiring of all the electronic accessories (lights, siren, etc.) into the large battery. That made it unnecessary to add a second 12-volt battery (which is how other police departments have handled this item). In the case of the Ford patrol car, a heavy-duty alternator how the extra load is handled. (The HD alternator is included in the base purchase price of the Ford.)



Ongoing Costs

Aside from fuel, these are the ongoing regular maintenance items that are included in the data.

Both vehicles: brakes and tires.

With electric vehicles, regenerative braking, where the engine slows the car and stores some of that kinetic energy in the battery (instead of its being dissipated as heat), greatly reduces the wear on the brakes. The scheduled brake servicing for the Tesla is once every two years. It is possible the brakes will last longer, but the police use involves hard stops, which will engage the friction brakes, and this is thought to be a conservative estimate. Brake servicing history on the Explorer is twice per year.

The police have remarked that they are pleasantly surprised that the tires are holding up better on the Tesla, which they attribute to a superior suspension. I was surprised, too. Normally, tires are the one area where an EV does not save money. Most EVs use low rolling resistance tires. These maximize range but are not known for long life. In the case of the Westport PD, they are using the same tire for both the Ford and the Tesla. It is possible there was a slight range-loss because of this. They plan to replace the Tesla tires once every two years, compared to every year for the Ford.

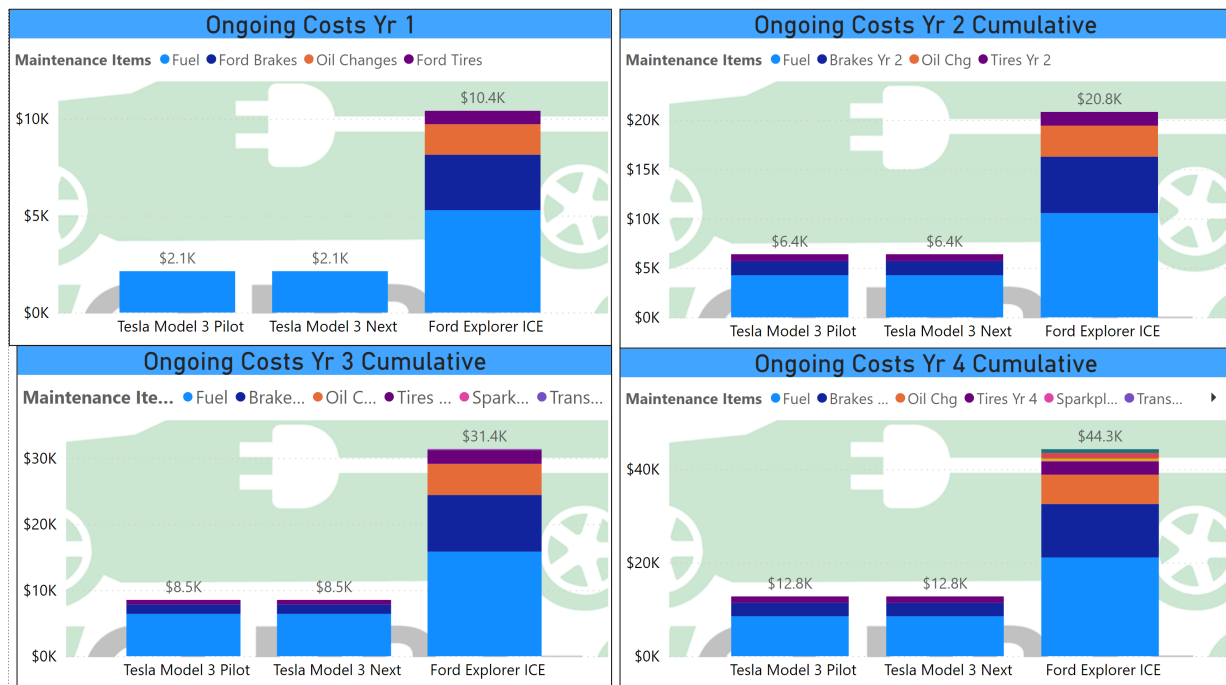
Ford only: oil/filter changes, transmission servicing, catalytic converter, water pump, spark plugs, alternator.

The costs were calculated based on driving 23,060 miles in a year.

The EV charger that was installed by the police is not sub-metered. Tracking electricity consumption was a manual affair of tracking mileage and battery state of charge before and after each day. Going forward, the police have subscribed to Tesla-Fi, so there will be an opportunity to tighten those numbers, plus track battery degradation. Based on the data we have, the cost of electricity was 60% less than it was for gas. Also, keep in mind that this car is a 2020 model year,

meaning it was before Tesla began installing heat pumps in its vehicles. This will reduce energy consumption in cold weather. Finally, there is a new EV Rate Design currently being adjudicated by the Public Utilities Regulatory Authority. This has the potential to reduce the cost per kilowatt hour of electricity, depending upon the final rulemaking, how it applies to municipalities, and whether the police could live with a managed charging arrangement. The police would have to install smart chargers, which are more expensive than the dumb charger they have now, but that cost differential would likely be subsidized in this scenario.

The chart below maps the savings from fuel and maintenance on a year by year cumulative basis for 4 years. Bands of color represent items in a consistent way across all 4 panels and all 3 bars and are identified in the legend. In year one, there is already a savings of \$8.3 thousand, due to the lower fuel costs for the Tesla, along with the cost of quarterly oil/filter changes, brake servicing, and tire replacement for the Ford. From there, the savings accrue even more quickly due to ICE parts (e.g. the catalytic converter) needing to be replaced, so that by the time we get to 4 years, the savings total \$31.5 thousand. This is considerably more than the purchase premium and almost as much as the purchase cost of the Ford.



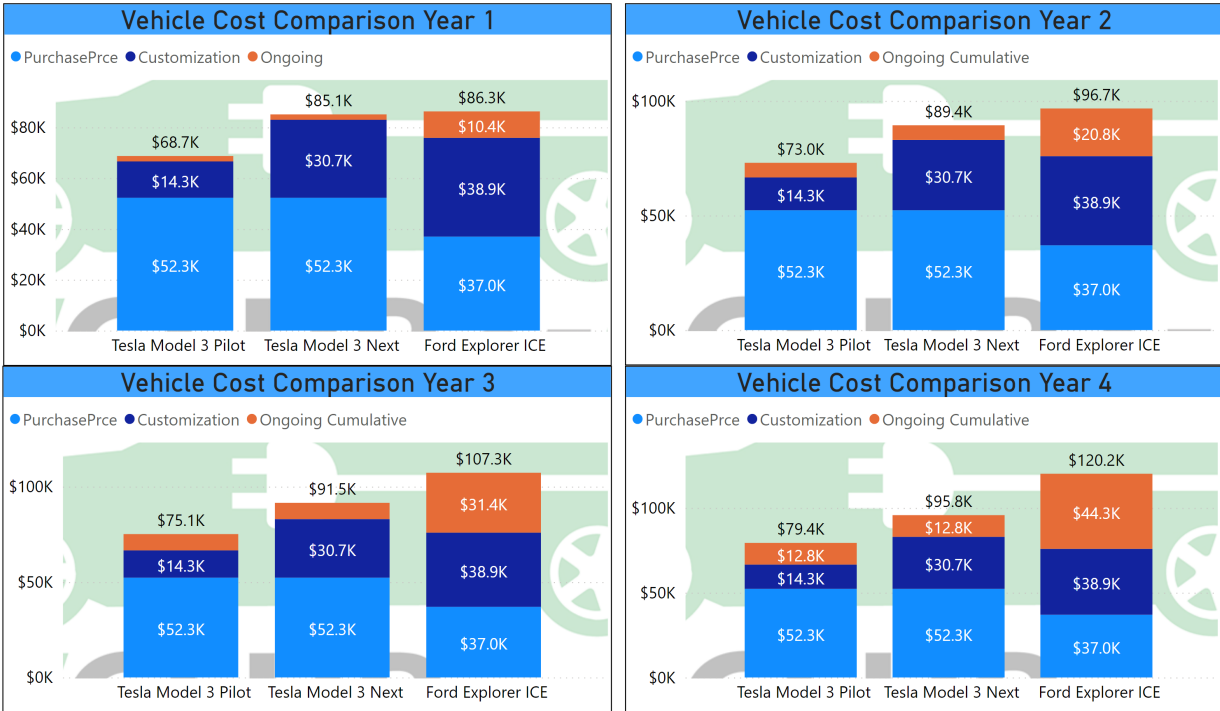
Service Life

The documented service life of the Ford Explorers is four years. Based on what the police have seen to date, they are planning for a six-year service life for the Model 3. This is big. Costs are calculated on both a cash and amortized basis.

