



Additional Documents Distributed for the City Council Regular Meeting of March 1, 2023

Item No.	Agenda Item Description	Distributor	Document
02.	PUBLIC COMMENT - GENERAL	Alan Ehrlich	Email to Council
02.	PUBLIC COMMENT - GENERAL	Ed Elsner	Email to Council
02.	PUBLIC COMMENT - GENERAL	Susan Sulsky	Email to Council
04.	PRESENTATION	Mission Wines	PowerPoint
05.	PRESENTATION OF A PROCLAMATION DECLARING MARCH 7, 2023 AS "ARBOR DAY" IN THE CITY OF SOUTH PASADENA	Ted Gerber, Public Works Director	Memo for Clarification
09./11.	APPROVAL OF FINANCE DIRECTOR SALARY SCHEDULE ADJUSTMENT AND RESOLUTION FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$25,747 / ADOPTION OF A RESOLUTION APPROVING UPDATED JOB DESCRIPTIONS	Yvonne LaRose	Email to Council
14.	APPROVAL OF MAYOR'S LIST OF CITY COUNCIL LIASION AND REGIONAL GROUP APPOINTMENTS	Luis Frausto, Management Services Director	Memo for Clarification
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	Brian Solinsky, Police Chief; Shannon Robledo, Police Lieutenant; Tony Abdalla, Police Sergeant; Ken Chawkins, Electrification Consultant	Agenda Report Attachment No. 2
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	Ted Gerber, Public Works Director	PowerPoint

15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	Councilmember Michael Cacciotti	PowerPoint
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	Chris Bray	Email to Council
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	John C.	Email to Council
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	John C.	Email to Council
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	John C.	Email to Council
15.	INFORMATIONAL UPDATE OF THE POLICE DEPARTMENT'S ELECTRIC VEHICLE TRANSITION PROJECT	John C.	Email to Council
17.	COUNCILMEMBER COMMUNICATIONS	Councilmember Michael Cacciotti	PowerPoint
18.	CITY MANAGER COMMUNICATIONS	Arminé Chaparyan, City Manager	PowerPoint

From: [Alan Ehrlich](#)
To: [City Council Public Comment](#); [Finance Commission Public Comment](#)
Cc: [Armine Chaparyan](#); [Jon Primuth](#); [Janet Braun](#); [Michael Cacciotti - Personal](#); [Jack Donovan](#); [Evelyn Zneimer](#); [Andrew Jared](#); [Zane Hill \(SoPasReview\)](#); [Ben Tansey](#); [Diana Mahmud \(Council\)](#); [Edward Elsner](#); [Sheila Rossi](#)
Subject: Finance Commission Mtg 2/23 and Council Mtg 3/1/23, General Public Comment, Agenda Item #2, Public Records Requests
Date: Wednesday, February 22, 2023 2:54:40 AM
Attachments: [54618_Redacted.pdf](#)
[Fox Rothschild Warrant PRA Settlement 20210407.pdf](#)
[Transparent California - Settlement Agreement & Release - 2021-011.pdf](#)

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Honorable Council Members.

Following up my public comment at the 2/1/23 council meeting, I attach for your review the CHW invoice specific to PRA requests for Jan '23. and approved by council at that meeting.

1) I again challenge council members to ask yourselves and explain to the voter's who elected you ***why was it necessary and reasonable for the city attorney to spend 96.6 hours in single month*** handling public records requests? The 2,000 document request from four years ago is no longer an acceptable explanation or excuse. The council has responsibility for managing only two people, the city manager and city attorney. It has already been established that the volume of public records requests in recent years has been significant. What steps has the council undertaken to understand the underlying nature of the requests? No one wants to waste their time making frivolous requests or unduly burden staff.

You should be asking yourselves, has the volume of requests declined in the two years since the departure of the former city manager? What is the breakdown of old outstanding requests versus new requests? Where/What are the bottlenecks? Does the city clerk maintain an 'aging' schedule of open requests, similar to how the finance department can age payables and receivables? (Short answer, no, at least for any requests submitted prior to 2021 under the previous management, nor for a number of requests submitted in 2022.)

To refresh your memories as I know council members have a lot on your plate, I have also attached the **2021 Transparent California Settlement** and copy of the \$6,862 warrant paid to plaintiff's attorneys. This settlement is less than two years ago, but nothing appears to have improved. H. James Harrington, a former IBM & Ernst & Young manager, author of more than 50 books on management, organization, quality control and process improvement is credited with this management maxim:

"Measurement is the first step that leads to control and eventually to improvement. If you can't measure something, you can't understand it. If you can't understand it, you can't control it. If you can't control it, you can't improve it." [editorial comment, this has nothing to do with finger pointing or assigning blame. Its a fundamental statement as to how to understand and make processes work better, or in other words, if there's nothing to hide, there's nothing anyone should be worried about]

In my earlier public comment, I suggested that PRAs can be viewed as a canary in the coal mine, as long as the air quality is good, no worries, but if the canary drops dead or is nailed to the perch as dangerous gases build up, its a warning that something is not working right. Similarly, an increase in the number of PRAs submitted should be a sign to the council that something stinks in Gotham, and you are losing (or have lost) the residents' and the voter's trust. How do you fix that? It is not by gaslighting residents, or by asking/telling them to submit fewer requests.

Notwithstanding the extraordinary turnover in the city clerk's department over the last four years (dating roughly to the period when the elected City Clerk position was eliminated), has the council had a discussion with the city manager as to whether or not there is the right level of staffing in the office of the city clerk. Would hiring a temporary staff person, management analyst, or assistant city clerk at \$30 - \$40/an hour be a better investment than paying the city attorney \$195/hr for similar work?

2) Does the council know roughly what the breakdown of PRA requests are for? In other words, is there a pattern? Are they more related to contract, legislative or spending matters? Might the requests be primarily be for records from a particular department or project, such as the housing element. This information is dynamic, it changes over time. Understanding the composition of requests can give members of the council better insight to where resident's areas of concern may be. The answer to this question might better help the council and city manager address specific underlying area(s) of concern, and where to direct additional resources.

3) If I heard correctly, at one of the recent city council meetings, possibly 1/18 when the city attorney RFP item was on the agenda and related to discussion on that item, in defending CHW's work for the city Mayor Primuth may have stated that CHW was only charging the city \$50/hour for the PRA related work, and that was a pretty good deal for the city. That would be an incorrect statement and I request Mayor P to issue a retraction and correction. CHW is giving the city a \$50 discount off its regular hourly fees for this review. Just to use CA Jared as an example, CHW bills the city \$195/hr for PRA work vs his regular billing rate of \$245/hr. The same discount applies to any of the other attorneys at CHW involved in PRA matters.

While Mayor P may think this is a good deal for the city, that misses the point. My position is if the city had a properly trained, competent and functional city clerks department, the city attorney should not and would not be spending 96.6 hours a month reviewing PRAs. Equally, it is not a good deal for CHW if their attorney's are working on PRAs when they could be working on higher billable hour issues for our city and other clients. (but that is an internal CHW matter). If I had just graduated from Boalt or Hastings and was assigned to work on PRAs, I might think that my talent and education were being wasted. Just saying . . .

Lastly, in addition to the RFP now underway for city attorney services, I would hope and ask that as part of the upcoming budget cycle, city officials take a comprehensive look and review into all the legal services vendors which the city utilizes.

Respectfully,
Alan Ehrlich

"Sunlight is said to be the best of disinfectants."
- Supreme Court Justice Louis Brandeis

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"Openness in government is essential to the functioning of a democracy."
International Federation of Professional & Technical Engineers, Local 21 v. Superior Court
California Supreme Court, 42 Cal.4th 319 (2007)

Colantuono, Highsmith & Whatley, PC

790 E. Colorado Blvd., Suite 850
Pasadena, CA 91101-2109
Telephone: (213) 542-5700 Fax: (213) 542-5710
FEIN [REDACTED]

January 17, 2023

Invoice No. 54618
Reference No. 49063-0029 ALJ

Armine Chaparyan
City of South Pasadena
1414 Mission Street
South Pasadena, CA 91031

Account Statement

<u>Invoice Number</u>	<u>Invoice Date</u>	<u>Matter Number</u>	<u>Billing Attorney</u>	<u>Invoice Amount</u>	<u>Balance Due</u>
54293	12/15/2022	0029	ALJ	\$14,329.50	\$14,329.50
Total Outstanding Balance					\$14,329.50
Total Amount Due on this Invoice					\$19,389.50
Total Balance Now Due					\$33,719.00

Aging of Past Due Amounts

<u>0-30 Days</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>91-120 Days</u>	<u>Over 120 Days</u>	<u>Total Past Due</u>
\$0.00	\$14,329.50	\$0.00	\$0.00	\$0.00	\$14,329.50

Colantuono, Highsmith & Whatley, PC
420 Sierra College Drive, Suite 140
Grass Valley, CA 95945-5091
(530) 432-7357

Invoice submitted to:

Armine Chaparyan, City Manager
City of South Pasadena
1414 Mission Street
South Pasadena, CA 91031

Invoice Number: 54618
Invoice Date: January 17, 2023
Federal EIN: [REDACTED]

In reference to: PUBLIC RECORDS REQUESTS

File # 49063.0029

PRA Requests

12/01/2022	ALJ	[REDACTED]	0.20	39.00
12/01/2022	EKS	[REDACTED]	1.20	216.00
12/01/2022	TPA	[REDACTED]	0.40	78.00
12/01/2022	TPA	[REDACTED]	0.30	58.50
12/02/2022	TPA	[REDACTED]	0.10	19.50
12/02/2022	TPA	[REDACTED]	0.40	78.00
12/05/2022	TPA	[REDACTED]	0.50	97.50
12/06/2022	TPA	[REDACTED]	0.10	19.50
12/06/2022	TPA	[REDACTED]	0.10	19.50
12/06/2022	TPA	[REDACTED]	0.40	78.00
12/06/2022	TPA	[REDACTED]	0.40	78.00
12/06/2022	TPA	[REDACTED]	0.80	156.00
12/06/2022	TPA	[REDACTED]	0.10	19.50
12/06/2022	TPA	[REDACTED]	0.10	19.50

