CITY OF SOUTH PASADENA
ADDITIONAL DOCUMENTS

WEDNESDAY, FEBRUARY 4, 2026, AT 6:15 PM

AMENDED ADDITIONAL DOCUMENTS

Attached are additional documents to the February 4, 2026 Special City Council Meeting.

AMENDED ADDITIONAL DOCUMENTS TO THE FEBRUARY 4, 2026 SPECIAL CITY COUNCIL MEETING

- General Public Comment_Josh Betta
- Memo for Item No. 1
- Public Comment_John_Item No. 1
- Public Comment_John_Item No. 1 (2)
- Public Comment_John_Item No. 12
- Memo for Item No. 12

Additional Documents Agenda Report

ITEM NO.

DATE: February 4, 2026

FROM: Todd Hileman, City Manager

PREPARED BY: Nikima S. Newsome, Chief City Clerk

SUBJECT: **AMENDED ADDITIONAL DOCUMENTS TO THE FEBRUARY 4, 2026 SPECIAL CITY COUNCIL MEETING**

Executive Summary
Attached are additional documents for the special City Council meeting agenda.

Attachment:
General Public Comment_Josh Betta
Memo for Item No. 1
Public Comment_John_Item No. 1
Public Comment_John_Item No. 1 (2)
Public Comment_John_Item No. 12
Memo for Item No. 12

From: Josh Betta
To: [redacted]
Cc:
Subject: Public Comment: Cacciotti and the Analyses of EV and Standard Vehicle Operations
Date: Wednesday, February 4, 2026 8:49:32 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.

Councilmember Cacciotti,

You are now cornered by fact as regards climate policy. You have the ***responsibility*** to speak to the public record in discussion tonight by means of fact, not ideology. The public has the ***right*** to demand this of you.

Put your soap box in the burn pile; leave the religious lectures at home. Take the air out of "blowhardedness." Staff have presented the first analysis of climate policy, with data abundant, in a generation.

Context

- A few months ago, the Council acted to remove General Fund committed reserves from the balance sheet. Much of these reserves were slush funds of your creation in concert and collaboration with the incompetent city managers of our past. Your toys are gone. You've been silenced on the topic. Check mate.
- Weeks ago, the Council considered the Climate Action Plan. We were stunned to discover that no metrics -- not one in 25 years -- had been established to measure the effectiveness of our climate spending. While you politically controlled all things climate you knew the right thing to do; but you chose the wrong thing to do. Such is corruption defined. It's on you. Check mate.
- Council acted to create a subcommittee to evaluate and correct climate policy. You were not appointed to the committee. Check mate.
- For many years you have championed the AQMD and your political affiliation with it with religious passion in public discussions. It often, quite often, appeared from your behaviors in Dick Richard's chambers that AQMD interests trumped the City's interests. Many times we heard AQMD employees described as "your staff." Drop it. You've been checkmated.

Painful Irony

- You finally achieved your political objective: president of the AQMD board of directors. Painful the irony: while your second political career has reached its apex, your 25-year political control over South Pasadena climate policy never produced one performance metric. You have failed South Pasadena. You have failed your Constitutional oaths.
- You will have to run for reelection as a South Pas councilmember to maintain your AQMD political affiliation. Let that speak to our community for itself.

I've known you for a quarter century, Michael. I can't apologize for the hard words and stinging opinions in the above.

Josh Betta

City of South Pasadena
City Manager's Office

Memo

Date: February 2, 2026

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Alma Medina, Assistant to the City Manager

Subject: February 4, 2026 Special City Council Meeting Item No. 1 -Attachment No. 4

This memo provides Attachment No. 4- Perspective from Patrol to Item No. 1.

No other changes were made to this report.

Attachments: Attachment No. 4- Perspective from Patrol

Tesla Patrol Vehicles–Perspective from Patrol

Using the Teslas as police vehicles (both patrol and detective assignments) has presented numerous advantages as well as notable limitations. Below is a summary of the Teslas' operational strengths and weaknesses from a patrol perspective.

Operational Strengths

Performance and Acceleration

The vehicle's acceleration and overall speed are exceptional. The immediate torque allows officers to merge into traffic quickly and reposition behind a vehicle efficiently. This is especially important during traffic enforcement, where an officer may be parked monitoring a street or intersection and then must rapidly accelerate to get behind a vehicle.