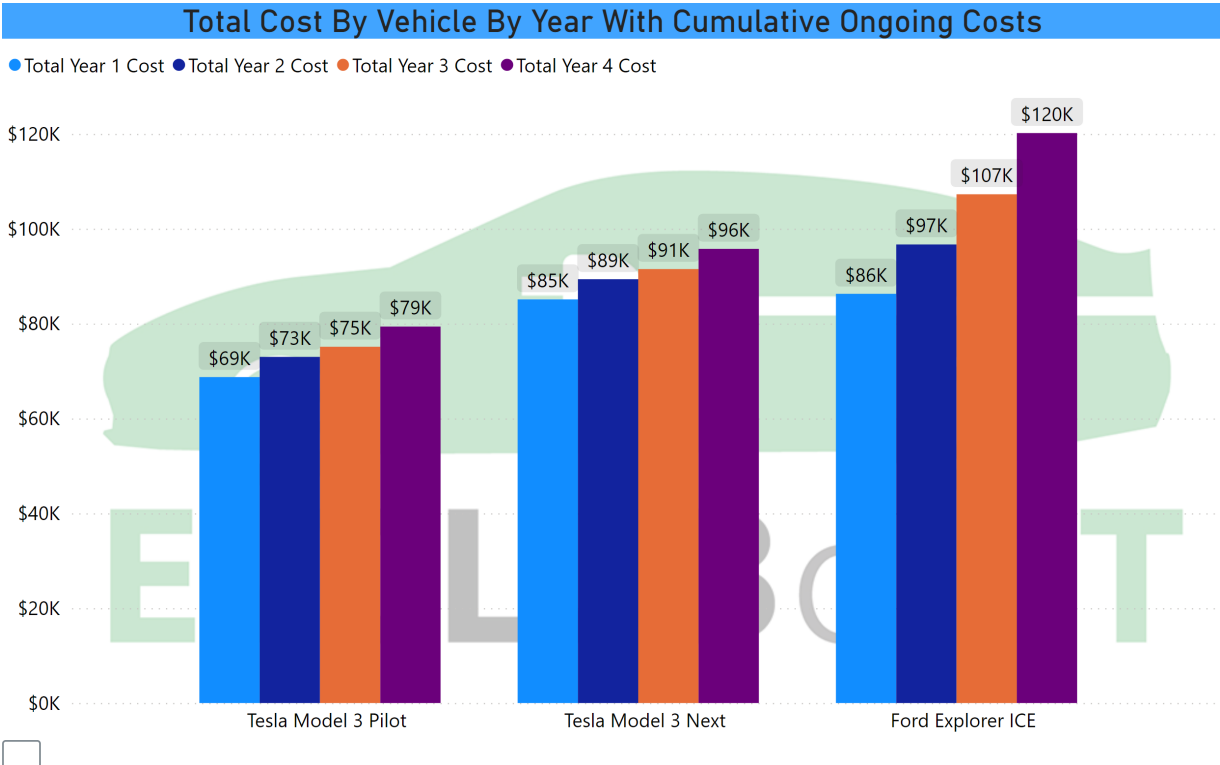
Total Costs – Cash Basis

The chart below shows the total cost of each vehicle with subtotals by category (purchase, customization, ongoing) for each of 4 years. This looks at the costs on a cash basis. The costs are cumulative. Since we are looking at the costs on a cash basis, the 2 blue bands, representing the purchase and customization costs, recognize these expenses in the first year and they don't change. The ongoing cost does increase each year as more fuel is used and additional

maintenance items are performed. The maintenance load on the Ford, in particular, gets heavier as the years go by and things like the catalytic converter and water pump need to be replaced. Therefore, the year 4 cost is the total spent on fuel and maintenance to this point. Four years is the chosen interval as it corresponds to the service life of the Ford Explorer.

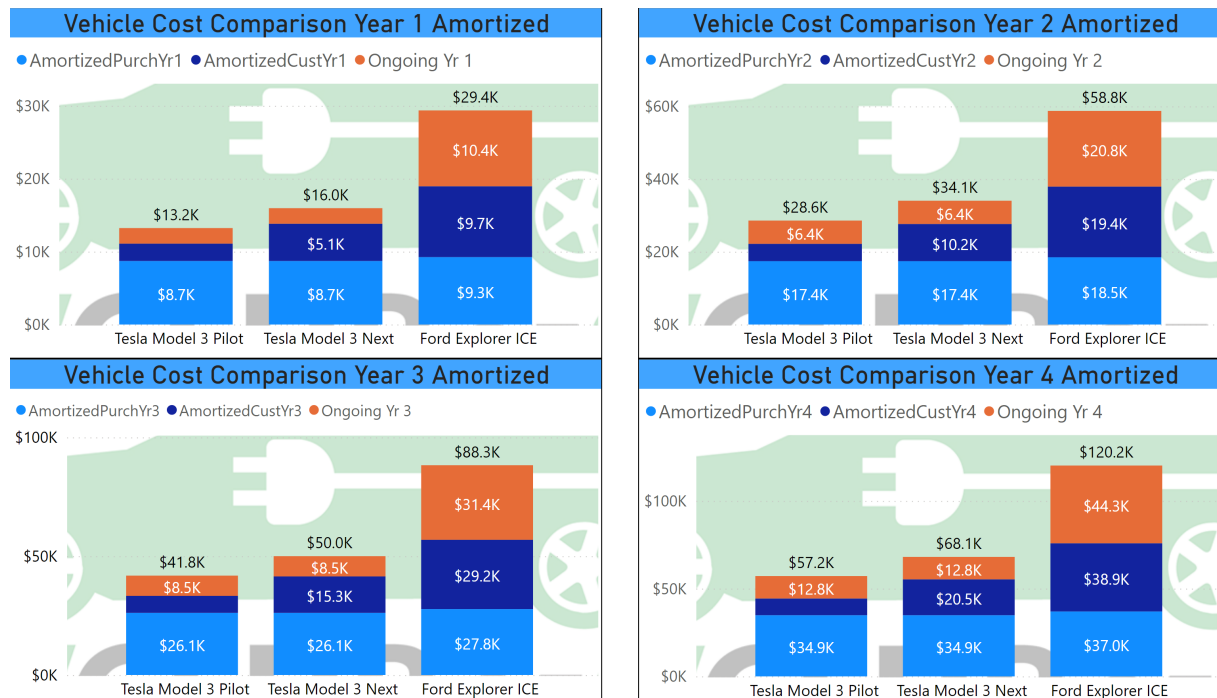


This next chart summarizes the categories into a grand total and displays the 4-year cost trend for each vehicle. This is still on a cash basis and it ties to the totals in the category chart above.



