

# CORRESPONDENCE

## McMillan, Acquanette (Netta)

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**From:** Victor Caballero  
**Sent:** Thursday, May 22, 2025 7:33 PM  
**To:** Reyes, David  
**Cc:** Hampton, Tyron; Márquez, Miguel; Avedian, Varoojan; Jones, Justin; Cole, Rick; Gordo, Victor; Madison, Steve; Lyon, Jason; PublicComment-AutoResponse; Masuda, Gene; Rivas, Jessica  
**Subject:** Re: State of PWP EV DC Fast Charging in Pasadena May 2025

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I want to let you know I went to Victory Park tonight and while all the DC Fast chargers did not work, it is encouraging to see new visible signage. I called to report two vehicles blocking fast chargers and not charging.

How can we get parking enforcement to making regular rounds at these locations and enforce. Other than reporting violations is there anything I can do to be supportive?

Regards,  
Victor

On Mon, May 19, 2025 at 11:27 AM Reyes, David <[davidreyes@cityofpasadena.net](mailto:davidreyes@cityofpasadena.net)> wrote:

Hi Victor,

Thanks for taking time to write this email.

As of Thursday, of last week, out of **288** total chargers we had **23** that were not working. I recognize that you are focused of the fast chargers, where the percentage of non-operable chargers is much higher. We are working on multiple contracts for repairs, new installations and ongoing maintenance. We have a company on retainer performing work now, but hope to have multiple companies very soon.

As far as the cost, we are currently going through a rate study and the cost will likely be increased. I will ask staff to take a look at the signage issue.

Happy to provide update on number of chargers at end of week and are website will be upgraded very soon so that downed chargers will be shown and updated. This has been an issue where one charger is fixed and another goes down so that we are constantly chasing it.

Thank you,

David


-----Original Message-----

From: Victor Caballero

Sent: Monday, May 19, 2025 10:49 AM

To: Reyes, David <[davidreyes@cityofpasadena.net](mailto:davidreyes@cityofpasadena.net)>

Cc: Hampton, Tyron <[THampton@cityofpasadena.net](mailto:THampton@cityofpasadena.net)>; Márquez, Miguel <[miguelmarquez@cityofpasadena.net](mailto:miguelmarquez@cityofpasadena.net)>; Avedian, Varoojan <[vavedian@cityofpasadena.net](mailto:vavedian@cityofpasadena.net)>; Jones, Justin <[justinjones@cityofpasadena.net](mailto:justinjones@cityofpasadena.net)>; Cole, Rick <[rcole@cityofpasadena.net](mailto:rcole@cityofpasadena.net)>; Gordo, Victor <[vgordo@cityofpasadena.net](mailto:vgordo@cityofpasadena.net)>; Madison, Steve <[smadison@cityofpasadena.net](mailto:smadison@cityofpasadena.net)>; Lyon, Jason <[jllyon@cityofpasadena.net](mailto:jllyon@cityofpasadena.net)>; PublicComment-AutoResponse <[publiccomment@cityofpasadena.net](mailto:publiccomment@cityofpasadena.net)>; Masuda, Gene <[gmasuda@cityofpasadena.net](mailto:gmasuda@cityofpasadena.net)>; Rivas, Jessica <[jerivas@cityofpasadena.net](mailto:jerivas@cityofpasadena.net)>  
Subject: State of PWP EV DC Fast Charging in Pasadena May 2025

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Mr. Reyes,

Good morning.

As of this morning the state of PWP DC Fast charging is no better and actually worse.

For instance

Robinson Park, only 2 of 5 DC Fast chargers work. One of the 5 is on but does not work.

Victory Park , 1 out of 3 DC Fast chargers works.

Del Mar, 1 of 2 DC Fast chargers works.

Shopper's Lane as of last week it appeared less than half the ports worked. The ports that showed as working, the connector would not work, or the credit card machines did not register.

Obviously this is unsustainable and unacceptable.

Could you please provide an update on where we stand with DC Fast charging in Pasadena?

Also, I want to bring to your attention the inconsistencies in the parking signage at EV parking locations with Del Mar being the most confusing and other locations many not having any signage. But at least Del Mar has signage.

As a rule and common practice is to have a time limit of 30min, or charge 80%. There should be overstay fees implemented. and also CVC

22511 needs to be posted and enforced, if not posted it cannot be enforced.