Officers have also expressed increased confidence during vehicle pursuits due to the Teslas' acceleration, which allows them to stay with a vehicle, safely clear intersections, and quickly resume speed when continuing a pursuit.

Technology and Safety Features

The in-vehicle technology is advanced and intuitive. The large display and integrated camera systems enhance situational awareness. Several officers have reported that the vehicle's automatic braking safety features prevented collisions with other vehicles during high-stress driving situations.

The Tesla's built-in dashcam has been extremely valuable for reviewing vehicle pursuits and capturing evidence related to crimes or Vehicle Code violations. In prior patrol vehicles, dashcams were not factory-installed and required separate implementation. Unfortunately, due to cost considerations, dashcams were never fully implemented in earlier vehicles.

Additionally, the ability to control certain vehicle settings remotely via a mobile phone has proven to be a convenient feature.

Stealth

The naturally low noise profile of an electric vehicle provides a tactical advantage in certain enforcement and patrol contexts, particularly during nighttime operations or when approaching calls quietly. The profile of the Tesla Model 3, in particular, has been beneficial for detectives conducting surveillance.

Reduced Idle Concerns

A common community concern with gasoline patrol vehicles was prolonged idling, which was often perceived as fuel waste and unnecessary emissions. What many community members did not realize was that officers must leave vehicles running to support the heavy and constant power draw from onboard electronics (computers, radios, emergency lighting).

The onboard electronics themselves in Teslas do not rapidly drain the battery, and the vehicle does not produce emissions while stationary, effectively eliminating this concern.

Operational Limitations

Interior Comfort

Nearly every officer has reported comfort concerns with the Teslas, raising potential injury considerations. The bucket-style seating does not adequately accommodate duty belts and outer carrier vests. Additionally, the raised center console presses against officers' duty belts, forcing many officers to sit slightly canted in their seats.

After several hours on patrol, some officers have reported low back and hip pain likely attributable to the seat design and center console layout.

Small Cabin Size

While patrol units typically operate as single-officer units, there are multiple scenarios requiring two-officer deployment. The placement of the in-vehicle computer creates ergonomic concerns. Officers of average to above-average height and build experience difficulty entering and exiting the front passenger compartment due to the combined presence of duty gear, the raised center console, limited cabin space, and the computer mount.

Due to the Tesla's limited cabin size, only a single-prisoner compartment configuration was feasible. In many arrests, suspects refuse to enter the vehicle, requiring officers to pull the suspect in from the opposite side when a traditional gas vehicle was used. The confined space allows even minimally resistant subjects to impede the arrest, prolonging the encounter and potentially leading to further complications.

Range Anxiety and Mutual Aid Response

Officers have found that traditional patrol vehicles, such as the Ford Explorer, offer greater operational range. While officers commonly used approximately a quarter tank of fuel during a shift in an Explorer, Tesla patrol vehicles frequently drop below 50% battery during similar usage.

Battery range remains a concern during extended calls, large-scale incidents, and mutual aid responses outside the immediate area. Officers must account for charging logistics in real time, which complicates operational decision-making.

Off-Road Limitations

The Tesla is not pursuit-rated and does not handle curbs, dips, speed bumps, or uneven terrain as effectively as traditional police vehicles. This limits its usefulness in certain emergency driving situations.

Technology (Additional Considerations)

Despite the advantages of vehicle technology, officers have experienced situations in which they were locked out of their assigned patrol vehicles due to phone-key malfunctions. The backup method requires the use of a physical key card, which can only unlock the driver's door.

Unlike traditional patrol vehicles that use universal physical keys, Tesla key cards cannot be programmed universally. During large-scale incidents, officers frequently need to move or drive another officer's vehicle. In several instances, Teslas contained multiple stored driver profiles, preventing officers from accessing or operating vehicles when needed.

From:	John C.
To:	City Council Public Comment
Subject:	Email comment for February 4, 2026, for South Pasadena City Special City Council Meeting at 6:15 pm agenda item 1
Date:	Tuesday, February 3, 2026 12:09:39 PM

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

To City of South Pasadena Mayor Sheila Rossi, Pro Tem Mayor Omari Ferguson, and South Pasadena City Council members Janet Braun, Jon Primuth, and Michael A. Cacciotti,
Please read this article below before the Special City Council meeting at 6:15 pm. On the reason why the city should not go back to using any gasoline powered vehicles or any diesel powered vehicles.