Total Costs – Amortized Basis

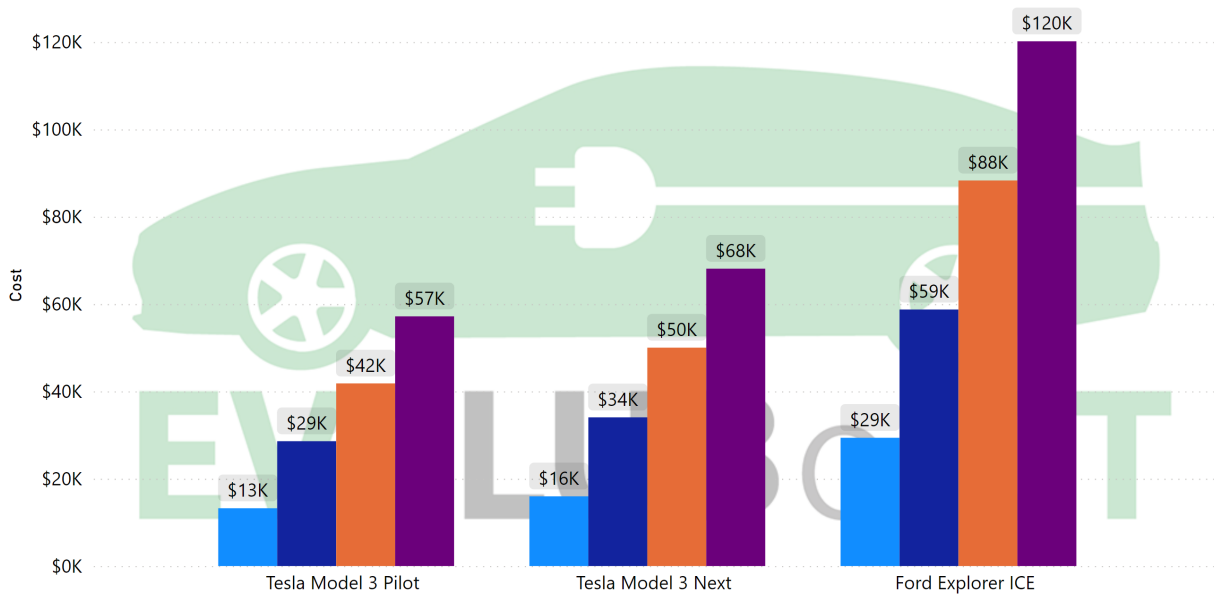
None of the charts to this point have taken service life into account. It should be noted that even on a cash basis, the costs for the Teslas are considerably lower. The chart below reprises the category format, except that the purchase and customization costs are divided by the number of years in the service life of each vehicle. This is why the fixed costs increment upwards each year.



This is what the total costs for each vehicle for each year look like. The magnitude of the difference between the Teslas and the Ford Explorer is greater because, after 4 years, only two-thirds of the Tesla purchase and customization costs are amortized. You will notice that year 4 of the costs for the Ford is the same as it appears 2 charts above, because at that point, the vehicle has been fully amortized.

Total Cost By Vehicle By Year With Cumulative Ongoing Costs And Amortization

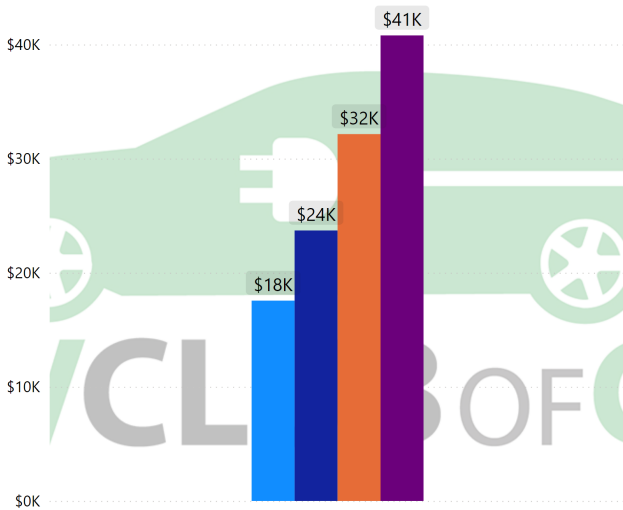
AmortTotalYr1Cost AmortTotalYr2Cost AmortTotalYr3Cost AmortTotalYr4Cost



You can easily see the differences are substantial and we have done the math on the savings for you in the two charts below. The first shows the savings for the Tesla Pilot and the second shows the savings for the Tesla Next. Each chart displays side by side the savings on a cash and amortized basis.

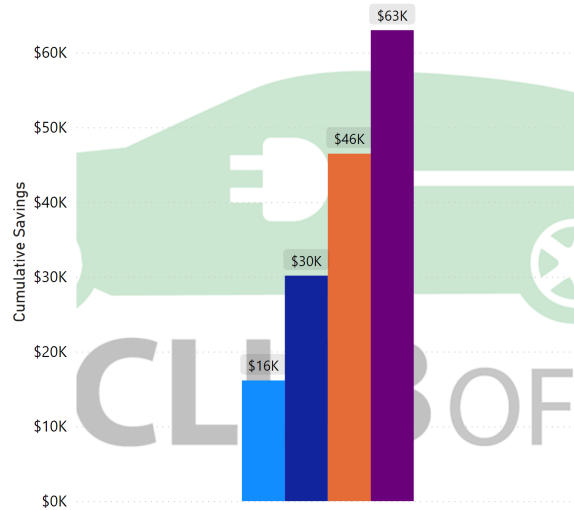
Tesla Pilot vs Ford ICE - Cash Basis

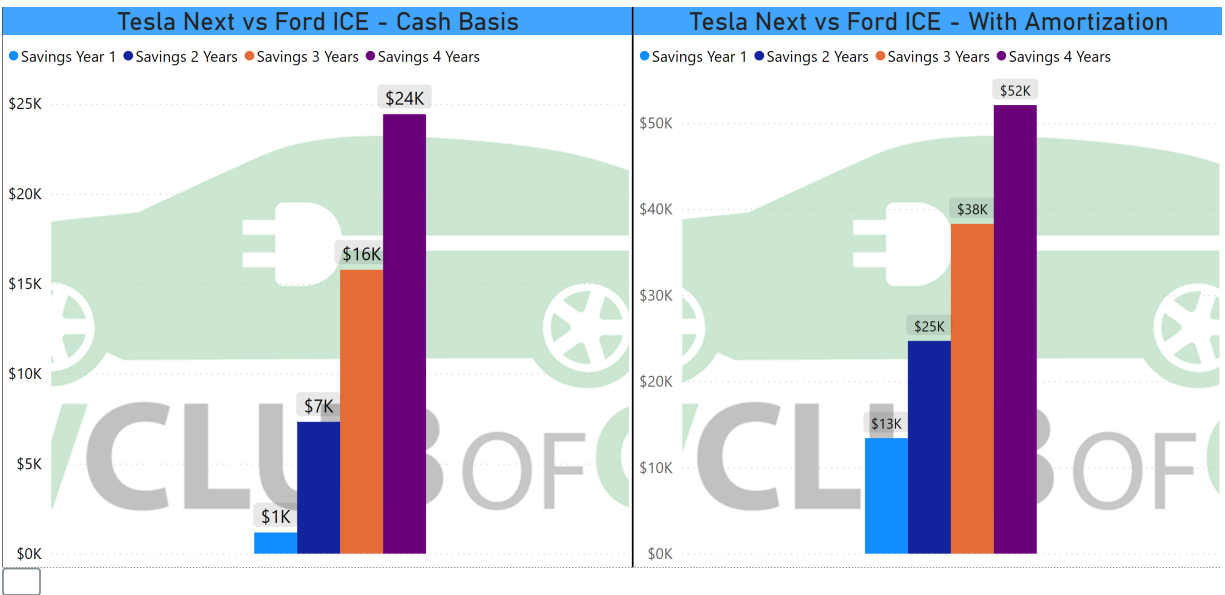
Savings 1 Year Savings 2 Years Savings 3 Years Savings 4 Years



Tesla Pilot vs Ford ICE - With Amortization

Savings Year 1 Savings 2 Years Savings 3 Years Savings 4 Years





As can be seen, the extraordinary discounts for the Pilot vehicle generate an enormous savings of \$63,000 after four years on an amortized basis. But even the Next vehicle more garners significant savings even on a cash basis. On an amortized basis, the \$52,000 savings are almost the exact cost of the original purchase price of the Model 3.