Privileged and Confidential - Do not store with publicly accessible documents

PRA Requests - continued

12/06/2022	TPA	[REDACTED]	0.10	19.50
12/06/2022	TPA	[REDACTED]	0.20	39.00
12/06/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	ALJ	[REDACTED]	0.40	78.00
12/07/2022	ALJ	[REDACTED]	0.20	39.00
12/07/2022	EKS	[REDACTED]	1.30	234.00
12/07/2022	EKS	[REDACTED]	1.00	180.00
12/07/2022	EKS	[REDACTED]	1.30	234.00
12/07/2022	EKS	[REDACTED]	0.80	144.00
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.20	39.00
12/07/2022	TPA	[REDACTED]	0.20	39.00
12/07/2022	TPA	[REDACTED]	0.40	78.00
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.20	39.00
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.60	117.00
12/07/2022	TPA	[REDACTED]	0.20	39.00

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PRA Requests - continued

12/07/2022	TPA	[REDACTED]	0.20	39.00
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.40	78.00
12/07/2022	TPA	[REDACTED]	0.60	117.00
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.20	39.00
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.10	19.50
12/07/2022	TPA	[REDACTED]	0.50	97.50
12/07/2022	TPA	[REDACTED]	0.20	39.00
12/08/2022	EKS	[REDACTED]	0.80	144.00
12/08/2022	TPA	[REDACTED]	0.40	78.00
12/08/2022	TPA	[REDACTED]	0.10	19.50
12/08/2022	TPA	[REDACTED]	0.10	19.50
12/08/2022	TPA	[REDACTED]	0.10	19.50
12/08/2022	TPA	[REDACTED]	1.50	292.50

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PRA Requests - continued

12/08/2022	TPA	[REDACTED]	0.30	58.50
12/08/2022	TPA	[REDACTED]	0.10	19.50
12/08/2022	TPA	[REDACTED]	0.90	175.50
12/08/2022	TPA	[REDACTED]	0.10	19.50
12/08/2022	TPA	[REDACTED]	0.10	19.50
12/08/2022	TPA	[REDACTED]	0.40	78.00
12/09/2022	EKS	[REDACTED]	1.30	234.00
12/09/2022	TPA	[REDACTED]	0.10	19.50
12/09/2022	TPA	[REDACTED]	0.10	19.50
12/09/2022	TPA	[REDACTED]	0.60	117.00
12/09/2022	TPA	[REDACTED]	0.90	175.50
12/09/2022	TPA	[REDACTED]	0.30	58.50
12/09/2022	TPA	[REDACTED]	0.40	78.00
12/09/2022	TPA	[REDACTED]	0.40	78.00
12/09/2022	TPA	[REDACTED]	0.10	19.50
12/10/2022	ALJ	[REDACTED]	0.20	39.00
12/10/2022	ALJ	[REDACTED]	0.20	39.00
12/12/2022	ALJ	[REDACTED]	0.20	39.00
12/12/2022	ALJ	[REDACTED]	0.20	39.00
12/12/2022	EKS	[REDACTED]	0.80	144.00

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PRA Requests - continued

12/12/2022	EKS	[REDACTED]	0.80	144.00
12/12/2022	EKS	[REDACTED]	0.70	126.00
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.40	78.00
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.20	39.00
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.20	39.00
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.30	58.50
12/12/2022	TPA	[REDACTED]	0.40	78.00

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PRA Requests - continued

12/12/2022	TPA	[REDACTED]	0.50	97.50
12/12/2022	TPA	[REDACTED]	0.40	78.00
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/12/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	ALJ	[REDACTED]	0.30	58.50
12/13/2022	ALJ	[REDACTED]	0.30	58.50
12/13/2022	EKS	[REDACTED]	0.80	144.00
12/13/2022	EKS	[REDACTED]	0.70	126.00
12/13/2022	EKS	[REDACTED]	0.50	90.00
12/13/2022	EKS	[REDACTED]	0.80	144.00
12/13/2022	EKS	[REDACTED]	0.70	126.00
12/13/2022	EKS	[REDACTED]	0.50	90.00
12/13/2022	EKS	[REDACTED]	0.80	144.00
12/13/2022	EKS	[REDACTED]	0.80	144.00
12/13/2022	TPA	[REDACTED]	0.70	136.50
12/13/2022	TPA	[REDACTED]	0.20	39.00

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PRA Requests - continued

12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.20	39.00
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.20	39.00
12/13/2022	TPA	[REDACTED]	0.70	136.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.40	78.00
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/13/2022	TPA	[REDACTED]	0.10	19.50
12/14/2022	EKS	[REDACTED]	0.80	144.00
12/14/2022	TPA	[REDACTED]	1.60	312.00
12/14/2022	TPA	[REDACTED]	0.10	19.50
12/14/2022	TPA	[REDACTED]	0.10	19.50

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PRA Requests - continued

12/14/2022	TPA	[REDACTED]	0.10	19.50
12/14/2022	TPA	[REDACTED]	0.10	19.50
12/14/2022	TPA	[REDACTED]	0.10	19.50
12/14/2022	TPA	[REDACTED]	1.10	214.50
12/14/2022	TPA	[REDACTED]	0.10	19.50
12/14/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	ALJ	[REDACTED]	0.60	117.00
12/15/2022	CWH	[REDACTED]	0.10	19.50
12/15/2022	EKS	[REDACTED]	0.70	126.00
12/15/2022	EKS	[REDACTED]	0.70	126.00
12/15/2022	EKS	[REDACTED]	0.80	144.00
12/15/2022	EKS	[REDACTED]	0.80	144.00
12/15/2022	EKS	[REDACTED]	0.40	72.00
12/15/2022	EKS	[REDACTED]	0.40	72.00
12/15/2022	TPA	[REDACTED]	0.20	39.00

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PRA Requests - continued

12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.20	39.00
12/15/2022	TPA	[REDACTED]	0.20	39.00
12/15/2022	TPA	[REDACTED]	0.20	39.00
12/15/2022	TPA	[REDACTED]	0.30	58.50
12/15/2022	TPA	[REDACTED]	0.20	39.00
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.30	58.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.40	78.00
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.50	97.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.30	58.50
12/15/2022	TPA	[REDACTED]	0.10	19.50

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PRA Requests - continued

12/15/2022	TPA	[REDACTED]	0.20	39.00
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.20	39.00
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/15/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	EKS	[REDACTED]	0.80	144.00
12/16/2022	EKS	[REDACTED]	0.80	144.00
12/16/2022	EKS	[REDACTED]	0.80	144.00
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.20	39.00
12/16/2022	TPA	[REDACTED]	0.20	39.00
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.10	19.50

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PRA Requests - continued

12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/16/2022	TPA	[REDACTED]	0.60	117.00
12/16/2022	TPA	[REDACTED]	0.20	39.00
12/16/2022	TPA	[REDACTED]	0.30	58.50
12/16/2022	TPA	[REDACTED]	0.10	19.50
12/17/2022	TPA	[REDACTED]	0.10	19.50
12/18/2022	TPA	[REDACTED]	0.40	78.00
12/18/2022	TPA	[REDACTED]	0.20	39.00
12/18/2022	TPA	[REDACTED]	0.40	78.00
12/19/2022	EKS	[REDACTED]	1.00	180.00

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PRA Requests - continued

12/19/2022	EKS	[REDACTED]	1.00	180.00
12/19/2022	EKS	[REDACTED]	1.00	180.00
12/19/2022	EKS	[REDACTED]	1.00	180.00
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/19/2022	TPA	[REDACTED]	0.20	39.00
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/19/2022	TPA	[REDACTED]	0.20	39.00
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/19/2022	TPA	[REDACTED]	0.20	39.00
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/19/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	ESM	[REDACTED]	2.00	390.00
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.30	58.50

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PRA Requests - continued

12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	1.10	214.50
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.20	39.00
12/20/2022	TPA	[REDACTED]	1.10	214.50
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.20	39.00
12/20/2022	TPA	[REDACTED]	0.10	19.50
12/20/2022	TPA	[REDACTED]	0.30	58.50
12/21/2022	ALJ	[REDACTED]	0.30	58.50
12/21/2022	ALJ	[REDACTED]	0.20	39.00
12/21/2022	ALJ	[REDACTED]	0.20	39.00
12/21/2022	ALJ	[REDACTED]	0.20	39.00
12/21/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	EKS	[REDACTED]	0.80	144.00

Privileged and Confidential - Do not store with publicly accessible documents

PRA Requests - continued

12/22/2022	EKS	[REDACTED]	0.60	108.00
12/22/2022	EKS	[REDACTED]	0.60	108.00
12/22/2022	EKS	[REDACTED]	0.60	108.00
12/22/2022	EKS	[REDACTED]	0.60	108.00
12/22/2022	EKS	[REDACTED]	1.20	216.00
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.40	78.00
12/22/2022	TPA	[REDACTED]	0.30	58.50
12/22/2022	TPA	[REDACTED]	0.30	58.50
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.40	78.00
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.20	39.00
12/22/2022	TPA	[REDACTED]	0.10	19.50

Privileged and Confidential - Do not store with publicly accessible documents

PRA Requests - continued

12/22/2022	TPA	[REDACTED]	0.20	39.00
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.20	39.00
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.30	58.50
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.10	19.50
12/22/2022	TPA	[REDACTED]	0.30	58.50
12/26/2022	TPA	[REDACTED]	0.10	19.50
12/26/2022	TPA	[REDACTED]	0.10	19.50
12/26/2022	TPA	[REDACTED]	0.10	19.50
12/27/2022	ALJ	[REDACTED]	0.80	156.00
12/27/2022	ALJ	[REDACTED]	0.30	58.50
12/27/2022	TPA	[REDACTED]	0.10	19.50
12/27/2022	TPA	[REDACTED]	0.10	19.50
12/27/2022	TPA	[REDACTED]	0.10	19.50
12/27/2022	TPA	[REDACTED]	0.20	39.00
12/27/2022	TPA	[REDACTED]	1.10	214.50

Privileged and Confidential - Do not store with publicly accessible documents

PRA Requests - continued

12/27/2022	TPA	[REDACTED]	0.50	97.50
12/27/2022	TPA	[REDACTED]	0.30	58.50
12/27/2022	TPA	[REDACTED]	0.30	58.50
12/27/2022	TPA	[REDACTED]	0.10	19.50
12/27/2022	TPA	[REDACTED]	0.10	19.50
12/27/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.80	156.00
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	1.20	234.00
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.20	39.00
12/28/2022	TPA	[REDACTED]	0.10	19.50
12/28/2022	TPA	[REDACTED]	0.40	78.00

Privileged and Confidential - Do not store with publicly accessible documents

PRA Requests - continued

12/28/2022	TPA	[REDACTED]	1.20	234.00
12/28/2022	TPA	[REDACTED]	0.20	39.00
12/29/2022	ALJ	[REDACTED]	0.20	39.00
12/29/2022	ESM	[REDACTED]	3.00	585.00
12/29/2022	TPA	[REDACTED]	0.20	39.00
12/29/2022	TPA	[REDACTED]	0.20	39.00
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	0.20	39.00
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	1.10	214.50
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	0.20	39.00
12/29/2022	TPA	[REDACTED]	0.10	19.50
12/29/2022	TPA	[REDACTED]	0.30	58.50