From, John

EVs Are Quietly Cleaning Up The Air. This New Study Proves It

California's EV boom led to cleaner air in its neighborhoods, with satellite data linking this growth to lower NO2 pollution.

By: Iulian Dnistran
Feb 1, at 9:00am ET

A new study shows how zero-emissions cars can clean up the air in dense urban areas.

Researchers used satellite data to see how much nitrogen dioxide was in California's air between 2019 and 2023.

As the number of electric cars and plug-in hybrids rose, neighbourhoods had lower NO2 concentrations.

Everybody knows that electric cars don't emit carbon emissions because they don't burn any fuel. And while there are some studies out there that show how zero-emission cars can improve the quality of air in urban areas, they weren't always definitive.

Now, though, a new study from the University of Southern California's Keck

School of Medicine used satellite data to confirm that zero-emission cars do have a clear and positive impact on air quality.



Research shows that for every 200 zero-emissions vehicle added to a neighborhood, No2 levels drop by 1.1%. The more ZEVs, the lower No2 concentration.

Published in The Lancet Planetary Health, the new study pulled high-resolution satellite data from the Tropospheric Monitoring Instrument (TROPOMI) that can detect nitrogen dioxide (NO2) in the atmosphere by measuring how the gas absorbs and reflects sunlight, according to Phys.org. This data was then used to calculate the annual average NO2 levels in each California neighborhood from 2019 to 2023.

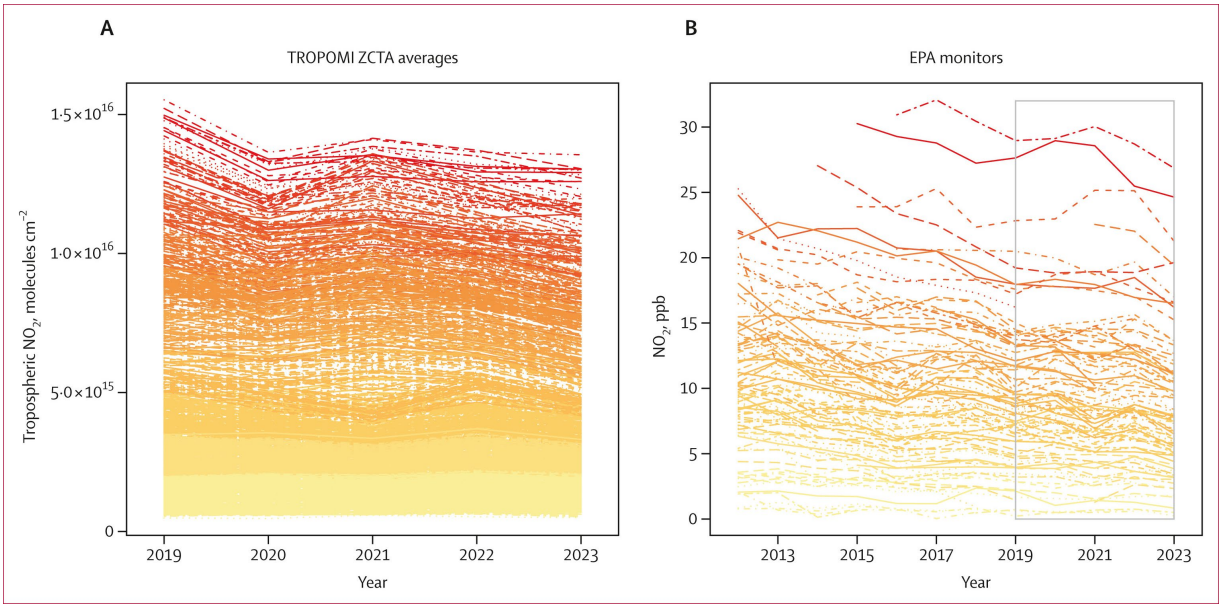
At the same time, publicly available data from the state's Department of Motor Vehicles was thrown into the mix, specifically the number of zero-emission vehicles that were registered in each neighborhood. As a reminder, ZEVs include electric cars, plug-in hybrids and fuel-cell cars.