The bottom line: This is good for the bottom line!

Closing Note: The police buying a Tesla, was a toe in the water, a pilot. As demonstrated in the data, the payback happens in the first year and the savings are substantial after 4 years. The ramification is very clear: It is possible to move aggressively to replace every ICE vehicle that turns over with an appropriate EV without jeopardizing constrained financial resources. It's not just about Tesla. The Town of Westport recently acquired 2 Chevy Bolts. The police have several other plug-in vehicles such as the Toyota Prius Primes that are used for parking enforcement. It is about reducing emissions while cost-effectively matching the vehicle to the use case. The potential is there to save millions of tons of emissions and millions of dollars over the course of 10 or 15 years.

Even better news is that future savings could be greater. In the case of the Tesla, making greater use of the native technology is still a work in progress. There could be more savings, but since we don't have anything definitive, I didn't want to be overly speculative.

Something new that is happening is the new EV Rate Design issued by the Public Utilities Regulatory Authority.

Even though the final adjudication was issued on July 14th, there are still working groups filling in the details. We should know everything at some point in Q4. The program takes effect in January 2022. But we do know that it includes subsidies for charging station purchases, make ready, and discounted electric rates.

So I will close by borrowing a Tesla term and say there is no reason not to move forward in Ludicrous Mode.

This is a recent [video](#) that was made with the Westport Chief of Police, Foti Koskinas, at an outdoor press conference where he was speaking about the first year of the vehicle being in service.





EV Club of CT Show & Tell by Police Chief
Koskinas - 2019 Tesla Model 3 ...

From: [Barbara Eisenstein](#)
To: [City Council Public Comment](#)
Subject: Public Comment, 9/21/22, Items 16 and 17
Date: Tuesday, September 20, 2022 10:53:27 AM
Attachments: [EisensteinB_CCMtg_Item16_17_220917.pdf](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am attaching my public comment for the electrification projects proposed by city staff. I strongly support both proposals.

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[Check Calendar for Upcoming Volunteer Days](#)

City Council Meeting, 9/21/22

Item #16 and 17: Clean Power Alliance/Police Department Fleet Electric Vehicle Lease and Southern California Edison Charge Ready Program

Name: Barbara Eisenstein, 1852 Monterey Road

Dear Mayor and City Council Members,

I strongly support the city electrification plan as presented in Items #16 and #17. The time has come to lead the way in addressing the existential crisis of global climate change. The proposals put together by city staff to both generate clean energy through the installation of solar panels and a battery (Item 16), and to convert the SPPD vehicles to EVs, and install 34 electric chargers were carefully researched and developed, and clearly presented by Ted Gerber.

I listened to the concerns of several city council members expressed during the 7/20/22 city council meeting. Although we may fear change and new technologies, the time for action has already passed. I believe that the only moral approach is to move ahead as quickly as possible, making every attempt to mitigate the climate crisis we are facing right now.

Having said this, it is reassuring that the proposal is the result of careful study of how the city may proceed in a way that is cost effective and safe. The replacement of even a few aging police department vehicles with gasoline powered cars does not make sense. The state of California and the Federal government stand firmly behind the move toward electrification, in spite of the fact that we will face challenges along the way. The reason is clear: the time clock has run out and although we will have to do everything we can adjust for the resulting bumps and uncertainties, we must move forward. Being overly cautious is not an option; careful planning, however, is. I implore the city to move ahead with all three legs of the electrification plan: 1) CPA agreement along with the SCE wiring upgrade; 2) installation of electric chargers; and 3) the conversion of the police fleet to electric vehicles.

Although it was heartening to see a positive financial analysis for this advancement, I believe that we should move ahead because of the dire consequences of failure to do so.

Finally, I want to thank Ted Gerber and other city staff and residents who put so much time and effort into these proposals. Also, special thanks go to Mr. Gerber for his clear presentation of these projects, along with assessments of their cost, at the July 22, 2022 city council meeting.

From: [Cynthia Cannady](#)
To: [City Council Public Comment](#)
Subject: Agenda items 16 and 17 Sept. 21 meeting of City Council
Date: Tuesday, September 20, 2022 1:15:37 PM
Attachments: [LWV PA MYZ letter to South Pasadena.pdf](#)

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Transmitting a letter from Martha Y. Zavala, President of the League of Women Voters Pasadena Area to Mayor Cacciotti and Councilmembers of the City of South Pasadena.

Cynthia Cannady
Chair, Natural Resources Committee
League of Women Voters Pasadena Area



Alhambra Altadena Arcadia Bradbury Duarte LaCañada Flintridge Monrovia Monterey Park Pasadena
San Gabriel San Marino Sierra Madre South Pasadena

September 20, 2022

Mayor Cacciotti and Members of the City Council
City Hall
1414 Mission Street
South Pasadena, CA 91030

Dear Mayor and Councilmembers:

POLICE DEPARTMENT FLEET ELECTRIC VEHICLE LEASE AND SOUTHERN CALIFORNIA EDISON (SCE) CHARGE READY PROGRAM

The League of Women Voters Pasadena Area (LWV-PA) service area is comprised of 13 cities, South Pasadena included. The LWV-PA supports approval of the recommendation to install vehicle charging infrastructure and to convert the South Pasadena Police Department’s vehicle fleet to electric vehicles. The recommendation is forward looking, consistent with South Pasadena’s Climate Action Plan, and will provide publicly available charging to electric vehicle owners who cannot install chargers where they reside, such as renters and condominium dwellers. Converting the police cars is the best place to start with electrifying city vehicles since they are the most highly used vehicles and consequently produce the most emissions.

In 2021, the League of Women Voters United States developed a list of the 10 most effective specific actions that city governments can take to reduce greenhouse gas emissions based on a nationwide assessment of local climate action plans. League researchers found that replacing municipal fleet fossil fuel vehicles with electric vehicles that can be charged with renewable electricity, and installing EV chargers, are effective climate actions for cities to reduce greenhouse gas emissions. (<https://my.lwv.org/california/pasadena/article/cities-can-cut-their-ghgs>)

Police forces across the nation have successfully deployed electric vehicles, from Nitro, WV, and Boulder County, CO, to Fremont and Menlo Park in California among many others. <https://www.police1.com/patrol-cars/articles/trending-topic-electric-vehicles-for-public-safety-xEqLDCKwUx8x7mSO/>

Cities have been drawn to electric vehicles not only for environmental reasons, but also based on dollars and cents. EVs require less maintenance than their gasoline-powered counterparts. On a per mile basis, EVs cut energy expenditures by more than half compared to comparable gasoline-powered cars, based on a 2018 University of Michigan study. These savings have certainly grown with gasoline today topping \$5 per gallon. (<https://www.forbes.com/sites/jeffmcmahon/2018/01/14/electric-vehicles-cost-less-than-half-as-much-to-drive/?sh=7dd4c4c43f97>)

In closing, the League appreciates your leadership on addressing climate change and ensuring public safety. We urge you to approve the plan as recommended by the City staff.