And, the rates charged at PWP chargers are the lowest around, perhaps to help fund maintenance and abuse, the rates should be comparable

while still be competitive with other EV charging. Nobody charges 20

cents/kWh, let alone 15 cents/kWh unless it is free...For comparison Burbank BWP is .37 cents per kWh on DC Fast Charging and 22 cents/kWh on L2 charging. Tesla is 36 cents per kWh on the lower end and 54 cents/kWh or more.

PWP needs reliable charging if it is going to be in the game, and competitive pricing that is sustainable, but so far it has been a failure. I sure hope PWP can turn this around, otherwise it needs to partner with a provider who can deliver a reliable, consistent and competitive service.

The best analogy I can draw is that PWP is trying to operate gas stations and most of the gas pumps are broken or off. Imagine what people who rely on EV's feel like trying to use the PWP chargers?

I look forward to an update.

Regards,

Victor

## McMillan, Acquanette (Netta)

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**From:** cityclerk  
**Sent:** Thursday, May 22, 2025 10:45 PM  
**To:** Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; McMillan, Acquanette (Netta); Soo, Christine; Ashikyan, Elizabeth; Padilla, Adrian  
**Subject:** FW: Request for EV-Friendly Electricity Rate Structure

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**From:** Jordi Nadal  
**Sent:** Thursday, May 22, 2025 10:44:41 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** pwpcare@cityofpasadena.net <pwpcare@cityofpasadena.net>; cityclerk <cityclerk@cityofpasadena.net>  
**Subject:** Request for EV-Friendly Electricity Rate Structure

You don't often get email from [cityclerk](#). [Learn why this is important](#)

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Dear Pasadena Water and Power Team,

I'm writing as a resident and electric vehicle (EV) owner to express concern about the current tiered electricity rate structure. While I appreciate PWP's support for EV adoption through rebates, the existing rate system penalizes responsible EV users by pushing them into higher-cost tiers after just 350 kWh of usage—something nearly unavoidable when charging an EV at home.

This feels counterintuitive and unfair. If the City of Pasadena is encouraging clean transportation, the rate structure should reflect that commitment. I respectfully urge PWP to consider one or more of the following:

1. Introduce Time-of-Use (TOU) rates to incentivize off-peak EV charging.
2. Expand the base tier usage limit for verified EV owners.
3. Offer separate metering or dedicated EV rates to avoid penalizing clean energy users.

Pasadena has a great opportunity to be a leader in sustainable policy—not just in rebates but in equitable utility practices. I hope you'll consider adjusting the rate structure to better align with the city's environmental goals.

Thank you for your time and attention.

Best regards,

Jordi Nadal

Pasadena Resident



**From:** [Jordi Nadal](#)  
**To:** [pwpcare@cityofpasadena.net](mailto:pwpcare@cityofpasadena.net); [cityclerk](#)  
**Subject:** Request for EV-Friendly Electricity Rate Structure  
**Date:** Thursday, May 22, 2025 10:44:58 PM

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Thank you for your time and attention.

Best regards,

Jordi Nadal

Pasadena Resident



**From:** [Cynthia Cannady](#)  
**To:** [Gao, Beilei](#)  
**Cc:** [Hampton, Tyron](#); [Jones, Justin](#); [Rick Cole](#); [Lyon, Jason](#); [Reyes, David](#); [Márquez, Miguel](#)  
**Subject:** Public comment for MSC Operating Budget agenda item today  
**Date:** Tuesday, May 27, 2025 1:41:54 PM

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May 27, 2025

Where is the climate emergency in this proposed operating budget? I searched and I couldn't find it.

What I did see was the extra-large transfer from ratepayers to the city budget. (slide 7 shows a 58% increase from 2025 to 2026)

I did see 11 % growth in personnel costs in a single year. (see slide 7).

I did see that even though the cost of energy is down (see slide 10), and even though PWP had unusually high revenues, PWP wants to increase rates by 7.6 million (slide 18). This morning the local press is attributing this proposed rate increase to "green energy", an assumption that is incorrect since there's almost nothing in this budget that deals with that transition.

What I did *not* see were line items showing how PWP plans to implement the 100% carbon free portfolios that we paid consultants \$1.3 million dollars to model. After more than 2 years we still don't have a plan to implement Climate Emergency Resolution 9977. And even after the MSC and full Council gave clear direction to PWP this month to begin right away to develop the local solar resources that are required by the preferred portfolios, PWP is still delaying.

