



RECEIVED
2025 AUG 25 AM 10:05
CITY CLERK
CITY OF PASADENA

August 22, 2025

City of Pasadena
Finance Committee and City Council
100 N. Garfield Ave.,
Pasadena, CA 91101

RE: Support the purchase of 17 Pasadena Transit Fuel Cell Electric Buses per the City's Zero Emission Rollout Plan



Dear City of Pasadena Finance Committee and City Councilmembers:

Nature for All is in full support of the purchase of 17 Pasadena Transit, Fuel Cell Electric Buses per the City's Zero Emission Rollout Plan.

Our recent wildfires and extreme heat waves remind us that implementation of the City's Zero Emission Rollout Plan is imperative to limit the local impacts of climate change.

In addition, the **Fuel Cell Electric Buses (FCEB)** are a critical piece of the City's planned "Mt. Wilson Express" transit route. The buses are needed to launch the innovative pilot weekend service to the San Gabriel Mountains. The community is eagerly awaiting this route, and any delay could impact grant implementation and two federal grants which are connected to this project.

Nature for All is delighted with our ongoing partnership with the City of Pasadena on this groundbreaking project. As an organization dedicated to connecting our local communities with nature, we are depending on the zero emission bus access to the stunning mountains and shaded Arroyo Seco canyons in our backyard to provide families vital health, wellness, outdoor recreation and transformative experiences in nature.



As you may know, the City of Pasadena was awarded funding in 2023 from Metro's Recreation Access (Transit to Parks) grant to launch this service. This route has been in planning for over four years with Pasadena Department of Transportation, Nature for All, U.S. Forest Service, consultants, Congresswoman Judy Chu, LA County Supervisors Barger and Solis, road agencies and numerous community partners.

These FCEB are needed to quickly transition Pasadena's vehicles to a zero emission fleet as required by state law, and to implement the Mt. Wilson Express service before the grant deadline. Further, FCEB provide reliable service and extended range, which are important for meeting the mountain conditions of the route.

The Mt. Wilson Express bus route is planned to start from Old Pasadena's Memorial Park, head north to serve local Northwest Pasadena stops, then Hahamongna Watershed Park, then head up into the Angeles National Forest, serving popular trailheads and ending at Mt. Wilson Observatory, then looping back. Boosts to the local economy are also anticipated for the Old Pasadena business district, with increased foot traffic and tourism from visitors dining and shopping before and after their trip.

We strongly urge this purchase, to follow through with the City's much-anticipated plans.

Please feel free to contact me at belen@lanatureforall.org for any questions regarding our support.

Sincerely,

Belén Bernal
Executive Director, Nature for All

Outward Bound Adventures



P.O. Box 202 | Pasadena, CA 91102 | 626 · 564 · 6844 | www.obadventures.org

August 22, 2025

City of Pasadena
Finance Committee and City Council
100 N. Garfield Ave.,
Pasadena, CA 91101

RE: Support the purchase of 17 Pasadena Transit Fuel Cell Electric Buses per the City's Zero Emission Rollout Plan

Dear City of Pasadena Finance Committee and City Councilmembers:

Outward Bound Adventures (OBA) is in full support of the purchase of 17 Pasadena Transit, Fuel Cell Electric Buses per the City's Zero Emission Rollout Plan.

Our recent wildfires and extreme heat waves remind us that implementation of the City's Zero Emission Rollout Plan is imperative to limit the local impacts of climate change.

In addition, the Fuel Cell Electric Buses (FCEB) are a critical piece of the City's planned "Mt. Wilson Express" transit route. The buses are needed to launch the innovative pilot weekend service to the San Gabriel Mountains. The community is eagerly awaiting this route, and any delay could impact grant implementation.

As you may know, the City of Pasadena was awarded funding in 2023 from Metro's Recreation Access (Transit to Parks) grant to launch this service. This route has been in planning for over four years with Pasadena Department of Transportation, Nature for All, U.S. Forest Service, consultants, LA County Supervisors, road agencies and numerous community partners.

These FCEB are needed to quickly transition Pasadena's vehicles to a zero emission fleet as required by state law, and to implement the Mt. Wilson Express service before the grant deadline. Further, FCEBs provide reliable service and extended range, which are important for meeting the mountain conditions of the route.