Respectfully submitted,

Martha Y. Zavala
President, League of Women Voters Pasadena Area

A nonprofit 501(c)(3) organization
65 S. Grand Avenue • Pasadena, CA 91105-1602
T 626-798-0965 • E-mail: office@lwv-pa.org • Website: lwv-pa.org

From: William Kelly
To: City Council Public Comment
Subject: Item 17 on City Council 9-21-22 Meeting Agenda
Date: Tuesday, September 20, 2022 5:32:05 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to comment.

I fully support approving the staff proposal to sign the agreement for the distribution circuit upgrade and inside wiring under SCE's Charge Ready Program, to pay to purchase and install 34 chargers as proposed at city hall, and to purchase electric vehicles for the police fleet, since they are some of the most heavily used vehicles owned by the city. I urge you to select a vehicle procurement option and if the two- or three-year procurement strategy is your selection to direct the staff to purchase lower cost EVs, which should be out next year, such as Chevy Blazers or other models. I recognize that there are bad optics with Teslas for many, though clearly today they are the best and most proven EVs on the market and now is not the time to hesitate.

While the city staff projects some cost savings on fuel and vehicle maintenance and some revenue from sale of low carbon fuel credits, likely to oil companies under the California Air Resources Board's Low Carbon Fuel Credit regulation, the council should not split hairs and dwell on whether going forward will save a bit of money or cost a bit more than gasoline vehicles because the primary reason to transition is to address rapidly accelerating climate change and to prepare for a necessary transition from fossil fuel to renewable energy-based transportation in the coming years. You must make this commitment today.

That's because, you, like I, have seen the headlines, a third of Pakistan underwater, aridification of the Southwest with Lake Mead down to 25 percent capacity, drought in Europe causing crop failures, water approaching 90 degrees in the Mediterranean, drought causing famine in the Sahel, and the wave of migrants fleeing Honduras after much of the economy and infrastructure was destroyed by a hurricane. Reputable scientists have documented that feedback loops are now in play, as the tundra melts and releases methane, ice slides off of Greenland threatening to raise sea levels by a foot, and as the Atlantic meridional overturning current which helps redistribute and balance energy on the planet slows.

You may think, well, what do 20 electric vehicles really matter in the face of one of the most monumental existential crises humanity has faced in historical times? You may say it's inconsequential, less than a drop in the bucket, so why should the city commit to any added cost or any risk?

The answer is that making the needed transition to renewable energy will not be accomplished by big moves, only by millions and billions of small decisions like the one facing you tonight. The 16 million electric vehicles operating in the world today were not purchased in a few large procurements, rather through millions of decisions by individuals, companies, governments, and other institutions. The same is true with buildings. Buildings are retrofitted for energy efficiency and to eliminate natural gas use in countless decisions involving the purchase of one appliance or window retrofit at a time. Without examining each decision for its consequences on the environment in the period of the anthropocene, where humans are destroying the environment that sustains them, there will be insufficient progress toward necessary sustainability in a world with 8 billion people.

And how about today's youth and future generations? It is essentially immoral to discount their future to save some money in the short-term, particularly when the needed money is at hand (see below).

So as community leaders, it is incumbent on you to act morally with posterity in mind. This is no different than the actions you took to rebuild the city's crumbling reservoirs and soon will take to rebuild the city's old and leaky water delivery system.

Regarding the technical aspects, I understand that questions have recently arisen about disposal of spent EV batteries. The state three years ago organized a task force to examine how to deal with it and the California Energy Commission has funded numerous projects showing that batteries have up to 80 percent of their life left after a car is spent. These batteries can be used for storing electricity to feed the grid when demand outstrips supply, which occurred during the heatwave earlier this summer. Also, there already are companies in the U.S. that recycle lithium ion batteries. You can read more about this in the following resources:

http://www.google.com/url?q=https://calepa.ca.gov/lithium-ion-car-battery-recycling-advisory-group/&sa=U&ved=2ahUKEwjX_8PK0J76AhXQK0QIHVsZBAoQFnoECAMQAg&usg=AOvVaw35PyIHge_KMsBC3B7PRM3g

http://www.google.com/url?q=https://calepa.ca.gov/wp-content/uploads/sites/6/2022/05/2022_AB-2832_Lithium-Ion-Car-Battery-Recycling-Advisory-Goup-Final-Report.pdf&sa=U&ved=2ahUKEwjX_8PK0J76AhXQK0QIHVsZBAoQFnoECAoQAQg&usg=AOvVaw0Z8GKePj1IXUTJm4nAfqdd

<https://www.canarymedia.com/articles/batteries/california-is-closing-in-on-repurposing-ev-batteries-to-store-clean-energy-for-the-grid>

<https://www.kpbs.org/news/local/2022/03/03/california-is-testing-reuse-systems-to-head-off-anticipated-flood-of-retired-electric-car-batteries>

<https://abc7.com/electric-vehicle-batteries-deep-sea-mining-ev-battery-recycling-zero-emission-vehicles/11797283/>

<https://www.protocol.com/bulletins/electric-vehicle-battery-recycling-california>

Finally, what's below addresses the myriad technical and practical issues I know you have been concerned about and shows that indeed the city has \$850,000 of money collected from taxpayers in South Pasadena and held in two different funds dedicated to advancing renewable energy use and for purchase of clean vehicles. It is time to deliver to the community what that money has been collected for. It is time to pass the proposed item, so that someday you can say when asked by your grandchildren, "What did you do in response to Scientific American proclaiming that "This Hot Summer Is One of the Coolest of the Rest of Our Lives," is that you acted with them in mind. And even though it may not have been enough, you did the best that you could because they matter.

South Pasadena's City Hall and Vehicle Electrification Plan:

Questions & Answers (August 2022)

Q. *Why should the City install solar panels, a battery power storage system, 34 electric vehicle chargers, and replace all 20 of the Police Department's cars with electric vehicles now? Why not wait or go slower with a gradual phase-in of the technology?*

A. First, across the nation, people are demanding that their federal, state, and local leaders act quickly and aggressively to address rapidly accelerating climate change. Second, right now there are a variety of financial assistance programs available to help the City do this, but, like earlier incentives California offered for rooftop solar under the Million Solar Roofs program, they are likely to be phased out before long, i.e., use the money or lose it.

The reality is there has never been a better time financially to act, and there has never been greater reason to act in the face of increasingly severe weather around the world. [Earth and environmental scientists](#) are clearly warning that global warming from burning gasoline and other fossil fuels is accelerating much faster than originally projected.

Q. *Isn't this solution too expensive? Is it a financially responsible solution to an environmental problem?*

Moving to electric vehicles is both a good financial and environmental decision. First, there are significant incentives available now to offset the investment:

The Clean Power Alliance will install the solar panels at the Hope and Mound public parking lot and the backup battery electricity storage system at city hall for free. It will be able to power public safety operations during power outages.

In addition, Southern California Edison's Charge Ready program will pay to upgrade its local distribution circuit and do all the wiring needed to install the electric vehicle charging stations, a value of \$500,000 to \$700,000. Charging stations not only will power City and employee vehicles, some of the chargers will be available to South Pasadena residents who own electric vehicles but do not have home chargers.

Additionally, the City's public safety fleet is aging and in need of replacement. Instead of replacing the cars with gasoline vehicles, switching to electric vehicles will save the City an estimated \$56,000 annually by reducing fuel and maintenance costs compared to gasoline powered models. The Fremont Police Department, as outlined in the department's evaluation attached to the SPPD staff report, has used Teslas and documented the savings.

Moreover, it makes sense to move forward with all the projects at once—solar with battery backup, upgrading wiring and installing electric vehicle chargers, and converting to an electric vehicle fleet—because all of the projects work synergistically to reduce smog-forming air pollution in the region with the most unhealthful air in the nation, eliminate greenhouse gas emissions, and make the city, particularly its public safety operations, more energy resilient in the face of power outages.