Privileged and Confidential - Do not store with publicly accessible documents

PRA Requests - continued

12/30/2022	ALJ	[REDACTED]	0.20	39.00
12/30/2022	ALJ	[REDACTED]	0.30	58.50
12/30/2022	ALJ	[REDACTED]	0.20	39.00
12/30/2022	ALJ	[REDACTED]	0.20	39.00
SUBTOTAL - PRA Requests			96.60	\$18,372.00

TOTAL PROFESSIONAL SERVICES 96.60 \$18,372.00

Disbursements:

12/31/2022	[REDACTED]	1,017.50
TOTAL DISBURSEMENTS		\$1,017.50

TOTAL CHARGES THIS BILL \$19,389.50

BALANCE DUE UPON RECEIPT \$33,719.00

Timekeeper Summary

Attorney	Hours	Rate	Amount
ALJ Andrew L. Jared Senior Counsel	5.90	\$195	\$1,150.50
CWH Conor W. Harkins Attorney	0.10	\$195	\$19.50
ESM Ephraim S. Margolin Attorney	5.00	\$195	\$975.00
TPA Thais P. Alves Attorney	54.60	\$195	\$10,647.00
EKS Evelyn K. Scott Paralegal	31.00	\$180	\$5,580.00

Aging of Past Due Amounts

0-30 Days	31-60 Days	61-90 Days	91-120 Days	Over 120 Days	Total Past Due
\$0.00	\$14,329.50	\$0.00	\$0.00	\$0.00	\$14,329.50

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Accounts Payable

Checks by Date - Detail by Check Date

User: ealvarez
Printed: 3/25/2021 5:33 PM



Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
312231	F CRS8161 2021-011	Fox Rothschild, LLP Transparent CA PRA settlement	03/15/2021	6,862.25
Total for Check Number 312231:				6,862.25
Total for 3/15/2021:				6,862.25
Report Total (1 checks):				6,862.25

SETTLEMENT AGREEMENT AND RELEASE

THIS SETTLEMENT AGREEMENT (“Agreement”) is made and entered into as of this 15th day of March 2021 (the “Effective Date”) by and between Nevada Policy Research Institute, dba Transparent California (“Transparent California”) on the one hand, and City of South Pasadena and Maria Ayala, in her official capacity as Chief City Clerk, City of South Pasadena (together referred to as “COSP”) on the other. Transparent California and COSP intend this Agreement to resolve all claims between them arising out of requests made by Transparent California to COSP for records pursuant to the California Public Records Act (“CPRA”) for the year 2019 (the “CPRA Request”).

RECITALS

A. Pursuant to the CPRA, Transparent California requested from COSP records documenting the names and wages of COSP employees for 2019.

B. As of February 22, 2021, COSP had not responded to the foregoing request.

C. On February 23, 2021, Transparent California filed a lawsuit entitled *Nevada Policy Research Institute, dba Transparent California v. Maria Ayala, in her official capacity as Chief City Clerk, City of South Pasadena and City of South Pasadena* in the Superior Court of the State of California for the County of Los Angeles, Case No. 21GDCP00063 (the “Action”), which, among other things, challenges the absence of a response by COSP to Transparent California’s CPRA Request and seeks attorney fees and costs.

D. Transparent California has incurred approximately \$5,800.00 in attorney fees and \$1,062.25 in costs in connection with the Action.

E. Transparent California and COSP now wish to settle all matters relating to the CPRA Request, including Transparent California’s request for attorney fees and costs, without conceding the truth of the allegations stated above.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and agreements described below, and for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Transparent California and COSP agree as follows:

1. Production of Information. COSP has, or will contemporaneously with the execution of this Agreement, provide to Transparent California a response to the CPRA Requests by preparing and disclosing to Transparent California a record containing compensation data for all city employees for 2019, along with concomitant employee names.

2. Payment. COSP shall remit a check or certified funds to Transparent California's attorneys in the amount of \$6,862.25, made payable to the law firm of Fox Rothschild, LLP.

3. Dismissal. Transparent California shall within ten (10) days of the clearance of the check or ten (10) days within receipt of the certified funds referenced above, file a Request for Dismissal, requesting the prompt dismissal of its complaint in the Action, with prejudice as to all Defendants.

4. Release of COSP

a. Upon COSP's performance of its obligations under this Agreement and upon dismissal of the Action, with prejudice, against the defendants, Transparent California and its parents, subsidiaries and affiliated corporations, and its respective past and present officers, directors and shareholders, employees, agents, subcontractors and representatives hereby fully and forever respectively release and discharge the Defendants, and their respective officers, elected or appointed officials, attorneys, agents, representatives, employees, successors, and assigns, and each of them, who are each express third party beneficiaries of this Agreement, from any and all past, present or future claims, actions, losses, liabilities, causes of action, liens, demands, rights, damages, costs, attorneys' fees, interest, expenses, reimbursement and compensation of any nature whatsoever (collectively the "Claims"), whether known or unknown, disclosed or undisclosed, and whether or not anticipated, in any way related to the CPRA Requests, the Action and the allegations of the Complaint pertaining to the requests for 2019 information only. This release does not apply to further requests for information pertaining to years other than 2019.

b. Except as otherwise stated, Transparent California waives any and all claims for the recovery of any costs, expenses or fees, including attorneys' fees, against the Defendants associated with the matters and claims released in this Agreement.

c. In connection with the release of the Claims described in this Agreement, Transparent California, and anyone acting by or through it, waive any and all rights that they may have relating to the CPRA Requests and the Action under the provisions of California Civil Code section 1542, which provides:

"A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor."

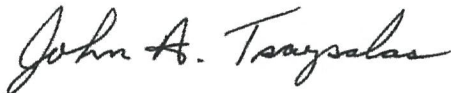
In the event that any waiver of the provisions of Section 1542 of the California Civil Code provided for in this Agreement shall be judicially determined to be invalid, voidable, or unenforceable, for any reason, such waiver to that extent shall be severable from the remaining provisions of this Agreement, and the invalidity, voidability, or unenforceability of the waiver shall not affect the validity, effect, enforceability, or interpretation of the remaining provisions of this Agreement.

5. Entire Agreement. This Agreement constitutes the entire agreement between Transparent California and COSP concerning the subject matter of the Agreement and supersedes any prior written or oral agreement.

6. General Matters. This Agreement shall be governed by and construed in accordance with the laws of the State of California. This Agreement may be executed in counterparts and be delivered by email or facsimile transmission. Any captions to the paragraphs or subparagraphs of this Agreement are solely for the convenience of Transparent California and COSP, and are not part of this Agreement. Each person signing this Agreement represents and warrants that he or she is authorized to sign this Agreement on behalf of the entity for which he or she is signing.


IN WITNESS WHEREOF, Transparent California and COSP have caused this Agreement to be duly executed as of the Effective Date.

Nevada Policy Research Institute, dba Transparent California



By: John Tsarpalas, President

City of South Pasadena



By: Authorized Representative of the City of So. Pasadena - Sean Joyce, Interim City Manager

Maria E. Ayala



Maria E. Ayala, Chief City Clerk of the City of So. Pasadena

General Public Comment, March 1, 2023 Regular Meeting, Item 2

Ed Elsner [REDACTED]
To: cpubliccomment@southpasadenaca.gov

Wed, Mar 1, 2023 at 11:20 AM

This comment looks at how the finance ad hoc committee arrived at its recommendation that the City issue an RFP for a new city attorney, and in particular, a related conflict of interest issue that was mishandled by the committee.

When Steve Rossi was appointed to the City Council in September 2020, he acknowledged a personal relationship with the plaintiff in the Smith v. City of South Pasadena sewer case, and he recused himself from "any discussion around" the case, as was appropriate under the City's code of ethics:

8. Conflict of Interest

In order to assure their independence and impartiality on behalf of the common good, members shall not use their official positions to influence government decisions in which they have a material financial interest or where they have an organizational responsibility or personal relationship, which may give the appearance of a conflict of interest.

Although the full extent of Rossi's involvement in the sewer case was never formally disclosed, court records indicate that it was significant.

A sworn declaration filed in the case in January 2021 described a wide-ranging factual investigation that Rossi conducted for the plaintiff.

In the declaration, Rossi also provided testimony that in October 2019, the City used a false affidavit to obtain an administrative warrant to inspect the plaintiff's residence -- a key allegation supporting the plaintiff's \$2.5 million claim against the City.

The City was defended in the case by the city attorney's firm, Colantuono, Highsmith & Whatley, PC ("CHW"), and it was CHW that prepared the warrant application and supporting affidavit from the City's hired inspector.

In the supporting affidavit, the inspector testified that he observed various code violations from the public right-of-way:

Highsmith & Whatley, PC
COLLEGE DRIVE, SUITE 140
ALLEY, CA 93948-8091
11 Avenue, South Pasadena, California ("Property").
12 3. On October 1, 2019, I inspected the Property from above via the public right-of-way on
13 Hanscom Drive and from below via the public right-of-way on Las Palmitas Street. I observed
14 several significant conditions which are in violation of the City's Municipal Code regarding
15 Building, Plumbing and Electrical regulations.

Rossi's declaration directly contradicted the inspector's affidavit:

4 force was authorized in the warrant. I knew for a fact that [REDACTED]'s house was not visible from
5 the public right of way and that she was not undergoing any construction at the time.

and:

5 | an onsite review of the sewage damage by the City's insurance company. After submission of
6 | another public records request for any and all photos taken by Craig Melicher during the
7 | supposed field inspection, the City responded that no other photos were taken or available and
8 | everything was included in the affidavit. It is not surprising that no pictures of the house would
9 | have been taken during the field inspection as the house in question is not readily visible from
10 | the public right of way.

Rossi had made similar claims in an October 24, 2019, letter to the editor of the Southpasadenan:

despite numerous requests. Second, the story was that City officials "viewed" unpermitted work from the public thoroughfare – which is highly unlikely given the property in question and is also unsubstantiated to date by the City. Thirdly, it was claimed that images from Google Earth showed a new roof on the property – which is not true as no new roof has been put on the house. In the past

The letter and declaration may not have been factually accurate, as the residence was and is plainly visible from the Las Palmitas cul-de-sac, including several items identified as code violations in the warrant application (e.g., new corrugated metal siding, new windows, new skylights, new roof covering, and rear deck).