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Outward Bound Adventures (OBA) is the oldest nonprofit in the nation dedicated to connecting urban youth of color to the outdoors. For over 60 years, OBA has ensured that youth from low income, diverse and underserved communities have access to nature, environmental education and pathways to successful careers in the outdoors, conservation, restoration and education. Since 1962, OBA has served over 90,000 participants from throughout Los Angeles County and beyond, and works in over 25 cities and unincorporated communities, and with Native American tribes.

At the core of our mission is the belief that access to natural spaces is a right for all, particularly for youth who have traditionally been excluded from these opportunities. Reliable, environmentally sustainable transportation would be transformational in helping OBA fulfill this mission. It would allow the youth we serve to more easily and frequently reach local parks, trails, and wildlands, reinforcing the critical connections between outdoor access, health, stewardship, and a sense of responsibility for the environment. This investment would not only expand opportunities for our youth but also highlight the power of transit-to-trails in creating equitable access to the outdoors.

We strongly urge this purchase to follow through with the City's much-anticipated plans.

Please feel free to contact us at _____ or any questions regarding our support.

Sincerely,

A handwritten signature in dark ink, appearing to read "Charles Thomas Jr.", written in a cursive style.

Charles Thomas
Executive Director
Outward Bound Adventures



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Pasadena Finance Committee and City Council
100 N. Garfield Ave.
Pasadena, CA 91101

BOARD

Vincent Chang

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RE: Support the procurement of 17 Pasadena Transit Buses per the City's Zero Emission Rollout Plan

Dear City of Pasadena Finance Committee and City Councilmembers:

As a place-based community organization dedicated to realizing a more sustainable, equitable, and livable San Gabriel Valley, ActiveSGV is pleased to support the purchase of zero-emission Pasadena Transit buses.

Over the past few years Pasadena, like so many communities around the world, has endured devastating wildfires and extreme heat events, disasters that the best available science tells us are tied to GHG emissions. While Pasadena only has so much power over this very global problem, the City does have the ability to help lead the transition to non-polluting modes of transportation. The proposed investment in zero-emission buses would be another step in this direction.

The procurement of non-polluting buses would also serve as a critical step towards realizing the long-awaited "Mt. Wilson Express", with city buses slated to launch this innovative pilot weekend service in 2027. Over the past four years the Pasadena Department of Transportation, Nature for All, U.S. Forest Service, LA County, Caltrans, and numerous community partners have been planning the new route. In 2023 Metro's Recreation Access (Transit-to-Parks) program awarded the City of Pasadena funding to launch this exciting new service.

Pasadena's new buses will help the City transition to a zero emission fleet as required by state law, as well as implement the Mt. Wilson Express service before the grant deadline. The transit-to-trails route is planned to start from Old Pasadena's Memorial Park, then head north to serve local Northwest Pasadena stops, Hahamongna Watershed Park, and into the Angeles National Forest, where it will serve several popular trailheads before reaching the final station, the Mt. Wilson Observatory. In addition to getting traffic off the road, this exciting new transit service will draw more foot traffic to Old Pasadena, with visitors likely to dine and shop in the City before or after their outings.

If you have any questions regarding our support for these innovative projects, please contact me at

Thank you for your consideration,

David Diaz, MPH
Executive Director

ActiveSGV's mission is to support a more sustainable, equitable, and livable San Gabriel Valley.

Jeff Seymour Center • 10900 Mulhall Street El Monte, CA 91731

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August 22, 2025

City of Pasadena
Finance Committee and City Council
100 N. Garfield Ave.,
Pasadena, CA 91101

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Tim Thompson

RE: Support the purchase of 17 Pasadena Transit Fuel Cell Electric Buses per the City's Zero Emission Rollout Plan

Dear City of Pasadena Finance Committee and City Councilmembers:

Mount Wilson Institute is in full support of the purchase of 17 Pasadena Transit, Fuel Cell Electric Buses per the City's Zero Emission Rollout Plan.

Our recent wildfires and extreme heat waves remind us that implementation of the City's Zero Emission Rollout Plan is imperative to limit the local impacts of climate change.

In addition, the Fuel Cell Electric Buses (FCEB) are a critical piece of the City's planned "Mt. Wilson Express" transit route. The buses are needed to launch the innovative pilot weekend service to the San Gabriel Mountains. The community is eagerly awaiting this route, and any delay could impact grant implementation.