Q. *What are the environmental benefits of moving to electric vehicles?*

A. The City's police vehicles are heavily used, driven about 10,000 miles annually. Engine miles generally are double odometer miles due to the extensive time police vehicles spend idling. Moving to zero-emission battery-electric vehicles will reduce about 1,850 metric tons of carbon dioxide, the chief greenhouse gas, by 2030. This amounts to 10% of the City's overall 2030 emissions reduction target of 18,578 metric tons of carbon dioxide under the City's Climate Action Plan. In addition, the switch to electric vehicles will reduce emissions of toxic and smog-forming pollutants in our heavily-polluted region and also reduce localized and occupational exposure to harmful exhaust, particularly when police vehicles idle.

Switching to electric drive technology also will reduce the need to produce, process, transport, and use gasoline, motor oil, and other fossil fuel-based products, which are at the heart of a vast array of environmental pollution problems—water contamination, soil contamination, environmental cancers, respiratory illness, etc.

Q. But aren't electric vehicles new and unproven, especially for the City's public safety operations?

A. That may have been true ten years ago, but a lot has changed. Through the end of June this year, according to the [California Energy Commission](#), California motorists, businesses, and various government agencies have purchased more than 131,000 battery electric vehicles out of a total of about 970,000 vehicles sold. This means so far this year more than 16 percent of all new vehicles sold in California are battery electric vehicles.

Of the battery electric vehicles sold in the first half of this year, more than 98,000 were made by Tesla, which opened in 2003 and after a period of gradual development began mass producing electric vehicles in 2012, according to a history of the company published by [The Street](#), a business and financial news service. Since then the company has opened production lines in China and Germany, as well as its original plant in Fremont, California. Tesla has battery, tool and die making facilities, and automotive component manufacturing plants around the world.

[J.D. Power](#) early this year ranked Teslas at the top of the list for driver satisfaction among electric vehicle owners, with the company's Model 3 heading the list and its Model Y in the number two spot. [Edmund's Automotive](#) gave the 2022 Tesla Model Y an 8.1 out of 10 rating, finding that in its test of the vehicle it went 317 miles on a charge. Edmund's also noted that it expected improvements to be made at mid-year in the 2022 Model Y production cycle. Tesla Models [Y](#) and [3](#) have a five star safety rating from the National Highway Transportation Safety Agency. That marks a major improvement over previous rankings for Tesla, showing that the company—just like Hyundai and Kia have dramatically improved quality in recent years and Honda and Toyota did so in an earlier era—has made major strides in its design, manufacturing, and service practices.

In addition to civilian customer satisfaction, the South Pasadena Police Department has done a thorough review of the Tesla battery-electric vehicle to be purchased and adapted for police use. Their clear conclusion is that these vehicles represent state-of-the-art models from a public safety perspective. The vehicles are faster, stronger, more "wired" for communications and require less maintenance than traditional internal combustion engine police vehicles. Indeed, the City of Fremont police have proven this to be empirically true.

Q. How will the vehicles be charged when the grid goes down?

A. [Southern California Edison's 2020 Annual Electric Reliability Report](#) shows that Utility District 27, in which South Pasadena is located, regularly experiences power outages. The report indicates that 80 percent of customers in the District experienced a power outage in 2020, and the average customer experienced more than 1.5 outages that lasted over 5 minutes. During extended outages, SCE reported that it typically took about 200 minutes to restore power. During this time, the battery installed at City Hall connected to the solar system could provide up to four hours of power sufficient for the City's public safety teams to operate. Any needed vehicle charging could be done at Tesla's super-charging station at Pasadena Water & Power's Glenarm power plant, which is a new natural gas-fired facility. In addition, according to CEC, Los Angeles County has about 1,000 fast chargers. Also, a limited number of gasoline-powered patrol cars could be retained for use when charging is temporarily unavailable.

Q. So what are the potential future expenses of pursuing the electrification plan?

A. First, the city will face the incremental cost difference between electric Teslas and gasoline-powered vehicles. The cash price of the Tesla Model Y is \$63,000 versus \$45,000 for a gasoline Ford police patrol vehicle, a difference of \$18,000. In addition, each new vehicle will then have to be upfitted to serve as a police car, with the addition of lights, storage for weapons and other equipment, a barrier to protect police from an arrestee, a radio, etc. However, upfitting would be needed for any new police vehicle, regardless of whether it is gas-powered or not.

Also, the City will have to purchase and connect to the wiring SCE installs 34 chargers. Each charger will cost about \$2,000 (except for the level 3 charger), plus the cost of being mounted. When city hall is closed, the chargers in the employee parking lot will be available to the community for vehicle charging for a fee, a boon to multi-unit dwellers who have electric vehicles, but cannot install their own chargers. These chargers would be installed with the needed hardware to be connected to an internet-based payment system. No SCE rebates are available to the City under the Charge Ready program, which allows rebates only for electric school bus operators.

Looking further down the line, the city would have to pay a penalty to Southern California Edison if it chose to remove the chargers during a 10-year amortization period for the utility. The penalty would be 10 percent of Edison's total investment for each year short of the 10-year period. Edison estimates that its investment will run between \$500,000 and \$700,000, meaning the annual penalty for removing the chargers early would be between \$50,000 and \$70,000. This only would become an issue if the city chose to rebuild and substantially alter the footprint of City Hall or sell the property and move before the 10-year amortization period elapsed.

Q. Why lease the vehicles instead of just purchasing them? Wouldn't that be cheaper?

A. The City is planning to lease the vehicles from Enterprise Fleet Management under an open-ended five-year lease agreement. The City will pay an initial down payment of \$383,752 and make an annual payment of \$304,124. The total cost of the lease will be \$1,904,372 and will cover not only the cost of the base vehicles, but also of the upfits needed for police usage. At the end of the lease, the city will have the option of purchasing the vehicles, turning them over to Enterprise and finding replacement vehicles elsewhere, or returning them to Enterprise and leasing new vehicles from the company. The advantage of leasing is that it:

- Maximizes cash flow opportunities by creating an on-going consistent annual payment for vehicles as opposed to funding their entire cost up front;
- Increases employee safety by enabling the City to replace outdated vehicles sooner, consistent with vehicle replacement industry standards; and
- Significantly reduces vehicle preventative maintenance and fuel/energy expenses by converting immediately and entirely to an all-electric fleet.

Overall, under the lease, the SPPD expects to save the city more than \$56,000 a year.

Q. There was mention by the staff of potential residual value the city could use to lease new vehicles after the lease ends. What does this mean when cars are leased?

A. Typically, when a car is leased at the end of the lease period the lessee has the option to purchase the vehicle or sell it rather than returning it to the lessor. To do this, the lessee has to pay the lessor the unpaid principal due on the car at the end of the lease. Should the vehicle be worth more than the unpaid principal the lessee would have gained residual value that can be used to lease or purchase a new vehicle or to enjoy while continuing to drive the vehicle.

For example, let's say a car is leased with a \$40,000 purchase price and at the end of the lease period \$20,000 of the principal has been paid down through the lease payments. The lessee then can either turn the car back to the lessor, or pay off the remaining principal to purchase the vehicle. If the lessee decides to pay off the principal the lessee can sell the vehicle. If the lessee can do so, for example, at a price of \$25,000 the lessee can apply \$5,000 toward a new vehicle lease or purchase after paying off the remaining \$20,000 of principal due to the lessor. Otherwise the lessee can keep the vehicle and it still will be worth more than the \$20,000 payoff at the end of the lease.

Q. How will the city pay for the electric vehicles?

A. With a 60 percent reserve fund—compared to a 30 percent goal—and money designated for specifically for such renewable energy projects about 7 years ago that's never been spent, the City clearly can afford to go forward with the whole electrification plan. The issue is not affordability.