Nitrogen dioxide (NO2) is released when fossil fuels are burned, and it can trigger asthma attacks, cause bronchitis and increase the risk of heart disease and stroke. In other words, it's very bad.

So, what did all this data show? For every 200 new zero-emissions vehicles registered in a California neighborhood between 2019 and 2023, NO2 levels dropped by 1.1%. According to the study's authors, a typical neighborhood added 272 ZEVs, with most neighborhoods gaining between 18 and 839 ZEVs. Over the study period, the ZEV market share increased from 2% to 5% of all

light-duty vehicles across California.

"These findings show that cleaner air isn't just a theory–it's already happening in communities across California," said Sandrah Eckel, Ph.D., associate professor of population and public health sciences at the Keck School of Medicine, and the study's lead author. "We're not even fully there in terms of electrifying, but our research shows that California's transition to electric vehicles is already making measurable differences in the air we breathe," she added.



Left: Annual NO2 as measured in the atmosphere by TROPOMI. Right: Annual NO2 as measured at ground level by US EPA monitors.

To make sure that the results were reliable, the researchers took extra precautions, like excluding the year 2020 entirely to account for the pandemic-related changes as a contributor to NO2 decline. They also confirmed that neighborhoods that added more gas-powered cars saw a rise in pollution. Finally, the results from the satellite data was relicated using updated data from ground-level monitors from 2012 to 2023.

"We tested our analysis in many different ways, and the results consistently support our main finding," said Erika Garcia, Ph.D., MPH, assistant professor of population and public health sciences at the Keck School of Medicine and the study's senior author.

This is great news for anybody living in crowded urban areas where the nasty gases that come out of cars' tailpipes linger at ground level and ultimately make their way into people's lungs. And as more EVs and plug-in hybrids hit the road, they should help clean up the air in your city, too—as proven by science.

From:	John C.
To:	City Council Public Comment; Michael Cacciotti - Personal
Subject:	Email comment for February 4, 2026, for South Pasadena City Special City Council Meeting at 6:15 pm agenda item 1
Date:	Wednesday, February 4, 2026 8:42:41 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 City of South Pasadena Mayor Sheila Rossi, Pro Tem Mayor Omari Ferguson, and South Pasadena City Council members Janet Braun, Jon Primuth, and Michael A. Cacciotti,
Please read this article below before the Special City Council meeting at 6:15 pm. On the reason why the city should not go back to using any gasoline powered vehicles or any diesel powered vehicles.

From, John

PRESS RELEASE

Adoption of electric vehicles tied to real-world reductions in air pollution, study finds

Using satellite data, Keck School of Medicine of USC researchers reported the first statistically significant decrease in nitrogen dioxide linked to zero-emissions vehicles.

Zara Abrams

January 23, 2026

When California neighborhoods increased their number of zero-emissions vehicles (ZEV) between 2019 and 2023, they also experienced a reduction in air pollution. For every 200 vehicles added, nitrogen dioxide (NO_2) levels dropped 1.1%. The results, obtained from a new analysis based on statewide satellite data, are among the first to confirm the environmental health benefits of ZEVs, which include fully electric and plug-in hybrid cars, in the real world. The study was funded in part by the National Institutes of Health and just published in The Lancet Planetary Health.

While the shift to electric vehicles is largely aimed at curbing climate change in the future, it is also expected to improve air quality and benefit public health in the near term. But few studies have tested that assumption with actual data, partly because ground-level air

pollution monitors have limited spatial coverage. A 2023 study from the Keck School of Medicine of USC using these ground-level monitors suggested that ZEV adoption was linked to lower air pollution, but the results were not definitive.

Now, the same research team has confirmed the link with high-resolution satellite data, which can detect NO2 in the atmosphere by measuring how the gas absorbs and reflects sunlight. The pollutant, released from burning fossil fuels, can trigger asthma attacks, cause bronchitis, and increase the risk of heart disease and stroke.

“This immediate impact on air pollution is really important because it also has an immediate impact on health. We know that traffic-related air pollution can harm respiratory and cardiovascular health over both the short and long term,” said Erika Garcia, PhD, MPH, assistant professor of population and public health sciences at the Keck School of Medicine and the study’s senior author.