Rossi ultimately concluded that CHW improperly used the inspection warrant process to obtain evidence, outside of the civil discovery process, of unpermitted renovations that would have required the installation of a backflow valve:

6 | However, the City Attorney's law firm had just won a municipal case regarding a
7 | backflow valve on a commercial property in August 2019 (Oroville). In my opinion, they
8 | believed that If they could find evidence of substantial unpermitted work, they could make a case
9 | that [REDACTED] would have been required to install a backflow valve. As early as February 2018,

Rossi's advocacy and testimony, which put CHW's conduct and motivations in the sewer case squarely at issue, raise an obvious question whether Rossi could be an impartial decision maker with respect to those matters.

Nevertheless, it appears that Rossi was the main influence behind the ad hoc committee's detailed finding about CHW's "potential" conflict of interest in the sewer case (i.e., the firm's interest in generating attorney fee revenue) as well as the related recommendation to issue an RFP for a new city attorney.

Based on the meeting dates listed in the transmittal memo for the committee's final report, the finding and recommendation appear to be last-minute additions, authored by Rossi after the committee's virtual meeting on March 5, 2022, during which these items were not discussed.

Other members of the ad hoc committee relied heavily on Rossi to research and draft the committee's summary report; even though Rossi had ceased to be a member of the committee after the 2020 election, and the committee did not have authority to reappoint him, the remaining committee members considered him a duly-appointed member and the committee's de facto leader.

In light of this and Rossi's prior recusal from City Council discussions around the sewer case, the committee should have been highly attuned to the conflict issue and should have taken precautions to assure the committee's independence and impartiality when it came to making decisions about CHW and the sewer case, but it doesn't look like they did.

The final report was approved in early June 2022, including the new finding and recommendation authored by Rossi (which clearly validated the plaintiff's litigation posture) and without disclosure of Rossi's participation in the case.

The appearance of a conflict of interest was not dispelled by the settlement of the sewer case in mid-May 2022, as government decisions for purposes of the code of ethics are not limited to closed session litigation decisions.

For whatever reasons, the committee gave Rossi a pass.

This stands in stark contrast to the concern voiced by several former committee members about Mayor Primuth's participation in the RFP process, even though they have identified no actual financial interest, organizational responsibility, or personal relationship on Primuth's part that would give the appearance of a conflict of interest under the code of ethics.

All of this is highly irregular, and the ad hoc committee could have and should have handled these issues better.

Ed Elsner

From: [Susan Sulsky](#)
To: [City Council Public Comment](#)
Subject: General Comment - March 1, 2023 City Council Meeting
Date: Wednesday, March 1, 2023 12:08:40 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 City Council Members,

Although it is not specifically required by the Brown Act, I am writing to inquire why minutes from City Council Meetings have not been clearly posted since 4/27/2022?

It would be a giant step forward for the City to show that it truly wishes to be more transparent if minutes from Council Meetings and Commissions were easily accessible to the public, as your webpage purports it to be.

MEETING DATE	CLOSED SESSION	OPEN SESSION	AGENDA PACKET	ADDITIONAL DOCUMENTS	MINUTES
03/01/2023	Closed Session Agenda	Open Session Agenda	Agenda Packet	Additional Documents	
02/15/2023	Amended Closed Session Agenda	Special Joint Meeting Agenda Open Session Agenda	Special Joint Agenda Packet Agenda Packet	Additional Documents Part 1 Additional Documents Part 2	
02/09/2023		Special Meeting Agenda		Additional Documents	
02/01/2023	Amended Closed Session Agenda	Special Meeting Agenda Open Session Agenda	Special Agenda Packet Agenda Packet	Additional Documents	
01/18/2023	Closed Session Agenda	Amended Open Session Agenda	Amended Agenda Packet	Additional Documents	
01/04/2023		Notice of Cancellation			

MEETING DATE	CLOSED SESSION	OPEN SESSION	AGENDA PACKET	ADDITIONAL DOCUMENTS	MINUTES
12/21/2022	Closed Session will occur after Open Session Meeting	Special Meeting Agenda 6:00 p.m. Open	Special Meeting Agenda Packet Open	Special Meeting Additional Documents	

<u>12/17/2022</u>	<u>meeting</u>	<u>Open Session Agenda 7:00 p.m.</u>	<u>Open Session Agenda Packet</u>	<u>Open Session Additional Documents</u>	
12/07/2022	<u>AMENDED Special Closed Session</u>	<u>Open Session Agenda</u>	<u>AMENDED Agenda Packet</u>	<u>Additional Documents</u>	
11/16/2022	<u>Amended Special Closed Session</u>	<u>Open Session Agenda</u>	<u>Agenda Packet</u>	<u>Amended Additional Documents</u>	
11/09/2022 *Special Joint Meeting		<u>Special Joint Meeting Agenda</u>	<u>Special Joint Meeting Packet</u>	<u>Additional Documents</u> <u>Additional Documents Received after 11/09/2022 Deadline</u>	
11/02/2022	<u>Special Closed Agenda</u>	<u>Open Session Agenda</u> <u>Special Meeting Agenda</u>	<u>Agenda Packet</u> <u>Special Agenda Packet</u>	<u>Additional Documents</u>	
10/19/2022	<u>Special Closed Agenda</u>	<u>Open Session Agenda</u>	<u>Agenda Packet</u>	<u>Amended Additional Documents</u>	
10/05/2022	<u>Amended Special Closed Agenda</u>	<u>Open Session Agenda</u>	<u>Agenda Packet</u>	<u>Additional Documents</u>	
10/03/2022	N/A	<u>Special Meeting Agenda</u>			
09/21/2022	<u>Special Closed Agenda</u>	<u>Open Session Agenda</u>	<u>Agenda Packet</u>	<u>Additional Documents</u> <u>Amended Additional Documents</u>	
09/19/2022	N/A	<u>Special Meeting Agenda</u>			
	<u>Special Closed</u>	<u>Open</u>	<u>Agenda</u>	<u>Additional</u>	

09/07/2022	Special Closed Agenda	Open Session Agenda Special Meeting Agenda	Agenda Packet Special Agenda Packet	Additional Documents	
08/17/2022	Amended Special Closed Agenda	Open Session Agenda	Agenda Packet	Additional Documents	
08/15/2022 *Special Meeting	Special Closed Agenda	N/A	N/A		
08/10/2022 *Special Meeting	Special Closed Agenda	Special Open Agenda	Agenda Packet	Amended Additional Documents	
08/04/2022 *Special Meeting	Special Closed Agenda	N/A	N/A		
08/01/2022 *Special Meeting	Special Closed Agenda	N/A	N/A		
07/27/2022 *Special Meeting	N/A	Special Meeting Agenda	Agenda Packet	Amended Additional Documents	
07/20/2022	Special Closed Agenda	Open Session Agenda	Agenda Packet (Part 1) Agenda Packet (Part 2) Agenda Packet (Dropbox)	Amended Additional Documents	
07/07/2022 *Special Meeting		Special Agenda	Special Agenda Packet	Additional Docs	
06/22/2022 *Special Meeting		Special Agenda			
		Special Agenda	Special Agenda Packet		

06/15/2022	Special Closed Session	Open Session Agenda	Agenda Packet Revised Proposed FY 22-23 Budget Draft ACFR 22-23	Amended Additional Documents	
06/08/2022	Special Closed Session	N/A			
06/01/2022	Special Closed Session Agenda	Open Session Agenda	Agenda Packet Revised Proposed FY 22-23 Budget (6/1/22 version)	Additional Documents	
5/25/2022 *Special Meeting Budget Workshop	Special Revised Closed Session Agenda	Special Open Session Agenda	Special Open Session Agenda Proposed FY 22-23 Budget	Amended Additional Documents Additional Documents After Deadline (5/26/22)	
05/18/2022	Special Closed Session	5:00 Special Open Session Open Session	Special Agenda Packet Agenda Packet	Amended Additional Documents	
05/04/2022	Special Closed Session	Open Session	Agenda Packet	Additional Documents	
4/27/2022		Open Session	Agenda Packet	Additional Documents	Minutes

RESIDENTS

BUSINESSES

VISITORS

GOVERNMENT

	<u>Special Closed Session</u>	<u>Session</u>	<u>Packet</u>	<u>Documents</u>	
4/6/2022	<u>Special Closed Session</u>	<u>Open Session</u>	<u>Agenda Packet</u>	<u>Amended Additional Documents</u>	<u>Minutes</u>

Susan Sulsky



Merchant Minute: Mission Wines



Merchant Minute: Mission Wines



Merchant Minute: Mission Wines



Merchant Minute: Mission Wines



A.D. - 40

Merchant Minute: Mission Wines



Merchant Minute: Mission Wines



Merchant Minute: Mission Wines



Merchant Minute: Mission Wines





City of South Pasadena
Public Works
Department

Memo

Date: February 28, 2023
To: The Honorable City Council
Via: Arminé Chaparyan, City Manager *Ac*
From: Ted Gerber, Public Works Director

March 1, 2023 City Council Meeting Item No. 5 Presentation of a
Proclamation Declaring March 7, 2023, As Arbor Day

The memo provides a correction to a scrivener's error in the Proclamation.

NOW, THEREFORE, I, John Primuth, Mayor of the City of South Pasadena, on behalf of the City Council, do hereby proclaim March 7, 2023 as a celebration of Arbor Day and urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands.

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CITY OF SOUTH PASADENA
PROCLAMATION



Declaring March 7, 2023 as
"Arbor Day"
in the City of South Pasadena

- WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and
- WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and Arbor Day is now observed throughout the nation and the world; and
- WHEREAS, trees reduce the erosion of our precious topsoil by wind and water, cutting heating and cooling costs, moderate the temperature, clean the air, produce oxygen and provide habitat for wildlife; and
- WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products; and
- WHEREAS, the City of South Pasadena has been recognized as a Tree City USA by The National Arbor Day Foundation and desires to continue its tree-planting practices.

NOW, THEREFORE, I, John Primuth, Mayor of the City of South Pasadena, on behalf of the City Council, do hereby proclaim March 7, 2023 as a celebration of Arbor Day and urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands.

Jon Primuth, Mayor

March 1, 2023
Date

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From: [Yvonne LaRose](#)
To: [City Council Public Comment](#)
Subject: Public Comment re Agenda Items 9 and 11
Date: Wednesday, March 1, 2023 11:26:55 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.

As an Organization Development Consultant, I come to you again regarding recruiting and retention matters.