I was in Altadena over this past weekend, witnessing the empty blocks, the burned houses, the lone chimneys, the ashes on the sidewalk. I thought of the suffering of the people. I felt my own anxiety about fires and heat in our city. The climate emergency is real and it is now.

But this budget, and the CIP budget, are blind to the climate emergency and deaf to the calls of the people for local climate action.


We implore you to require staff to treat our situation like the climate emergency that it is. Reject this operating budget until staff addresses the climate emergency that we face.

Cynthia Cannady  
Chairperson, PASADENA 100 Coalition

## Robles, Sandra

**From:** cityclerk  
**Sent:** Tuesday, May 27, 2025 1:29 PM  
**To:** Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; McMillan, Acquanette (Netta); Soo, Christine; Ashikyan, Elizabeth; Padilla, Adrian  
**Subject:** FW: Public Comment MSC May 27, Item 1.

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**From:**   
**Sent:** Tuesday, May 27, 2025 1:29:04 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Jones, Justin <justinjones@cityofpasadena.net>; Rick Cole <rick.cole@cityofpasadena.net>; Hampton, Tyron <THampton@cityofpasadena.net>; Lyon, Jason <jlyon@cityofpasadena.net>  
**Cc:** cityclerk <cityclerk@cityofpasadena.net>  
**Subject:** Public Comment MSC May 27, Item 1.

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Electric Ratepayers are being asked to pay an additional \$10.5 million to the city's General Fund, an increase of 58% above the \$18 million transferred annually from the Power Fund to the General Fund, FY 2021 – FY 2024. In addition, there is a proposed \$7.6 million rate increase "primarily driven by capital revenue requirements." However, electric ratepayers already paid in advance for capital needs through aggressive monthly rate adjustments in 2023 and 2024, resulting in record net income for the Power Fund despite a reduction in usage.

The Power Fund 5-year Operating Summary, (PWP Annual Report FY 2024, page 13) states that in Fiscal Year 2024, retail revenues increased by \$30.6 million, even as total usage declined by 6%." Net Income reached a new high of \$78,967,000 due to increased revenue and reduced operating expense. On page 17, the report goes on to state that "with favorable prices, diligent cost control and proactive rate management, **FY 2024 has a favorable net income that is planned for future reinvestment in the system.**" [WAPD Annual-Report 2024.pdf](#)

**Proactive rate management** refers to the Power Fund's aggressive monthly adjustments to the Energy Charge (All kilowatt hours per month) for electric ratepayers. In one month from February to March 2023, there was an increase of 27.4% to the Energy Charge followed by smaller monthly increases. The table below compares PWP Winter and Summer energy charges before and after the initiation of monthly rate increases. The greatest Winter Rate increase is 59% from January 2023 to 2024. The greatest Summer Rate increase is 47% from June 2022 to 2024.

	Winter Rates		Summer Rates	
	1/1/2023	1/1/2024	6/1/2022	6/1/2023
<b>Energy Charge</b>	\$0.09127	\$0.14477	\$0.10053	\$0.13453
% increase		59%		34%
	1/1/2023	1/1/2025	6/1/2022	6/1/2024

<b>Energy Charge</b>	\$0.09127	\$0.12977	\$0.10053	\$0.14803
% Increase		42%		47%

The Power Fund’s record revenue increase in FY 2024 occurred despite a 6% decline in total energy usage. This revenue increase was due to the compounding of upward monthly Energy Charge adjustments referred to as “proactive rate management”. Pasadena Power’s FY 2024 record high net income was paid in advance by ratepayers and the “surplus” must be used to reinvest in the system as promised by PWP in their 2024 Annual Report.

**WHERE IS THE PLAN TO ACHIEVE CARBON-FREE POWER IN 2030? SO-CALLED “SURPLUS REVENUE” WAS PAID IN ADVANCE BY RATEPAYERS AND SHOULD BE USED FOR THEIR DIRECT BENEFIT: CARBON-FREE, AFFORDABLE POWER IN 2030. PLEASE DO NOT APPROVE THE PROPOSED \$10.5 MILLION ADDITIONAL TRANSFER TO THE GENERAL FUND.**

Sincerely,  
  
Genette Foster  
District 2