As you may know, the City of Pasadena was awarded funding in 2023 from Metro's Recreation Access (Transit to Parks) grant to launch this service. This route has been in planning for over four years with Pasadena Department of Transportation, Nature for All, U.S. Forest Service, consultants, LA County Supervisors, road agencies and numerous community partners.

These FCEB are needed to quickly transition Pasadena's vehicles to a zero emission fleet as required by state law, and to implement the Mt. Wilson Express service before the grant deadline. Further, FCEB provide reliable service and extended range, which are important for meeting the mountain conditions of the route.

Mount Wilson Institute P.O. Box 94146
www.mtwilson.edu

Pasadena, CA 91109

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The Mt. Wilson Express bus route is planned to start from Old Pasadena's Memorial Park, head north to serve local Northwest Pasadena stops, then Hahamongna Watershed Park, then head up into the Angeles National Forest, serving popular trailheads and ending at Mt. Wilson Observatory, then looping back. Boosts to the local economy are also anticipated for the Old Pasadena business district, with increased foot traffic and tourism from visitors dining and shopping before and after their trip.

The Mount Wilson Express will serve the entire San Gabriel Mountain area along Angeles Crest Highway and will be a godsend for all those who have no other way to visit the area. Mount Wilson Observatory, an historical icon above the City of Pasadena and an integral part of the city's history, would obviously benefit. However, more importantly, this project would also benefit all those individuals who would finally be able to visit the mountains they see every day. Bus service to the Observatory will be instrumental in allowing us to serve a much wider demographic, an essential element of our original mission – to share the grounds for public pleasure and enjoyment.

We strongly urge this purchase, to follow through with the City's much-anticipated plans.

Please feel free to contact us if you have any questions regarding our support.

Sincerely,



Dan Kohne
Trustee, Mount Wilson Institute
Chief Operating Officer
dkohne@mtwilson.edu



Katie Bannan Steinke
Trustee, Mount Wilson Institute
Executive Director, Development and Outreach
ksteinke@mtwilson.edu

Ronald K. Matthews
CEO, RKM Construction
Local Hiring Coordinator – Pasadena, CA
☎ (323) 866-9080
✉ rkmgencontractor@gmail.com

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2025 AUG 25 PM 1:04
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August 25, 2025

To: Pasadena City Council
100 N. Garfield Avenue
Pasadena, CA 91101

Re: Concerns Regarding Proposed Hydrogen Bus Purchase – Agenda Item 7

Honorable Mayor and Councilmembers,

I write to share my concerns regarding **Agenda Item 7**, the proposal to purchase hydrogen-fueled buses for Pasadena Transit. While I recognize and support the City's commitment to advancing sustainability and meeting state mandates, I urge caution in moving forward without a thorough review of the long-term costs, risks, and community impacts associated with this technology.

Hydrogen as a fuel source currently presents challenges that should not be overlooked. It requires trucking into Pasadena, bringing with it added traffic, emissions, and safety considerations for our neighborhoods. The costs of hydrogen infrastructure and reliance on a limited supply chain may also create long-term fiscal pressures for local taxpayers. These are issues that deserve full transparency and discussion before any major investment is made.

Equally important is the impact on **local hiring, training, and workforce equity**. Pasadena has adopted a First Source Hiring Ordinance and works in alignment with Metro's Project Labor Agreement to ensure public projects create real pathways into construction and transit careers for residents—particularly disadvantaged workers, veterans, and young people entering apprenticeships. Battery-electric bus infrastructure offers a stronger platform for this commitment. Training programs for electricians, line workers, and mechanics already exist through Pasadena City College, union apprenticeship programs, and regional workforce boards. These programs are ready to connect residents to clean-energy careers if the city invests in electric bus infrastructure.

By contrast, hydrogen technology requires a highly specialized skill set with limited training pipelines in our region. This creates barriers for Pasadena residents to participate fully in the work generated by this investment. Without robust local training programs in hydrogen safety, fueling infrastructure, and maintenance, much of this work will be outsourced to outside contractors, missing the opportunity to strengthen our community's workforce.

I respectfully recommend that the Council commission a detailed comparative analysis of hydrogen and battery-electric options, evaluating not only environmental and fiscal outcomes but

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also the impact on **local hiring, apprenticeship development, and long-term workforce training capacity**. With this information, Pasadena can make a more informed choice that reflects both our sustainability goals and our responsibility to create equitable opportunities for residents.