Salary Adjustment

It is commendable that there are sincere efforts to bring this city's salaries (especially in regard to the Finance Director) in line with current market standards. Because inflation began to impact our society before 2021 and because it is growing faster than wage (even minimum wage) increases, it's important that we offer at least livable wage thresholds to those who are part of our civil servants. Competitive wages are one of the methods of attracting skilled, knowledgeable, and motivated talent who are also focused on continuing their service to our community.

Job Description Adjustments

And that brings me to the subject of Item 11 on tonight's agenda, job descriptions. How often has a person outgrown their job only to discover there is nowhere for them to continue their growth through meaningful career challenges and successes? How many times do we find workers (in any industry) who are going above and beyond the established job description but eventually realize those precious extra efforts have become taken for granted when there is actually justification for a promotion, or promotion with salary increase, that would be appropriate?

It's one thing to provide career enrichment opportunities. That should be something that is a standard. Good retention strategies also include wage adjustments as the precious talent continues to grow and provide more value to the job. Good retention strategies also dictate periodic reviews of the duties the employee is performing so that appropriate rewards, in terms of job classification and description, are made.

Good Job; Good Focus

I commend your endeavors with regard to the salary evaluations and proposed adjustments, as well as your diligent focus on job descriptions for the workers who we all tend to think of as part of what we're supposed to have. They provide necessary and valuable services. Without them, we would have tremendous resources dedicated to keeping our city as aesthetically attractive as it is.

Viva
Yvonne LaRose
Organization Development Consultant: Diversity/Title VII, Harassment, Ethics



City of South Pasadena Memo Management Services Department

Date: March 1, 2023
To: The Honorable City Council
Via: Jon Primuth, Mayor
From: Luis Frausto, Management Services Director
Subject: March 1, 2023 City Council Meeting Item No. 14 Approval of Mayor's List of City Council Liaison and Regional Group Appointments

This memo provides a revision to the proposed recommendation, Attachment No. 1, (List of Proposed Liaison & Regional Group Appointments) and adds Attachment No. 2, (Resolution, superseding Resolution No. 7802). The revision made to Attachment No. 1 removes the "Foothill Gold Line Technical Advisory Committee (TAC)" from the list, as staff has confirmed that it is the same as the "Metro Gold Line Technical Advisory Committee." Please see the documents attached for revisions.

The revised proposed recommendation was revised to the following:

It is recommended that the City Council:

1. Approve the Mayor's list of City Council Liaison and Regional Group Appointments to various commissions, boards, and committees; **and**
2. **Adopt a Resolution, superseding Resolution No. 7802, appointing delegates, representatives, and alternates as official representatives of the City of South Pasadena.**



Liaison and Regional Group Appointments
Jon Primuth, Mayor
February 1, 2023 to December 2023

City Commissions, Boards, and Committees	Appointed Liaison
Cultural Heritage Commission	Zneimer
Community Services Commission	Donovan
Design Review Board	Braun
Finance Commission	Braun
Fourth of July – Festival of Balloons Committee	Primuth
Mobility and Transportation Infrastructure Commission	Donovan
Library Board of Trustees	Braun
Natural Resources and Environmental Commission	Cacciotti
Planning Commission	Primuth
Public Art Commission	Primuth
Public Safety Commission	Cacciotti
Public Works Commission	Zneimer
South Pasadena Tournament of Roses Committee	Zneimer
Ad Hoc/Committees and other assignments	Appointed Liaisons
Ad Hoc/Committee: City Council and SPUSD Subcommittee	Zneimer and Primuth
Ad Hoc/Committee: Mission-Meridian Village Subcommittee	Donovan
Ad Hoc/Committee: SB381 Caltrans Surplus Properties Implementation	Primuth and Donovan
Ad Hoc/Committee: City Leased Properties	Cacciotti and Braun
Representative: South Pasadena Chamber of Commerce - Legislative	Primuth
Representative: South Pasadena Chamber of Commerce - Economic Development	Braun
Ad Hoc/Committee: Athens Contract	Donovan and Zneimer

Regional Groups – Appointment by City	Appointed Liaison	Alternate(s)
Arroyo Verdugo Communities Joint Powers Authority	Primuth	Cacciotti
California Contract Cities Legislative Committee	TBD	TBD
Foothill Workforce Development Policy Board	Zneimer	Donovan

Liaison and Regional Group Appointments

	Foothill Employment and Training Consortium	TBD	Braun
	Foothill Gold Line Technical Advisory Committee (TAC)	TBD	TBD
	Los Angeles County City Selection Committee	Primuth	Donovan
☰ ★ Δ	Los Angeles County Sanitation Districts, Board of Directors, District 16	Primuth (always Mayor)	Donovan
	CalCities, Los Angeles Division and Annual Conference	Braun	Zneimer
☰ ❖ Δ	Metro Gold Line Phase II Joint Powers Authority Board	Cacciotti	TBD
☰ ❖	Metro Gold Line Construction Authority	Mendel Thompson, Glendora Mayor Pro Tem Elected at Large	Paul Leon, Ontario Mayor Dan Evans (Resident)
	Metro Gold Line Technical Advisory Committee	Cacciotti	Braun
☰ ❖ Δ	San Gabriel Valley Council of Governments Governing Board	Primuth	Cacciotti
☰ ❖ Δ	Southern California Association of Governments General Assembly	Primuth	Braun
☰ ❖ Δ	San Gabriel Valley Mosquito and Vector Control District	Robert S. Joe (Resident)	Donovan
☰ ❖	Clean Power Alliance	Primuth	Diana Mahmud (Resident)
	Regional Groups –Appointment by Regional Group	Appointed Liaison	Alternate(s)
☰ Δ	San Gabriel Valley Council of Governments (COG) Representative to Southern California Association of Governments (SCAG) Community, Energy and Environment Economic Committee	TBD	TBD
☰	Arroyo Verdugo Communities Appointment to the League of California Cities, LA County Division Board of Directors	TBD	TBD
☰ ☰	Santa Monica Mountains Conservancy	Cacciotti	Zneimer
☰ ☰ Δ	South Coast Air Quality Management District San Gabriel Valley Board Member	Cacciotti	TBD

- ☰ Requires FPPC Form
- ❖ Council vote
- ★ Board Member is current Mayor; Alternate is appointed by Mayor
- ☰ Voted by Regional Group
- Δ Stipend

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, APPOINTING DELEGATES, REPRESENTATIVES, AND ALTERNATES AS OFFICIAL REPRESENTATIVES OF THE CITY OF SOUTH PASADENA, SUPERSEDING RESOLUTION NO. 7802

WHEREAS, the City Council of the City of South Pasadena (City) at its regular meeting of March 1, 2023, reorganized as follows: Jon Primuth, Mayor; Evelyn G. Zneimer, Mayor Pro Tem; Jack Donovan, Councilmember; Janet Braun, Councilmember; and Michael Cacciotti, Councilmember; and

WHEREAS, with the reorganization, the Mayor and the City Council make appointments to various agencies and organizations for the Mayoral term; and

WHEREAS, several agencies and organizations require that the City Council formally approve its official delegates, representatives, and alternates to represent the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Council of the City of South Pasadena does hereby confirm and appoint the following persons as Governing Board Representative and alternate member of the **SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS** for the term indicated:

Governing Board Representative	Alternate	Term
Mayor Primuth	Councilmember Cacciotti	2023

SECTION 2. The City Council of the City of South Pasadena does hereby confirm and appoint the following persons as delegate and alternate member of the **LEAGUE OF CALIFORNIA CITIES, LOS ANGELES DIVISION** for the term indicated:

Delegate	Alternate	Term
Councilmember Braun	Mayor Pro Tem Zneimer	2023

SECTION 3. The City Council of the City of South Pasadena does hereby confirm and appoint the following persons as board member and alternate board member of the **LOS ANGELES COUNTY SANITATION DISTRICTS BOARD OF DIRECTORS, DISTRICT 16** for the term indicated:

Board Member	Alternate	Term
Mayor Primuth	Councilmember Donovan	2023

SECTION 4. The City Council of the City of South Pasadena does hereby confirm and appoint the following persons as delegate and alternate member of the **METRO GOLD LINE PHASE II JOINT POWERS AUTHORITY BOARD** for the term indicated:

Delegate	Alternate	Term
Councilmember Cacciotti		2023

SECTION 5. The City Council of the City of South Pasadena does hereby confirm and appoint the following persons as delegate and alternate member of the **ARROYO VERDUGO COMMUNITIES JOINT POWERS AUTHORITY** for the term indicated:

Delegate	Alternate	Term
Mayor Primuth	Councilmember Cacciotti	2023

SECTION 6. The City Council of the City of South Pasadena does hereby confirm and appoint the following persons as delegate and alternate member of the **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS GENERAL ASSEMBLY** for the term indicated:

Delegate	Alternate	Term
Mayor Primuth	Councilmember Braun	2023

SECTION 7. The City Council of the City of South Pasadena does hereby confirm and appoint the following person as delegate member of the **SAN GABRIEL VALLEY MOSQUITO AND VECTOR CONTROL DISTRICT** for the term indicated:

Delegate	Alternate	Term
Robert S. Joe (Community Member)	Councilmember Donovan	2023

SECTION 8. The City Council of the City of South Pasadena does hereby confirm and appoint the following person as delegate member of the **CLEAN POWER ALLIANCE** for the term indicated:

Delegate	Alternate	Term
Mayor Primuth	Diana Mahmud (Community Member)	2023

SECTION 9. The City Council of the City of South Pasadena does hereby confirm and appoint the following person as delegate member of the **FOOTHILL WORKFORCE DEVELOPMENT POLICY BOARD** for the term indicated:

Delegate	Alternate	Term
Mayor Pro Tem Zneimer	Councilmember Donovan	2023

SECTION 10. The City Council of the City of South Pasadena does hereby confirm and appoint the following person as delegate member of the **FOOTHILL EMPLOYMENT AND TRAINING CONSORTIUM** for the term indicated:

Delegate	Alternate	Term
	Councilmember Braun	2023

SECTION 10. Pursuant to the appointments made above, the City Council of the City of South Pasadena does hereby adopt the completed Form 806 of the Fair Political Practices Commission, and directs staff to take all other actions necessary to comply with the requirements of any applicable laws and regulations.

SECTION 11. The City Council declares that this resolution supersedes Resolution No.7802, which represented the previous appointment of delegates, representatives, and alternates as official representatives of the City of South Pasadena.

SECTION 12. The City Clerk of the City of South Pasadena shall certify to the passage and adoption of this resolution and its approval by the City Council and shall cause the same to be listed in the records of the City.

PASSED, APPROVED AND ADOPTED on this 1st day of March, 2023.