The findings offer support for the continued adoption of electric vehicles. Over the study period, ZEV registrations increased from 2% to 5% of all light-duty vehicles (a category that includes cars, SUVs, pickup trucks and vans) across California, suggesting that the potential for improving air pollution and public health remains largely untapped.

“We’re not even fully there in terms of electrifying, but our research shows that California’s transition to electric vehicles is already making measurable differences in the air we breathe,” said the study’s lead author, Sandrah Eckel, PhD, associate professor of population and public health sciences at the Keck School of

Medicine.

Tracking neighborhood air quality

For the analysis, the researchers divided California into 1,692 neighborhoods, using a geographic unit similar to zip codes. They obtained publicly available data from the state's Department of Motor Vehicles on the number of ZEVs registered in each neighborhood. ZEVs include full-battery electric cars, plug-in hybrids and fuel-cell cars, but not heavier duty vehicles like delivery trucks and semi trucks.

Next, the research team obtained data from the Tropospheric Monitoring Instrument (TROPOMI), a high-resolution satellite sensor that provides daily, global measurements of NO2 and other pollutants. They used this data to calculate annual average NO2 levels in each California neighborhood from 2019 to 2023.

Over the study period, a typical neighborhood gained 272 ZEVs, with most neighborhoods adding between 18 and 839. For every 200 new ZEVs registered, NO2 levels dropped 1.1%, a measurable improvement in air quality.

"These findings show that cleaner air isn't just a theory—it's already happening in communities across California," Eckel said.

Electric vehicles and public health

To confirm that these results were reliable, the researchers conducted several additional analyses. They accounted for

pandemic-related changes as a contributor to NO2 decline, such as excluding the year 2020 and controlling for changing gas prices and work-from-home patterns. The researchers also confirmed that neighborhoods that added more gas-powered cars saw the expected rise in pollution. Finally, they replicated their results using updated data from ground-level monitors from 2012 to 2023.

“We tested our analysis in many different ways, and the results consistently support our main finding,” Garcia said.

These results show that TROPOMI satellite data—which covers nearly the entire planet—can reliably track changes in combustion-related air pollution, offering a new way to study the effects of the transition to electric vehicles and other environmental interventions.

Next, Garcia, Eckel and their team are comparing data on ZEV adoption with data on asthma-related emergency room visits and hospitalizations across California. The study could be one of the first to document real-world health improvements as California continues to embrace electric vehicles.

About this research

In addition to Garcia and Eckel, the study’s other authors are Futu Chen, Sam J. Silva and Jill Johnston from the Department of Population and Public Health Sciences, Keck School of Medicine of USC, University of Southern California; Daniel L. Goldberg from the Milken Institute School of Public Health, The George Washington University; Lawrence A. Palinkas from the Herbert Wertheim School

of Public Health and Human Longevity Science, University of California, San Diego; and Alberto Campos and Wilma Franco from the Southeast Los Angeles Collaborative.

This work was supported by the National Institutes of Health/National Institute of Environmental Health Sciences [R01ES035137, P30ES007048]; the National Aeronautics and Space Administration Health and Air Quality Applied Sciences Team [80NSSC21K0511]; and the National Aeronautics and Space Administration Atmospheric Composition Modeling and Analysis Program [80NSSC23K1002].

From: John C.
To: City Council Public Comment
Subject: Email comment for South Pasadena City Council Meeting on February 4, 2026 email comment is for agenda 12 Error or Mistake by city staff
Date: Tuesday, February 3, 2026 4:50:06 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.

From, John

To City of South Pasadena Mayor Sheila Rossi, Pro Tem Mayor Omari Ferguson, and South Pasadena City Council members Janet Braun, Jon Primuth, and Michael A. Cacciotti,

Their is an error or mistake done by the city staff for the property that is intending to be surplus and auction off. Please read of agenda item 9 from South Pasadena City Council Meeting for February 18, 2009, that is copied below. On agenda item 9 from South Pasadena City Council meeting for February 18, 2009, it is stated that the property that the South Pasadena Fire Department wants to surplus is a 2009 Ford E-450 Type III Rescue Ambulance and not a 2009 Ford E-350 Type III Rescue Ambulance. The website link for this information is below:

https://opengov.southpasadenaca.gov/WebLink/DocView.aspx?id=2018&dbid=0&repo=SPasadena