Respectfully,


Ronald K. Matthews

CEO, RKM Construction

Local Hiring Coordinator – Pasadena, CA

Iraheta, Alba

From: Victor Caballero ·
Sent: Monday, August 25, 2025 3:25 PM
To: PublicComment-AutoResponse
Subject: Council Agenda Item 7 August 25, 2025

[] CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe. Report phish using the Phish Alert Button. For more information about the Phish Alert Button view article "KB0011474" on the DoIT portal.

Dear Council Members,

As a concerned resident and community member I strongly urge council members to reject the DOT project for hydrogen fuel cell buses.

This project is not only extremely expensive, it is riddled with environmental complications.

The city is extremely deficient and challenged with their EV project to take on a project that is much more complicated and has failure written all over it. Pasadena can spend much less money on other sustainable transportation initiatives.

Some reasons to reject:
Expensive and Complex Maintenance
Difficult to Store and Transport
High Purchase Price

Do the right thing for our community, say no to DOT.

Regards,
Victor Caballero

McMillan, Acquanette (Netta)

From: Darrell Clarke
Sent: Monday, August 25, 2025 4:34 PM
To: PublicComment-AutoResponse
Subject: Presentation to Pasadena City Council, today, Item #7

Some people who received this message don't often get email from [redacted] [learn why this is important](#)

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PASADENA CITY COUNCIL, AUGUST 25, 2025

7. FINANCE COMMITTEE: AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT FOR THE PURCHASE OF 17 FUEL CELL ELECTRIC BUSES FROM NEW FLYER OF AMERICA, INC., FOR PASADENA TRANSIT FOR A NOT-TO-EXCEED AMOUNT OF \$32,050,255 (Transportation Dept.)

I'm Darrell Clarke, here as a Pasadena homeowner and Sierra Club Angeles Chapter Transportation Chair.

The future of buses and trucks is battery electric, not hydrogen, and I'll briefly show why.

I attended the California Air Resources Board's **Zero-Emissions Showcase** at Angel Stadium's parking lot on June 18. <https://ww2.arb.ca.gov/events/zero-emissions-showcase-ride-drive-anaheim-ca>

It included a visit to Anaheim Regional Transit's year-old solar-with-storage microgrid (which solves electricity demand-charge spikes) charging facility for their BYD fleet – here's a photo:



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I spoke with ENC (Eldorado): their new Axess EVO-BE has a **usable range of 225 miles** in California with a 692 kWh battery, in 32', 35', or 40' low-floor buses. <https://eldorado-ca.com/axess-evo-be/>

Conversely, Pasadena's **decision was based on obsolete 2021 data** in CALSTART's 2022 study, which **presumed only half that battery capacity** in its Table 2-4, and therefore not sufficient range for full 1-for-1 bus replacement which the city wanted.

https://ww2.cityofpasadena.net/2023%20Agendas/Jan_30_23/AR%204%20Attachment%20A_Pasadena%20ICAT%20Report_Finalrev.pdf

Most Southern California transit agencies have chosen battery-electric, not hydrogen fuel cells, including L.A. Metro, L.A. DOT (DASH buses), Santa Monica Big Blue Bus, Long Beach Transit, Culver City Bus, and Anaheim Regional Transit. Pasadena projects tripling to about the same ridership as Culver City, 3.1 million annual trips. China, the world leader in battery technology, has deployed some 700,000 battery-electric buses.

A **battery-electric vehicle is 70-80% efficient** at converting electricity to motion. But a **hydrogen fuel cell wastes at least 70% of that electricity** to electrolyze water, compress the hydrogen, and run a fuel cell to power a motor, not to mention the diesel fuel to truck the hydrogen.

<https://cleantechnica.com/2025/03/11/the-hydrogen-bus-illusion-essen-mulheims-costly-reality/>

And **is that hydrogen even "green"** from renewable electricity? Shutdown of the ARCHES California Hydrogen Hub's federal funding means you'd probably be getting **"gray"** hydrogen made from natural gas, just **emitting its waste CO2 someplace else**, essentially no better than current gas-fueled buses. And the very small hydrogen molecule is prone to **leaking, itself a secondary GHG**.

Please don't invest in an expensive, inefficient, polluting, dead-end technology.

Darrell Clarke

asadena, 91103