Jon Primuth, Mayor

ATTEST:

APPROVED AS TO FORM:

Mark Perez, Deputy City Clerk

Andrew L. Jared, City Attorney

I HEREBY CERTIFY Resolution No. XXXX was duly adopted by the City Council of the City of South Pasadena, California, at a regular meeting held on the 1st day of March, 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Mark Perez, Deputy City Clerk



City of South Pasadena Public Works Department

Memo

Date: February 27, 2023

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager *DM for AC*

From: Ted Geber, Public Works Director

March 1, 2023 City Council Meeting Item No. 15 Informational Update of the Police Department's Electric Vehicle Transition Project.

The memo provides an update to the Staff Report Attachment #2: **Project Timeline** to **Project Timeline and FAQ**. Please see the document attached.

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South Pasadena Police Department Fleet Electrification Frequently Asked Questions (FAQ) & Project Timeline To-Date

On September 21, 2022, South Pasadena City Council voted to approve a plan to lease a fleet of zero-emission police vehicles; both administrative and patrol cars. In addition, Council approved a concurrent plan to build the electric infrastructure to support those vehicles that included partnering with Southern California Edison (Charge Ready Program) to leverage resources for infrastructure. In November of 2022, staff submitted a grant proposal to the Southcoast Air Quality Management District (Mobile Source Air Pollution Reduction Review Committee – MSRC) to further leverage regional resources and offset the cost of this project and fleet transition.

The schedule for deployment requires coordination with government agencies, private companies and material supply organizations to ensure the most efficient deployment of police vehicles. City staff is working across departments to make this dramatic transition while maintaining a fully operational police force.

Beginning in December 2022, the South Pasadena Police Department took delivery of a new electric vehicle fleet. Ten Tesla Model 3 vehicles intended for administrative and detective use arrived in December of 2022 and are currently in use. Ten Model Y vehicles intended for patrol operations arrived in January 2023. While this delivery was earlier than expected, it allows the Police Department to begin “upfitting” the fleet earlier than expected. As a result, the Police Department will have operational vehicles ready for training and integration into the overall Police effort sooner than originally planned.

The arrival of the vehicles has been generating some questions, and below is an FAQ for further information.

FREQUENTLY ASKED QUESTIONS (FAQs)

1. Why does the City need a fleet of new police cars?

The existing vehicle fleet has reached its end of life. The Police Department had acquired only one patrol vehicle in the past three years, and the costs for existing vehicle maintenance are projected to exceed \$100,000 this fiscal year. These re-occurring costly repairs and related downtime have resulted in a fleet that is operational in the short term, but not sustainable for the level of service the Department aims to provide. At this point, repairs for the aging fleet are very expensive, and replacement parts can be scarce. One of our Ford Police Interceptor Utility vehicles with a blown engine recently remained at a dealership for a year awaiting repair. The dealership was unable to source a new engine, and the vehicle was returned to the Department, inoperable. The vehicle remains in our rear parking lot, unusable.

Municipal fleets are susceptible to harsh driving conditions and increased wear and tear. Department vehicles undergo long hours of slow speed driving, abrupt starts and stops, and lengthy periods of idling. Our existing Ford Explorers (which are a blend of Ford Police Interceptor and Hybrid Utilities) experience lower MGP (miles per gallon) than the EPA rating, due to low speed, start/stop driving. In addition, police patrol vehicles must be left idling during traffic stops, traffic accidents, investigations, etc. in order to ensure officers are always able to quickly respond during an emergency. Vehicles at idle contribute significantly to fuel consumption and air pollution, which are not reflected in the odometer readings of the cars.

2. Why was the Tesla Model Y selected as patrol vehicles for the SPPD?

Tesla vehicles were selected because they are the best operational police vehicles on the market. The Police Department spent almost 10 years researching and tracking electric vehicle technology as a possible alternative to the Department's existing gas-powered fleet, and more recently, per the 2021-2026 Strategic Plan and the City Council's direction to staff, electrification has been a priority area for our agency and community.

It took approximately six years until electric vehicles matured to the point where they were considered to be acceptable for police use. In 2019, Tesla unveiled the Model Y, which was the first electric vehicle with a form factor suitable as a patrol car. When the Model Y deliveries began in March of 2020, Police Department staff started tracking industry and customer feedback more closely. Staff also observed and contacted other law enforcement agencies across the US and internationally that were testing integration of Tesla vehicles into their fleets. The Model Y had achieved operational and safety performance levels superior to any other Police vehicles on the market. They are faster, stronger and smarter than traditional vehicles. They are the police vehicle of the 21st century.

The Police Department proposed a fleet of Tesla battery electric vehicles (BEVs) to the City Council following Council direction, and due to the fact they would meet and/or exceed Department needs and save taxpayers approximately \$312,000 over a 10-year period. The Model Y specifically has been gaining popularity with law enforcement agencies throughout the nation that are looking to realize the cost savings of electric vehicles versus a traditional gas-powered fleet.

Studied benefits of a BEV fleet for the Police Department include:

- Minimal preventative maintenance (only requiring tires and windshield wiper fluid, with anticipated greatly increased brake pad life)
- Regenerative braking, which reduces stopping distance and wear and tear on brakes
- Battery life expectancy of 300,000-500,000 miles
- Drive unit designed for 1,000,000 miles
- 8 year/120,000 mile battery and drive unit warranty
- Access to largest and most reliable Supercharging network (zero gasoline purchase)
- Highest industry crash-test safety ratings
- Superior performance
- Long-life vehicle (slower depreciation)

3. Wasn't there a recent recall of Tesla vehicles?

The recent recall of approximately 300,000 Tesla vehicles was related specifically to a paid beta-software upgrade known as "Full Self-Driving." The Police Department vehicles do not include that upgrade, and are not participating in the beta test. All Tesla vehicles come standard with Basic Autopilot intended for freeway use. As the City of South Pasadena is composed primarily of city streets, the Department is not anticipating use of the Autopilot functionality.

4. How much did the new fleet cost?

The Police Department acquired the new fleet through a vehicle leasing program with Enterprise Fleet Management. The current annual lease cost for twenty (20) Tesla vehicles is \$295,713, including up-fitting of police related equipment.

The sixty (60) month leasing program enabled the Police Department to acquire the necessary number of vehicles, while reducing the total cost of ownership including maintenance and fuel expenses. At the end of the lease term, the City has added flexibility to re-assess and determine whether or not to acquire the fleet by paying the residual balance, extend the lease another 6-7 months to pay the residual down to a zero balance and then acquire the fleet, or use the equity in the fleet to enter into a new lease.

The annual lease expense is anticipated to be significantly reduced if a grant award from the Mobile Source Air Pollution Reduction Review Committee (MSRC) of the South Coast Air Quality Management District (SCAQMD) is awarded to the City of South Pasadena for this project.

5. Where will you charge the fleet?

In partnership with the Southern California Edison's Charge Ready Program, thirty-four (34) level 2 chargers will be installed at the City Hall campus to support the new fleet. An additional level 3 "fast charger" will also be installed so officers have the added flexibility to quickly charge the patrol vehicles on-site when needed.

The Department will use existing charging infrastructure and local charging in and around our community until onsite infrastructure is complete. For redundancy and supplemental needs, nearby Tesla Supercharger locations can provide up to an additional 322 miles of range in 15 minutes.

The estimated time for completion of the charging infrastructure project is approximately nine months. Until the charging infrastructure is built out, the Department does not intend to fully deploy the Model Y patrol vehicles, and lease payments on the Model Y vehicles do not begin until they are returned to the City after upfitting.

6. Will you have enough charge to make it through your shift?

Yes, the Model Y has a range of approximately 330 miles. BEVs thrive in low speed, start/stop environments which use regenerative braking to put energy back into the battery. Most of our patrol officers average 30-60 miles per shift.

Whenever an officer is parked at the Police Department, the vehicle will be plugged in.

7. Do the lights/siren, police radio, computer drain the battery faster?

Tesla BEVs are designed for efficiency from the ground up. As a result, they're much more efficient than the current patrol vehicles and are the ideal platform for adding electronics. Staff research indicates a very minor impact on overall range after adding electronic police equipment (lights, siren, radio, computer, etc.) and staff expects over 24 hours of equipment use without full depletion of the battery.

8. Why were the Model Ys delivered in all black?

All new fleet vehicles require up-fitting which is the installation of equipment necessary for police use (i.e. lights, siren, radios, computers, etc.). The Model 3 vehicles for administrative and detective use will require less up-fitting than the Model Y vehicles for patrol use. Up-fitting costs are included in the annual lease cost.

The Model Y vehicles were delivered in black and the doors will be wrapped in white during the up-fitting process to modify them into traditional black and white police cars. There is less complexity and cost associated with wrapping the doors, compared with ordering the vehicles in white and wrapping the remaining panels of the vehicle.

9. Are you aware of any other Police Departments around here that have Tesla police cars?

Yes, staff is currently aware of forty (40) other agencies across the United States that have integrated one or more Tesla vehicles into their fleets, including several in California. Staff has reached out to many of these agencies in order to get their feedback and lessons learned. A quick search for "Tesla Police Car" will reveal results of dozens of other agencies, both nationally and internationally, that are using Tesla vehicles as police cars. They vehicles have become popular enough that emergency vehicle equipment manufacturers such as Setina, Havis, Whelen, etc. have been advertising their Tesla-specific equipment on the covers of product catalogs and brochures.

10. What do the officers think of the new fleet?

The initial feedback from detectives using the Model 3 vehicles for administrative use has been positive. Patrol officers will start experiencing the Model Y vehicles shortly and get adjusted to the "one pedal driving" and unique performance characteristics (acceleration, handling, braking).

11. Will the electric grid be able to handle the load that electric vehicles will demand?

Yes, the state of California is gearing up for a significant increase in electricity use – both for vehicles and for stationary sources. We are all aware of the need to reduce the use of fossil fuels given the impact on climate change. Given California's overall policy approach to this issue, developing a grid that can handle that growth is critical.

The California Independent System Operator (ISO) manages the flow of electricity across the high-voltage, long-distance power lines for the grid serving 80 percent of California, including South Pasadena. CA ISO is also responsible for power grid expansion which delivers energy needed for the world's 8th largest economy. Further information related to the expansion of the grid can be found here:

<https://www.caiso.com/planning/Pages/default.aspx>

12. Will the Model Ys be available to view?

Yes, the Department is planning on having the Model Y patrol cars on display at the South Pasadena Police Department during the annual open house.

You're also welcome to flag staff down and we'd be happy to show you the vehicle if we're available.