City of South Pasadena

Agenda Report

COUNCIL AGENDA: February 18, 2009

TO: Honorable Mayor and City Council

FROM: Lilian Myers, City Manager

SUBMITTED BY: Gerald Wallace, Fire Chief

Tracey L. Perkoslcy, Grants Analyst

SUBJECT: Award of Contract to Emergency Vehicle Group for a

Rescue Ambulance in the Amount of $190,701

Recommendation

It is recommended that the City Council:

1. Award a contract to Emergency Vehicle Group as the lowest responsible bidder using section 21 of the City's Purchasing Code which permits the City to purchase supplies, services or equipment from a supplier who offers the same or better prices, terms and/ or conditions as the supplier previously offered as the lowest responsible bidder under a competitive procurement process of another agency that is the same or exceeds the standards of the City of South Pasadena' s purchasing process; and

2. Authorize the City Manager to execute the attached Offer and Purchase Agreement.

Fiscal Impact

The cost for the Rescue Ambulance is $190,701 and will be reimbursed through the City' s 2008 award of $215,194

from the US Department of Homeland Security's Assistance to Firefighters grant program. The entire amount is payable upon delivery of the vehicle in September or October 2009. The grant award requires a 10% cash match of $21,519.

Commission Review and Recommendation

This matter was not reviewed by a Commission.

Background

In December 2008, the City received notification of a $215,194 award from the Assistance to Firefighters grant. This will be used to purchase the rescue ambulance, communications equipment and related supplies. The entire grant must be expended by December 10, 2009.

On October 15, 2008, the City amended the purchasing code with Ordinance 2180 which amended section 2.99-29 of the Purchasing Code to add section 21 which permits the City to purchase supplies, services or equipment from a supplier who offers the same or better prices, term and/or conditions as the supplier previously offered as the lowest responsible bidder under a competitive procurement process of another agency of another agency that is the same or exceeds the standard of the City of South Pasadena purchasing process. The City of Arcadia's bid process of the procurement of a rescue ambulance substantially meets these qualifications.

Analysis

The City of Arcadia Council approved on September 2, 2008 a bid award for 2008 or newer Ford E450 Type III Rescue Ambulance in the amount of $192,046.32 from Road Rescue, Inc./Emergency Vehicle Group. It found that the lowest bidder, Leader Industries, submitted a bid with over 100 exceptions to the specifications of which 30 lacked explanations or specific details. It was therefore deemed to have too many unknowns to be evaluated properly.

The Fire Department is seeking to award a contract of $190,701 to Emergency Vehicle Group for a 2009 Ford E-450 Type III Road Rescue Ambulance. The Attach specifications of the vehicle meet both the needs of the department as well as the requirements for the Assistance to Firefighters grant. Emergency Vehicle Group is a licensed and bonded California Auto Dealership and has 20 years of custom ambulance sales.

Delivery of the vehicle will be on or before September 15, 2009, at which time late delivery penalty of $100.00 per day is imposed on the vendor. There is no deposit required when the order is placed and, therefore, no performance bond is required by FEMA. The new vehicle will replace the existing Type III Rescue Ambulance #81. The current Rescue Ambulance will be placed in reserve.

Legal Review

The City Attorney has reviewed this item and has opined that the purchasing process confirms to the City's ordinances.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly notice agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News.*

Attachments:

<!--[if !supportLists]-->1. <!--[endif]-->Offer and Purchase Agreement for 2009 Ford E-450 Type III Road Rescue Ultramedic Module Ambulance

<!--[if !supportLists]-->2. <!--[endif]-->South Pasadena Ambulance Specifications

ATTACHMENT 1

Offer-and Purchase Agreement

Offer and Purchase Agreement

For

City of South Pasadena Fire Department

(1) 2009 Ford E-450 Type III Road Rescue Ultramedic Module Ambulance

The Following is a formal piggy- back proposal offer for the City of South Pasadena Fire Department to purchase (1) 2009 Ford E-450 Type III Road Rescue Ultramedic Module Ambulance off of the City of Arcadia formal bid process of Bid Number: Q0809- 00l that was awarded to the Emergency Vehicle Group, Inc, on City of Arcadia Purchase Order Number: 78217. Please Note: All required documents are enclosed with this proposal offer.

