

McMillan, Acquanette (Netta)

From: Marna Cornell
Sent: Sunday, January 29, 2023 12:06 PM
To: PublicComment-AutoResponse
Subject: Fwd: City Council Meeting - Monday, January 30

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Begin forwarded message:

Please do the following:

(1) Authorize Purchase Order with La Verne Power Equipment, Inc., for purchase of two Mean Green Electric Mowers for an amount not-to-exceed \$111,132

(2) Authorize Purchase Order with 72 Hour LLC (DBA: Chevrolet of Watsonville/National Auto Fleet Group) for the purchase of 16 Ford Explorer Hybrid Police Interceptor Sport Utility Vehicles, two Ford Mustang Mach-E vehicles, two Ford F-250 Trucks, and one Ford f-450 Truck for an amount not-to-exceed \$1,657,621.

ALL FUTURE MUNICIPAL FLEET PURCHASES BE ALL ELECTRIC

(3) Adopt a Resolution adopting the Pasadena Zero Emission Bus Rollout Plan.

(4) Adopt a Resolution to declare a Climate Emergency and set a policy goal to source 100% of Pasadena's electricity from Carbon Free Sources by the end of June 2030.

Pasadena needs to be in the forefront of doing the right thing to combat Climate Change...The above items will do this. Thank you.

Marna & Robert Cornell
Pasadena Residents

McMillan, Acquanette (Netta)

From: Kathy Berlin
Sent: Monday, January 30, 2023 12:11 PM
To: PublicComment-AutoResponse
Subject: City Council agenda items #2,3,4

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Mayor Gordo and members of the City Council,

Agenda item #2: I thank the staff for their recommendation to purchase all electric mowers. I trust that all future purchases of lawn equipment will be all electric.

Agenda item #3: I encourage you to make this the last purchase of fossil fuel municipal fleet vehicles.

Agenda item #4: Again, I encourage you to make this the last purchase of fossil fuel municipal buses and to expedite the creation of the charging stations needed for all electric buses.

Thank you for your consideration,
Kathy Berlin
resident

1/30/2023
Item 4

Stevenson, Garrett

Subject: FW: Public Comment - Pasadena Zero Emission Bus Rollout Plan

From: Sven <>

Sent: Monday, January 30, 2023 3:45 PM

To: PublicComment-AutoResponse <publiccomment@cityofpasadena.net>

Subject: Fwd: Public Comment - Pasadena Zero Emission Bus Rollout Plan

Hi,

Hydrogen is not the best fuel choice for the future. If the decision is made to go ahead with FCEVs I would like to see an immediate commitment to only use blue hydrogen (hydrogen produced with carbon capture) with a firm commitment date to switch to 100% green hydrogen.

- 1) The dial a ride fleet is already planned to be battery electric - combine charging infrastructure
- 2) The first bus is planned to be battery electric - use the experience gained instead of switching technologies later
- 3) The majority of hydrogen is produced from natural gas - moving the emissions from the bus to the depot where the hydrogen is produced - not zero carbon fuel
- 4) 25/26 routes can already be drop-in battery electric with today's technology - future technology will allow longer range and buses won't be purchased until several years from now
- 5) The study is flawed - assuming lower battery range buses to show that more buses are required if battery electric is chosen although longer range electric buses are available

----- Forwarded message -----

Date: Tue, Jan 24, 2023 at 12:54 PM

Subject: Fwd: Public Comment - Pasadena Zero Emission Bus Rollout Plan

To: <gstevenson@cityofpasadena.net>, <tsabha@cityofpasadena.net>

Hi,

I support the initiative to move to ZE buses sooner, but I want to voice my concerns with the heavy push towards FCEVs. The bulk of hydrogen produced (98%) is produced from fossil fuels, mostly steam reforming natural gas - with most of that production typically being without carbon capture. This means that although the bus is zero emission during use, the fuel creation generates unacceptably high levels of carbon emissions. Because of losses in producing and using the hydrogen an FCEV requires 2-3 times the energy to drive the same distance as battery electric. Additionally, depending on the gas source used there are the additional environmental concerns from methane leaks and fracking which still accounts for 2/3 of domestic natural gas production.

The study showed (Section II Exec Summary - page 42 paragraph 2) that depending on manufacturer around 15-25 of the 26 routes could be served by drop-in electric buses. I would encourage that a consideration be made that at least those routes that can be served by battery electric buses currently available be planned to be served by them, and the allowed RNG buses that can stay in service until 2037/2040 be used for those routes which cannot. As the rollout plan shows there is already a plan to buy a large number of CNG buses right before the cutoff anyways.

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Item 4

As the study indicated, the battery technology is expected to mature and those routes which currently can't be served by BEB will likely be able to be served by BEB in the future. But on page 59 it is clearly stated that this expected additional range is not being accounted for, and additional BEB purchases are being planned so that all buses can serve all routes. This means there is no plan on using future longer range buses on routes that require it. That is not smart resource management and unnecessarily increases the cost comparison for BEBs.

If the decision is made to go ahead with FCEVs I would like to see an immediate commitment to only use blue hydrogen (hydrogen produced with carbon capture) with a firm commitment date to switch to 100% green hydrogen, otherwise it's really just a CNG bus in disguise. With the states push towards zero carbon electric generation a zero carbon fleet is much more certain with BEBs than with FCEVs, and there is risk of future legislation limiting fossil fuel based hydrogen with the statewide push towards a net zero carbon future.

Hydrogen is a proven technology, but green hydrogen is not. Now is not the time to invest in significant infrastructure towards the wrong fuel for the future. With PWP's green power program a green battery electric fleet is possible now.

Thanks