PROJECT TIMELINE TO-DATE

- On **December 6, 2021**, the Natural Resources and Environmental Commission (NREC) reviewed the Police Department's proposed transition to Battery Electric Vehicles (BEVs) and recommended City Council review and approval.
- On **December 13, 2021**, the Public Safety Commission reviewed the Police Department's proposed transition to Battery Electric Vehicles (BEVs), and recommended City Council review and approval.
- On **July 20, 2022**, the City Council heard the first discussion on the Police Department's proposed transition to BEVs and the related infrastructure options. Staff directed to return with further information and for full Council discussion.
- On **September 21, 2022**, staff returned to the City Council with additional information, including alternatives for consideration. The City Council subsequently adopted the staff recommendations from both proposals in their entirety and the project was approved.
- On **October 12, 2022**, the Police Department started to execute on the direction provided by the City Council at the September 21, 2022, meeting.
- On **November 22, 2022**, representatives from the Police Department, EFM, and Tesla's Fleet Division had a conference call regarding the order of the Model 3s.
- On **December 20, 2022**, EFM prepared and presented the documents to city representatives for the order of ten (10) Model Ys. The documents were executed by city representatives and forwarded to EFM on December 22, 2022.
- On **January 25, 2023**, the Police Department received delivery of all (10) Tesla Model Ys intended for patrol operations.
- On **February 3, 2023**, the South Coast Air Quality Management District's (SCAQMD) Governing Board approved a contract award to the City of South Pasadena, in the amount of \$499,789 under the Mobile Source Air Pollution Reductions Review Committee's (MSRC) Transformative Transportation Strategies & Mobility Solutions Program to implement the Police Department's zero-emission patrol fleet, and supporting infrastructure project.

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Informational Update of the Police Department's Electric Vehicle Transition Project

March 1, 2023

**Prepared By: South Pasadena Public Works &
Police Department**

A.D. - 65

Background

Police Department Vehicle Fleet

- Vehicles have exceeded service life
- Lack of vehicle availability & rising maintenance costs

City's Police Department and Public Works Department tasked with working on Citywide Electrification Project

- Strategic Plan section 4i – Electrifying the City's fleet

City's commitment to environmental and financial stewardship

- Climate Action Plan
- Vision Statement

City Council & Commissions

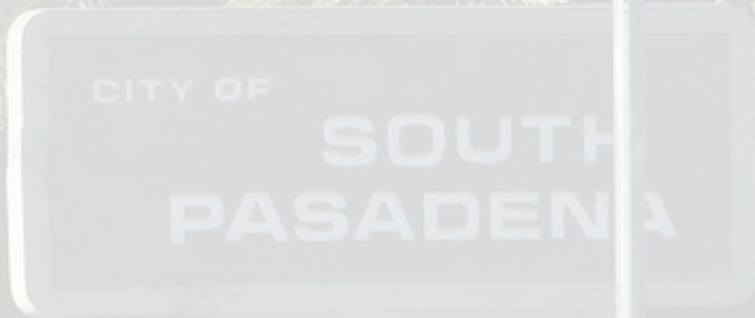
Date	Meeting Type	Details
December 6, 2021	Natural Resources & Environmental Commission	Reviewed the Police Department's proposed transition to Battery Electric Vehicles (BEVs)
December 13, 2021	Public Safety Commission	Reviewed the Police Department's proposed transition to BEVs

Date	Meeting Type	Details
July 20, 2022	City Council Meeting	First discussion on the Police Department's proposed transition to BEVs and related infrastructure options.
September 21, 2022	City Council Meeting	Staff returned to City Council with additional information, including alternatives for consideration. City Council adopted staff recommendations.

Three Focus Areas



- Charging Infrastructure
- Project Funding
- Police Fleet Transition



Charging Infrastructure

- Southern California Edison Charge Ready Program
- Level 3 Charging Infrastructure
- Redundancy Planning

Project Funding

- South Coast Air Quality Management District Mobile Source Air Pollution Reduction Review Committee (MSRC)
- Contract award of \$499,789 to fund patrol vehicles and purchase & installation of Level 3 Charger

Police Fleet Transition

- Replacement of 23 vehicles with 20 new vehicles
- Tesla vehicles identified as best in-class electric option for the Department
 - Safety crash test results
 - Reliability
 - Outperformance
 - Advanced technology
 - Alignment of corporate mission and City's goals.
- Unanticipated Project Cost Savings

SOUTH PASADENA CITY HALL

Questions?

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Informational Update of the Police Department's Electric Vehicle Transition Project



A.D. - 73

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From: [Chris Bray](#)
To: [City Council Public Comment](#)
Cc: [Armine Chaparyan](#); [Jon Primuth](#); [Evelyn Zneimer](#); [Michael Cacciotti](#); [Jack Donovan](#); [Janet Braun](#); [Public Safety Commission](#); [Brian Solinsky](#)
Subject: eternal return: public comment, item #15, 3/1/23
Date: Friday, February 24, 2023 1:46:50 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,

Five years ago, the KCBS reporter David Goldstein used the California Public Records Act to obtain mileage and usage records for the LAPD's leased fleet of electric cars -- which, not being equipped for police use, were intended as a fleet of administrative vehicles. He found that the City of Los Angeles had spent \$10 million to lease a bunch of electric cars that were subsequently driven for a few hundred miles each over the life of the lease. Then he followed an LAPD administrative staffer to her mid-day manicure in one of the cars, proving that the things were useless to the *police* and were only being used for simple personal errands.

<https://www.cbsnews.com/losangeles/news/goldstein-investigation-10-million-lapd-electric-bmws-appear-unused-misused/>

The decision to take delivery of a fleet of electric vehicles for police use ahead of the construction of charging capacity, and ahead of the installation of police equipment, is comparable to a fifth marriage: a triumph of hope over experience. The ten Teslas that you start paying for in March, your staff report says, will be used by detectives and administrators. But those cars are also not currently equipped with police radios, sirens, lights, or back seat partitions, so they won't be used by detectives for police work. They'll be an expensive fleet of manicure cars.

The discussion on Wednesday night must distinguish between administrative use of these cars and use by detectives for policing, or it won't be a real discussion. Be honest: Detectives aren't going to use a Tesla that doesn't have a radio or police lights to do *policing*. So in real life, a concept with which the South Pasadena City Council is plainly unfamiliar, ten of city's leased Teslas will, at most, be used by the department's three administrators, while the other ten leased cars will linger nearby in a spirit of hope. ("One day I'll be a police car!") This is an excellent use of resources.

Further, the staff report says that the absence of charging capacity at the police station isn't a problem, because the *area* has charging stations. So cops come to work, drive over to a charging station, plug in for an hour, and then start working. Good job. "A robbery? Don't worry, I'll be there within 90 minutes! Unless there's a line!"

My view of our city government at this point is that we have very capable management staff and a garbage political culture, with a city council that does undisciplined hobby politics in the cultural vacuum created by the complete absence of a local deliberative process. You're not doing much to change my mind. **How does the decision to add twenty electric cars, well before the arrival of electric charging infrastructure, serve the *operational needs* of an emergency services department?**

The purpose of a police department is *policing*. You've decided to use it for something else.

Chris Bray
South Pasadena resident

From: [John C.](#)
To: [City Council Public Comment](#)
Subject: Agenda Item 15 for March 1, 2023, South Pasadena City Council Meeting
Date: Saturday, February 25, 2023 9:08:44 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 the South Pasadena Police Department, South Pasadena City Manager Armine Chaparyan, South Pasadena City Mayor Jon Primuth, Mayor Pro Tem Evelyn Zneimer Council Member Michael Cacciotti, Council Member Jack Donovan, and Council Member Janet Braun

I would like the South Pasadena City Manager, City Council, and Police Department to know that I do not see any other vehicle manufacture catching up to Tesla in electric vehicles anytime soon and I also think Tesla will be best electric vehicle manufacture for very long time. When South Pasadena Police Department finishes outfitting all 10 Tesla Model Y's and all 10 Tesla Model 3's for police use they should immediately began to surplus all the police vehicles that are no longer useable for police work. Below is the list vehicle South Pasadena Police Department currently has list below:

Vehicles list below are all original marked vehicles uses for patrol and cadet use.

License Unit # Make Model Notes

1565095 1909 Ford Police Interceptor Utility (K9 Unit)
1561039 1908 Dodge Charger Pursuit (Backup K9 Unit/Patrol Unit 210)
1514166 1703 Ford Police Interceptor Utility
1514165 17 (Badge Number 198) Ford Police Interceptor Utility
1454015 1407 Ford Police Interceptor Utility*
1454014 1406 Ford Police Interceptor Utility
1426203 1405 Ford Police Interceptor Sedan (Old K9 Unit)
1426124 1404 Ford Police Interceptor Sedan
1328952 1201 Chevrolet Tahoe Police Pursuit Vehicle (Watch Commander)
1328816 1111 Ford Crown Victoria Police Interceptor (CNG)
*1116002 0134 Ford F-250 (Cadet/Utility Truck)

*In 2019 of August this vehicle was involved in a traffic collision.

*expected to stay in South Pasadena Police Department vehicle fleet and be replaced by a new electric pickup truck in the future.

Originally the vehicles below were suppose to be used for detective and administrative has unmarked vehicles. Some vehicles are being used for other means such has patrol or cadet/pool use.

1627680 21 (Badge Number 198) Ford Police Interceptor Utility Hybrid (Patrol)
1568012 1933 Ford Police Responder Hybrid Sedan
1517995 1705 Ford Police Interceptor Utility
1517994 1706 Ford Police Interceptor Utility (Patrol Unit 1 replacing Patrol Unit 7)
1462758 1501 Toyota Highlander Hybrid
1328812 1102 Ford Crown Victoria Police Interceptor
1273978 0702 Dodge Charger Police Package
1226156 0521 Ford Crown Victoria Police Interceptor
1226158 0317 Ford Crown Victoria Police Interceptor
1190753 0219 Ford Crown Victoria Police Interceptor

1146238 0218 Ford Crown Victoria Police Interceptor

*1052488 0213 Ford Crown Victoria Police Interceptor (Cadet/Pool Vehicle)

South Pasadena Police Department can surplus this vehicle without city council approval because this vehicle was approved to be surplus by the city council on October 20, 2021.