All prices are quoted to include Ford GPC Rebates. Pricing is subject to change if the current rebate/ GPC amount changes or becomes unavailable per vehicle. If the Ford rebate amount changes, the difference will be invoiced to City of South Pasadena Fire Department. Price is subject to change and will be recalculated if additional options are requested.

Description	Qty	Price Each	Extended Price
2009 Ford E-450 Type III Road Rescue Ultramedic Module Ambulance per the Enclosed work order and drawings.	1	$176,121.00	$176,121.00
Sub-Total (Before Tax and License)	1		$176,121.00
Tax (8.25% or Prevailing Rate)	1		$14,530.00
Approximate DMV Fees and Licensing, Doc Prep	1		$50.00
Total Purchase Price			$190,701.00

This constitutes a contract for the purchase and sale of ambulances and ambulance equipment between Emergency

Vehicle Group, Inc. (Seller) and City of South Pasadena Fire Department. (Buyer) in the total amount of 190,701.00

Payment Terms: 100% payment for the above amount is due at time of delivery of the vehicles. Failure to pay for the vehicles in full may result in interest occurring at the current prime rate plus 3% as published in the Wall Street Journal. Proof of insurance and approved financing or payment will be required to execute this contract.

Delivery Time: Delivery shall be made prior to September 15, 2009 at which time a late delivery penalty of 100.00 per day will be imposed from that point on until the vehicle

Signature below represents acceptance of above contract and terms:

City of South Pasadena Fire Department

Emergency Vehicle Group Inc.

City of South Pasadena
City Manager's Office

Memo

Date: February 4, 2026

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Alma Medina, Assistant to the City Manager

Re: **February 4, 2026 City Council Meeting Item No. 12- Attachment**

This memo provides edits to the attachment--corrections to the list and additional notes for proposed surplus items.

No other changes were made to this report.

Attachment: Surplus City Property Intended for Auction

Surplus City Property Intended for Auction
Februrary 4, 2026

Item	Reason	Department	Notes
Ford E-450 Rescue Ambulance	Beyond maximum service life	Fire	Industry standards of use, 7-10 years, for safe and reliable operation have been exceeded; this ambulance was in use for 16 years, logging 57,012 miles.
Ford Explorer (2)	Nonoperable	Police	Industry standards for safe and reliable operation have been exceeded.
Dodge Charger	Nonoperable	Police	Industry standards for safe and reliable operation have been exceeded.
GO-4 EV LP (2)	Nonoperable	Police	Industry standards for safe and reliable operation have been exceeded
DUI Trailer	Nonoperable	Police	Industry standards for safe and reliable operation have been exceeded
Radar Trailer	Nonoperable	Police	Cost of repairs far exceed value of trailer.
GMC Boom Truck	Nonoperable	Public Works	Cost of repairs far exceed value of trailer.
Herbicide Sprayer	Not in service	Public Works	Herbicides are administered by the City's contracted landscape firm.
Vermeer Trailer	Noncompliant	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Pressure Washer	Noncompliant	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Ford F-250 (2)	Nonoperable	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Ford F-350 (2)	Nonoperable	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Brush Chipper	Nonoperable	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Sewer Rod Trailer	Noncompliant	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Cement Mixer	Beyond maximum service life	Public Works	Industry standards and guidelines of use for safe and reliable operation have been exceeded.
Vibratory Roller	Beyond maximum service life	Public Works	Industry standards and guidelines of use for safe and reliable operation have been exceeded.
Arrow Board (1)	Beyond maximum service life	Public Works	Industry standards and guidelines of use for safe and reliable operation have been exceeded.
Compressor	Beyond maximum service life	Public Works	Industry standards and guidelines of use for safe and reliable operation have been exceeded.
~~Backhoe~~	~~Beyond maximum service life~~	~~Public Works~~	~~Industry standards and guidelines of use for safe and reliable operation have been exceeded.~~
Chevy Caprise	Nonoperable	Public Works	Cost of repair far exceed value of vehicle.
GMC Sonoma	Nonoperable	Public Works	Cost of repair far exceed value of vehicle.
Ford Dump Truck (2)	Nonoperable	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.
Ford Water Truck	Nonoperable	Public Works	Does not conform to applicable safety, regulatory, or operational standards and may present safety and liability risks.