The annual lease payment of \$304,124 will be funded from already budgeted account #105-4010-4011-8101 Vehicle Lease. However, an additional appropriation of \$31,124 will be necessary. The one-time down payment amount of \$383,752 would be offset by the sale of the existing gas-powered cars for an estimated \$139,400, leaving a remaining need of \$244,352. This could come from undesignated reserves or from the City's \$700,000 Renewable Energy Reserve Fund, which also could be accessed to cover contingencies or potential future expenses. In addition, the city has \$150,000 of money from motor vehicle registration fees collected to fund clean air vehicles under AB 2766. Combined with the Renewable Energy Reserve Fund, the city has \$850,000 of unspent money specifically dedicated to funding such projects as the one at hand. Finally, the City staff has applied for a \$1 million grant to support its electrification program from the Mobile Source Air Pollution Reduction Review Committee. No decision is expected before fall. To the extent the Committee chooses to provide funds, it would reduce city expenditures for the electrification program.

Q. What about the prospect that electric vehicles would be recalled, or that their computers could be hacked?

A. These questions apply equally to gas-powered cars. Gasoline-powered vehicles are regularly recalled by manufacturers. Remember the air bag problem, which remains ongoing?

To prevent hacking, Tesla pays hackers who find vulnerabilities in its networks so it can plug them. That said, in the new world of the internet of things, virtually any device is subject hacking, including your gasoline-powered car when it's serviced—many even on the road, through such vehicle-connected networks as OnStar, a widely available option on gasoline-powered cars. Even your smart home devices, like thermostats, televisions, Ring doorbells, etc., all of which are connected to the internet and periodically have firmware and software updates, can be hacked. This is the nature of the digital age. Teslas and other electric vehicles pose no particular hazard.

Q. *And how about the City's underground gasoline storage tank? If the City stops using it, won't it have to pay to decommission the tank?*

A: The City's underground storage tank won't last forever and will have to be decommissioned eventually. The longer the City waits, history has shown, the more it will cost. So now is the time. One option is for the City to allow some of its non-police vehicles to be fueled for a period of a year or two until the City can address tank decommissioning costs as part of its annual budget process and capital improvement plan update process.

Bill Kelly
South Pasadena Resident

Yolanda Chavez

From: Michael Siegel [REDACTED]
Sent: Wednesday, September 21, 2022 8:40 AM
To: City Council Public Comment
Subject: comment on Item 16 and 17 for 9/21 council meeting

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Council,

We have a rare chance to get needed infrastructure for free. Having SCE upgrade its wiring and circuits at zero cost and getting the CPA to install a solar system at zero cost - this is such a huge win for our city.

Whether or not you decide to replace our police fleet with EV, this type of infrastructure is part of the path forward on building a resilient and sustainable city, and to get it for free is an opportunity we cannot waste. I hear the council often pass on projects they wish they could do because of no funding or resources, and here we have a great project handed to us on a silver platter - please do not waste this golden opportunity

Thank you

Mike
Avon Place

Yolanda Chavez

From: Ed Donnelly [REDACTED]
Sent: Wednesday, September 21, 2022 8:57 AM
To: City Council Public Comment
Subject: Public Comment - Agenda Item 17 - Sept. 21, 2022

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Cacciotti, Council Members, and City Manager Chaparyan,

My name is Ed Donnelly. I live at [REDACTED]

I strongly urge you to authorize the SCE Charge Ready Plan and the lease agreement to replace the aging SPPD fleet with electric vehicles.

I contacted Lt. Eric Tang of the Fremont Police Department as well as Tesla Field Technical Specialist Mark Werlwas, after Sgt. Abdullah's presentation to the Public Safety Commission regarding electric patrol vehicles. Both report that the EV pilot program in Fremont was a success and that the vehicles used were proven to be pursuit ready and reliable.

The practical and financial benefits of these two programs are detailed at length in the Council Agenda Report, I will not repeat them here. There are however some tangible benefits that are not listed.

- Reliable police vehicles increase the safety of South Pasadena residents. Some of the current fleet has been in service for most of the time I have lived in the city.
- Reduced Emissions. Clean air can be hard to come by in Southern California, making South Pas breathe easier is a good thing.

- Increased value of the property at 1414 Mission. The bolstered infrastructure provided by the SCE Charge Ready Plan increases the value of this public asset.

Authorizing these two plans is in the best interest of the city government, our police officers, and all of the residents of South Pasadena.

Thank you,

Ed Donnelly
Chair - South Pasadena Public Safety Commission

Yolanda Chavez

From: Care First South Pasadena [REDACTED]
Sent: Wednesday, September 21, 2022 10:15 AM
To: City Council Public Comment
Cc: care-first-sp-admin@googlegroups.com
Subject: Agenda Item 17 Public Comment
Attachments: Care First SP Comment Agenda 17.pdf

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk,

Please find attached our public comment for Agenda Item 17 for tonight's City Council meeting.

Thanks,

Care First South Pasadena



September 21, 2022

Re: Public Comment on Agenda Item 17, Police Department Fleet Electric Vehicle Lease and Southern California Edison Charge Ready Program

Dear City Council and Mayor:

Care First South Pasadena supports moving ahead with item 17, Police Department Fleet Electric Vehicle Lease & Southern California Edison Charge Ready Program with the exception of recommendation number 3.

Care First believes in social, racial, and economic justice at the foundation of the City's public safety programs and policies. We recognize that the South Pasadena Police Department needs new vehicles and at this time electric vehicles are the environmentally appropriate choice. Yet, Care First has concerns about replacing the vehicles with Teslas, primarily due to the cost compared to other vehicles and Tesla's corporate practices. The City's cost analysis and comparison are inaccurate, specifically the cost of electricity. The City should, therefore, consider less costly vehicles before making final procurement decisions.

While Care First realizes that Teslas are probably the top choice for SPPD's initial round of vehicle procurement at this time, with the expanding availability of various vehicles and models coming to market, such as the Hyundai Ioniq 6, Chevy Bolt EUV, Chevy Blazer and others, it would make sense to phase in the replacement so that these other vehicles can be integrated into the fleet as they become available. Accordingly, Care First asks that the City Council direct staff to create an electric vehicle purchase specification and procure electric vehicles as needed instead of authorizing the sole sourced replacement of all 20 vehicles at once. This would allow for both cost savings and flexibility.

Given the urgent environmental challenges that we face, we must develop a 100% vehicle electrification plan – an important step toward a more sustainable future. Care First South Pasadena commends the councils' efforts towards this goal and looks forward to the adoption of the other recommendations.

Sincerely,

Care First South Pasadena

Yolanda Chavez

From: Yvonne LaRose [REDACTED]
Sent: Wednesday, September 21, 2022 10:28 AM
To: City Council Public Comment
Subject: Public Comment: South Pasadena as a Healthcare and Abortion Safe Harbor

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

By virtue of Roe v. Wade's recent overturn by the United States Supreme Court, the right to choose abortion as a healthcare option was taken away from women. Fortunately, the wording in the revocation left adoption of the case's decision to the individual states; Gov. Newsom recently declared that abortion is not barred in California.

Government should not dictate an individual's choices in types of healthcare sought and received. Healthcare is a private matter that should be responsibly delivered after due consideration of options are examined. Women should not face the possibility of prosecution for miscarriage (unintentional abortion) if they are involved in some type of accident (vehicle or disaster incident, for example). Those consequences would accrue to a woman if she miscarried under those circumstances.

Recent news reported that Kansas is a state where abortion is not barred. Our neighboring Inland Empire took that same stance in the same week that Kansas' choice was made.

I request that South Pasadena also make a declarative statement that the healthcare choice of abortion, providers of such healthcare options, as well as the concomitant rights to privacy are protected in this city; there will be no prosecution of individuals who choose abortion or provide abortion services in South Pasadena.