Base on my list above there should be 22 Police vehicles from South Pasadena Police Department fleet to be surplus over the next several years. Also, for the South Pasadena city council to know the City of Los Angeles Energy, Climate Change, Environmental Justice, and River Committee requested on December 9, 2022 city council meeting that the Los Angeles City Council approve "relative to expanding electric vehicle (EV) charging on public right of way, including staffing and infrastructure needs, and the inclusion of level 3 charging options, with visualization of the infrastructure needs city-wide, and related matters" the Los Angeles City Council voted on this matter and the vote tally came with 11 voting yes, zero voting no, and 3 Los Angeles City Council members being absent. On December 10, 2022 Los Angeles City Mayor Eric Garcetti sign and adopted this agenda item. So now the city Los Angeles going to have level 2 charging stations, DC fast charging stations, and Level 3 charging stations. So South Pasadena City Council please stop having second thoughts on weather South Pasadena Police Department should had another level 3 charging station.

Thanks,

From John resident of South Pasadena

From: [John C.](#)
To: [City Council Public Comment](#)
Subject: March 1, 2023 South Pasadena City Council Meeting Agenda Item 15
Date: Sunday, February 26, 2023 5:44:14 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 the South Pasadena Police Department, South Pasadena City Manager Armine Chaparyan, South Pasadena City Mayor Jon Primuth, Mayor Pro Tem Evelyn Zneimer Council Member Michael Cacciotti, Council Member Jack Donovan, and Council Member Janet Braun

I hope the city council is not thinking about pulling out of 10 Tesla Model Y and 10 Tesla Model 3 vehicle lease because here is what happens when a city council does not give fresh new vehicles to their police department this happen in Seattle, Washington and it can happen with the South Pasadena Police Department article below:

Depleted fleet of vehicles adds another roadblock for SPD

BY FRANK SUMRALL
MyNorthwest Content Editor

Amidst deteriorating morale and a depleting workforce, the Seattle Police Department (SPD) has an additional hurdle to cross: An updated fleet of working police cars.

“We don’t have cars to do our jobs and respond to call outs or just do daily investigations!” a departing officer wrote in a 2022 exit interview. “It’s been a problem for years.”

According to last year’s exit interviews obtained by MyNorthwest from the SPD, one of the questions asked was: “Did you have the necessary

equipment to successfully complete your job?”

“Yes, if/when it was working,” one departing officer replied in his exit interview. “Even with low staffing, it was a struggle to find a fully-functioning car.”

“No, it was difficult to find a working vehicle every day,” another resigning patrol officer who spent more than five years with the SPD said. “Vehicles for patrol would be a good start, but the vehicles are in disrepair.”

SPD debuted the Ford Police Interceptor Utility vehicle — a cross between a Taurus sedan and an Explorer SUV — in 2015, after using Ford Crown Victorias for nearly 20 years prior.

“We actually have over 100 cars we’re experiencing a supply chain issue with that we don’t have that we’ve ordered,” SPD Chief Adrian Diaz told MyNorthwest. “We have vehicles that are running probably a little bit longer than they should be because we don’t have new cars to replace them over the last couple of years. And that’s a byproduct of COVID.”

While typical replacement for police vehicles occurs annually when they reach the end of their useful or reliable lifetime as first responder vehicles, SPD has an extensive backlog due to supply chain issues brought on by the pandemic.

Ford Motor Company reported a net loss of \$2 billion last week, citing cost issues and computer chip shortages as reasons for the discouraging financial outlook, according to [Auto Week](#).

“I think the backlog derives in large part from COVID, though there were also fires at one of two semiconductor fabrication plants in Asia that may also have played a role,” said Spencer Bahner, the core communication services manager for [Seattle IT](#). “This did result in delays in vehicle deliveries that finally began to resolve last year. We have been receiving quantities of the backlogged vehicles and are getting caught up with the vehicle deployment.”

The newest cars the SPD is beginning to deploy are hybrids as part of the City of Seattle’s transition to a more environmentally friendly fleet.

It’s an extensive process to replace a police department’s fleet. According to [Mission Critical Communications Review](#), police vehicles can cost roughly \$40,000 to replace when including everything inside, like a \$6,000 two-way radio, a \$3,700 laptop, a \$3,000 lightbar, and approximately \$1,200 of safety equipment.

From, John South Pasadena a Resident

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From: [John C.](#)
To: [City Council Public Comment](#)
Subject: Agenda Item 15 for March 1, 2023 South Pasadena City Council Meeting
Date: Monday, February 27, 2023 10:19:44 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 City Mayor Jon Primuth, Mayor Pro Tem Evelyn Zneimer Council Member Michael Cacciotti, Council Member Jack Donovan, and Council Member Janet Braun

Please read Gavin Newsom executive order which I copy to this email below for why we are adding 10 Tesla Model 3 and 10 Tesla Model Y for the South Pasadena Police Department and why we should keep all the vehicles:

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-79-20

WHEREAS the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

WHEREAS we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

WHEREAS the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

WHEREAS as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

WHEREAS California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

WHEREAS the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

WHEREAS zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

WHEREAS California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

WHEREAS passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

WHEREAS California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

WHEREAS California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and

WHEREAS clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

WHEREAS to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

WHEREAS a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

IT IS HEREBY ORDERED THAT:

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:

a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.

b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.

c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035. In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.

b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.

4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities consistent with State and federal law.

5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statutes of 2018) to support the levels of electric vehicle adoption required by this Order.

6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, shall by July 15, 2021 identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:

a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamlessly, affordable multimodal travel options for all.

b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.

c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.

7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017) .

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021 .

9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.

10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by

July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.

11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.

12. The Department of Conservation's Geologic Energy Management Division shall:

a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.

b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

IT IS FURTHER ORDERED that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020

Gavin Newsom
Governor of California

Thanks
From John South Pasadena

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From: [John C.](#)
To: [City Council Public Comment](#)
Subject: Agenda Item 15 for South Pasadena City Council Meeting for March 1, 2023
Date: Monday, February 27, 2023 11:57:56 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.

email To the South Pasadena Police Department, South Pasadena City Manager Armine Chaparyan, South Pasadena City Mayor Jon Primuth, Mayor Pro Tem Evelyn Zneimer Council Member Michael Cacciotti, Council Member Jack Donovan, and Council Member Janet Braun

I hope you get to take look at this email with a side by side comparison of a Tesla Model 3 and a BMW I3.



BMW I3 in the picture above was donated to the city of Westport, Connecticut to be uses for School Security this vehicle has only 150 miles in range not a vehicle for Westport, Connecticut Police Department to use for police work.

I have no clue why the city of Los Angeles and the Los Angeles Police Department agree to order so many BMW I3. The city of Los Angeles was heavily criticized for purchasing so many BMW I3 without thinking how much range a BMW I3 has when fully charged. I would think most police departments would agree BMW I3 cannot be use for police work.



But, Westport, Connecticut Police Department found Tesla Model 3 would be good use has a traffic enforcement patrol vehicle. South Pasadena Police Department finds this vehicle to be good to use has an unmarked detective, unmarked administrative vehicle, and has a pool/cadet vehicle. In the picture above Tesla Model 3 has 310 miles in range compared to 150 miles in range in the BMW I3.

From, John South Pasadena Resident

City Council Communications

March 1, 2023

Councilmember Michael A. Cacciotti

A.D. - 91

Community Highlights



A.D. - 92

Community Highlights



A.D. - 93



Updates on Recent Meetings



Community Highlights



A.D. - 95

Community Highlights



A.D. - 96

Social Services Resource Guide

CITY OF SOUTH PASADENA

SOCIAL SERVICES RESOURCE GUIDE



Created By: The City Manager's Office



Social Services and Resource Guide Featuring:

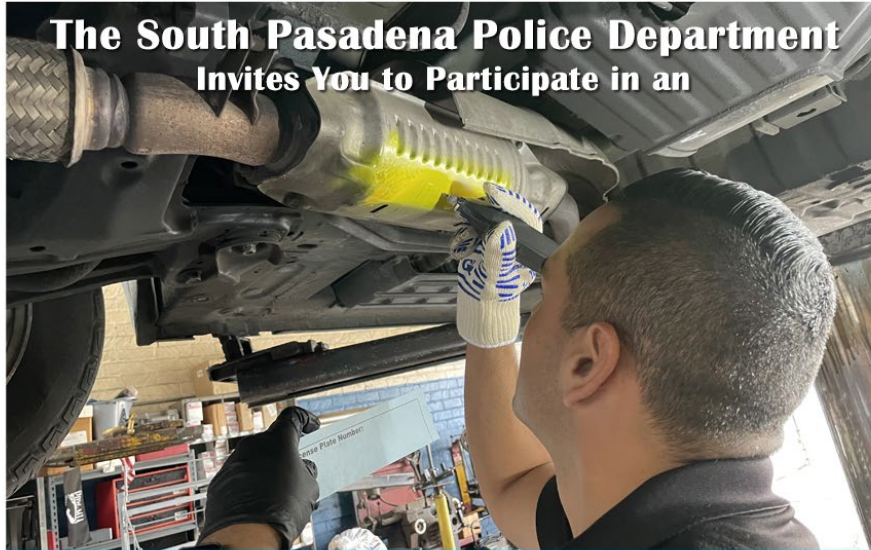
- Mental Health Services
- Veterans Resources
- Domestic Abuse Assistance
- Educational Resources
- Homeless Outreach/Services
- Suicide Awareness
- Employment Resources
- Renter/Tenant's Resources
- Senior Resources
- Social Justice Organizations
- Hotlines

For questions or information please contact Tamara Binns at tbinns@southpasadenaca.gov or

626-403-7213

A.D. - 97

Catalytic Converter Etching Event



The South Pasadena Police Department
Invites You to Participate in an

CATALYTIC CONVERTER ETCHING EVENT

Saturday, March 18, 2023
8 AM to 12 PM

South Pasadena Unified School District Parking Lot
1100 El Centro Street, South Pasadena, CA 91030

To help deter catalytic converter thefts, the South Pasadena Police Department will etch your vehicle's VIN onto the catalytic converter. This is a **FREE** event and open only to South Pasadena residents. Registration is required as space is limited.

For more information, contact Detective Lee at RLee@southpasadenaca.gov or 626-403-7285

Register at Eventbrite, or through the QR code
<https://www.eventbrite.com/e/south-pasadena-police-catalytic-converter-etching-event-tickets-568490379027>



Event Sponsors



SADENA CITY HALL

The South Pasadena Police Department will be partnering with JL Marking and Henry's Towing & Recovery to offer a Catalytic Converter Etching event!

Saturday, March 18, 2023 from 8 AM to 12 PM
Parking Lot of the South Pasadena School District
parking lot, 1100 El Centro Street, South Pasadena, CA.

Join us for Midyear Budget!

Join us on March 15, 2023 at 6:30 PM

Joint Meeting with the Finance Commission on Midyear Budget Report

- Midyear Adjustments
 - Budget Review
 - Council Policies

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