Viva
Yvonne LaRose
Organization Development Consultant: Diversity/Title VII, Harassment, Ethics
Cell: [REDACTED]

Yolanda Chavez

From: Wesley Reutimann [REDACTED]
Sent: Wednesday, September 21, 2022 10:40 AM
To: City Council Public Comment
Subject: Public Comment - Agenda Items 16 and 17
Attachments: 2022.09.21 - Agenda Item #16-17 - SUPPORT - South Pasadena Solar, Storage, Charging, and PD EVs.pdf

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

On behalf of ActiveSGV Executive Director David Diaz, I am submitting the attached public comment regarding items 16 and 17 on tonight's agenda.

Thank you!

September 21, 2022

ADVISORY BOARD

Vincent Chang

South Pasadena City Council
1414 Mission St.
South Pasadena, CA 91030

David Diaz

RE: SUPPORT | Agenda Items 16-17 - South Pasadena Solar, Storage, Charging, and Public Safety Fleet Electrification

Rafael Gonzalez

As a place-based organization dedicated to realizing a more sustainable, equitable, and livable San Gabriel Valley, ActiveSGV is pleased to support the City of South Pasadena's proposed investments in a more resilient, sustainable City Hall.

Yvette Martinez

Stephanie Ramirez

ActiveSGV applauds the City of South Pasadena for continuing to lead on public health, wellness, and climate issues. As you know over the past decade South Pasadena:

- joined the first group of cities in southern California to make 100% green power the default, along with Sierra Madre, Ojai, Oxnard, Ventura, West Hollywood, Thousand Oaks, Santa Monica, and the County of Los Angeles, among others;
- set the bar for the nation by adopting a zero-emission, all-electric municipal park maintenance program; and
- adopted strong smoke-free policies for housing, parks, and public spaces.

Wesley Reutimann

Chris Tran

Upgrading City operations with EV charging, on-site solar and storage, and modern police EVs would build upon the City's leadership on clean air, public health, and local climate action. It should also result in direct financial savings, improved constituent services, and greater resilience in operations.

The time sensitive nature of this work cannot be understated. **The San Gabriel Valley still suffers from some of the worst air quality in the United States.** After decades of steady improvements, air quality in the South Coast Air Basin has been on the decline over the past decade and global warming is expected to further exacerbate air pollution. The San Gabriel Valley currently averages 32 days per year where daytime temperatures exceed 95°F. According to UCLA researchers, this number may rise to an average of 74 days per year by 2050, and an average of 117 days annually -- *a full five months above 95°F* -- by 2100. A hotter future with less rain will make it even harder to clean our air and improve health.

ActiveSGV strongly supports the City's efforts to act locally on this issue and inspire other communities to follow suit.

Thank you for your time and consideration,



David Diaz
Executive Director

Yolanda Chavez

From: Michael Cosentino [REDACTED]
Sent: Wednesday, September 21, 2022 10:41 AM
To: City Council Public Comment
Subject: Comments on 17

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

On 17: While Teslas are the most popular EVs on the market, there are other more affordable options from American companies. For example, the Chevy Bolt EUV is a small crossover with 258 miles of range that could easily replace many of the large gas guzzlers like the Ford Explorers they currently use. The smaller Bolt EV is already popular in South Pasadena and Pasadena for parking enforcement. For the majority of situations, patrol officers simply do not need large vehicles, especially not in a small city like South Pasadena, unless the mission is to be imposing to the public. If there is a situation that requires support like bigger guns and dogs, then that's when the large vehicles should be used.

Regarding chargers, providing them for public use would help turn the Fair Oaks / Mission shopping district into a destination or a stopping point on the way to somewhere else, much like the rooftop chargers at the Paseo in Pasadena. As a driver of EVs since 2013, I can say that this would be a significant draw to the neighborhood which frankly only really serves locals right now.

Thank you,

Michael Cosentino
South Pas. resident since 2020

Yolanda Chavez

From: Rion Nakaya [REDACTED]
Sent: Wednesday, September 21, 2022 11:01 AM
To: City Council Public Comment
Subject: Public comment 9/21: Item 16

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Receiving a solar power system from the Clean Power Alliance at no cost to the city is such a wonderful opportunity. Not only would it provide solar power for City Hall (in a city that loses power often), but it would be a visible example for our children and community that clean energy is a high priority for South Pasadena. Providing parking spots with shade is an excellent bonus for anyone coming to shop at our local businesses.

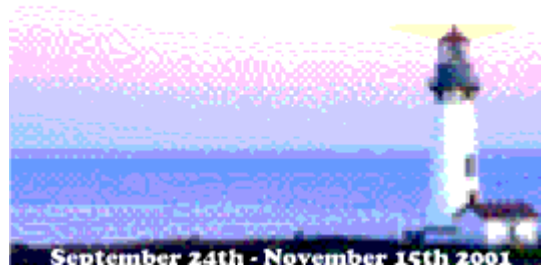
Thank you,
Rion Nakaya, South Pasadena homeowner since 1989

Yolanda Chavez

From: Yvonne LaRose [REDACTED]
Sent: Wednesday, September 21, 2022 11:15 AM
To: City Council Public Comment; Public Safety Commission
Subject: Public Comment: October as Domestic Violence and Abuse Awareness Month

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just Say No to Abuse



As a domestic violence advocate, I would like to call attention to the fact that October is Domestic Violence Awareness Month.

Although the illness is specifically labelled "domestic" violence, it involves the larger-scale sickness of abuse and inappropriate behavior toward and treatment of others. Generally speaking, it is abuse no matter the age, level of capacity, marital or living status, familial relationship, healthcare involvement, or any of the other abuse-specific categories by which the overall defective conduct or attitude derives.

I propose (and urge) that South Pasadena produce a series of awareness events during the month of October that focus on

- being able to identify the signs of abuse
- types of assistance that can be offered
- importance of confidentiality
- creating intervention or an avenue for escape
- options for escape item storage (clothing, identification papers, etc.)
- resource phone numbers
- identity of the five mandated abuse reporters

Viva
Yvonne LaRose
Organization Development Consultant: Diversity/Title VII, Harassment, Ethics
Cell: [REDACTED]

Yolanda Chavez

From: Rion Nakaya [REDACTED]
Sent: Wednesday, September 21, 2022 11:40 AM
To: City Council Public Comment
Subject: Public comment 9/21: Item 17

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have been an electric vehicle owner for 9 years and we have saved so much money by no longer buying gas. I would be thrilled to have public chargers near our local businesses, and even more thrilled if we moved all of our city fleets over to EVs. In the face of unprecedented fossil fuel-made climate emergencies—fires, drought, flooding, air pollution, and more—it is imperative that we help lead in the state's and nation's enterprising climate goals.

Per the Electrification Coalition, "Cities that lead on vehicle electrification policy enjoy significant benefits, including greenhouse gas (GHG) emissions reductions, improvements in public health and social equity, savings on fuel and maintenance costs, job and economic growth, energy security, and more...

"The transportation sector is a significant contributor of harmful air pollutants, particularly in densely populated areas. Transportation-related air pollutants such as particulate matter and nitrogen oxides adversely impact public health and have been linked to asthma, heart attacks, reduced lung capacity, heart disease, cancer, and more. Electric vehicles have zero tailpipe emissions, thereby drastically improving ambient air quality and health outcomes."

Our town has a small footprint of 3.44 square miles, an excellent use-case for electric vehicles with ranges of 250 miles and up. EVs are low maintenance, dependable, efficient, and pursuit-ready. Please invest in this opportunity to improve public health. Our children and community deserve this clean energy solution.

Thank you,
Rion Nakaya, South Pasadena homeowner since 1989