



CITY of CALABASAS

TRAFFIC & TRANSPORTATION COMMISSION AGENDA REPORT

DATE: JULY 20, 2023
TO: TRAFFIC AND TRANSPORTATION COMMISSION
FROM: TRA'A BEZDECNY, ASSISTANT ENGINEER
SUBJECT: TRANSIT SERVICE UPDATE

**MEETING
DATE:** JULY 25, 2023

BACKGROUND:

City began its transportation services in early 2000's and has expanded and improved ever since. Striving for efficiency, Staff identifies ways to enhance services and maximize available resources to better serve the Calabasas residents and Public Transit dependents.

DISCUSSION:

Public Transportation:

Peak-Hour:

The purpose of peak-hour routes (Lines 2-5) is to alleviate peak-hour traffic surrounding the schools in Calabasas. Ridership for this school year has gone up about 30% from last year. We are hoping that this number continues to increase throughout the school year as we return to pre-pandemic ridership numbers.

Line 1:

The fixed-route Line 1 provides public transportation throughout Calabasas. The route encompasses all major areas of the city and connects users to metro stops within Calabasas. The average Line 1 Ridership this year is 480 per month, 51% up from last year.

Beach Bus:

The Beach Bus resumed its annual summer service on June 19th and will continue until August 18th. Staff adjusted the route in order to include Civic Center and the Park and Ride at Rondell. So far, we have had 50 passengers, meaning we are on track to have a 20% increase in ridership from last year.

Trolley:

The Trolley resumed service on May 27th and will continue until September 2nd. We had an average of 10 passengers each service day between May and June, an 85% increase from when we ended the program in February.

Dial-A-Ride:

Dial-A-Ride is a service for seniors and those with disabilities that offers door-to-door transportation anywhere within Calabasas and to 10 locations outside of Calabasas. Since the last commission meeting we have added 9 new riders.

Demand-Response Program:

The Demand-Response Pilot has been a success so far, with over 70 rides per month since the program began in February. A separate agenda item discusses options for taking the program out of pilot.

Zero-Emission Bus Rollout Plan:

In June, City Council adopted Resolution 2023-1849, adopting the Calabasas Zero-Emission Bus Rollout Plan (Attachment A). The plan shows how Calabasas can achieve a completely zero-emission bus fleet by 2034. The plan, required by California Air Resources Board (CARB), follows guidelines created by the Innovative Clean Transit (ICT) Regulation. The intent of the document is to be a blueprint for how staff can prioritize efforts and for CARB to understand the challenges faced by transit agencies while working to complete the goal of zero-emission by 2040. The plan was approved by CARB in July with minor modification to the Workforce Training section and can be found on the City's website and will be found on ICT's website in the future.

FISCAL IMPACT / SOURCE OF FUNDING:

The City receives funds in Proposition A and C, Measure R and M Local Return, and Transportation Development Act Article 3 (TDA3) to fund its public transportation services. The City is subject to multiple annual audits conducted by Metro as well as the Federal Transit Administration to ensure compliance of capital and operation projects with respective guidelines. Staff monitors funds and expenditures regularly to ensure compliance prior to audits as well.

REQUESTED ACTION:

This is an informational item only and requires no action.

ATTACHMENTS:

Attachment A: Calabasas Zero-Emission Bus Rollout Plan

Zero-Emission Bus Rollout Plan



May 2023

Prepared by:

City of Calabasas Transit Staff



CITY of CALABASAS

Zero-Emission Bus Rollout Plan

Introduction	3
Section A: Transit Agency Information	4
Section B: Rollout Plan General Information	5
Section C: Technology Portfolio	6
Section D: Current Bus Fleet Composition and Future Bus Purchases	7
Section E: Facilities and Infrastructure Modifications	10
Section F: Providing Service in Disadvantaged Communities	11
Section G: Workforce Training	12
Section H: Potential Funding Sources	13
Section I: Start-up and Scale-up Challenges	14
Appendix A	15

Introduction

The City of Calabasas is located in western Los Angeles County next to the Ventura Freeway, approximately 25 miles from downtown Los Angeles. Neighboring cities include Los Angeles, Agoura Hills, and Hidden Hills. A portion of the City's northern boundary also borders Ventura County. In 2016, the City's population was 24,502. The City provides a local transit system which aims to meet the changing needs of the community by providing fixed route, peak-hour route, demand-response, and Dial-A-Ride paratransit programs. The City has been a regional role model in environmental concerns and will continue this leadership through implementing this Plan.

In 2019, the California Air Resources Board (CARB) established the Innovative Clean Transit (ICT) regulation. This regulation required all public agencies to transition bus fleets to zero-emission technologies by 2040. As a small transit agency, Calabasas will be required to begin purchasing zero-emission busses (ZEBs) by 2026, to purchase only ZEBs by 2029, and fully convert our fleet by 2040. In order to have successful transition state-wide ICT regulation requires agencies to complete and submit this Zero-Emission Bus Rollout Plan to serve as a blueprint for full transition. The purpose of this document is to provide a base plan for Calabasas Staff and highlight current challenges transit agencies are facing to allow for more statewide support moving forward.

Section A: Transit Agency Information

Transit Agency: City of Calabasas Transit
Address: 100 Civic Center Way
Calabasas, CA 91302
Air District: South Coast
Air Basin: South Coast
Annual Maximum Service¹: 5
Population: 24,052 (2016)
Agency Director: Lanazafame, Philip
Interim Public Works Director
818-224-1600
tholden@cityofcalabasas.com
Joint Group: N/A

¹ The ICT regulation defines “Annual Maximum Service” (13 CCR § 2023(b)(3)) as the number of buses in revenue service that are operated during the peak season of the year, on the week and day that maximum service is provided, but excludes demand response buses. Annual maximum service excludes an atypical service day, on which a transit agency provides extra service to meet the demands for special events such as conventions, parades, or public celebrations, or operates significantly reduced service because of unusually bad weather (e.g. snowstorms) or major public disruptions (e.g. earthquakes or terrorism); or one-time special events.

Section B: Rollout Plan General Information

Does your transit agency's Rollout Plan have a goal of full transition to zero-emission technologies by 2040 that avoids early retirement of conventional transit buses (13 CCR § 2023.1(d)(1)(A))?

Yes

The ICT regulation requires 100% ZEB purchase in 2029. Conventional transit buses that are purchased in 2028 could be delivered in or after 2029. Please explain how your transit agency plans to avoid potential early retirement of conventional buses in order to meet the 2040 goal.

In order to meet the 2040 goal and avoid potential early retirement, Calabasas will only purchase ZEV effective immediately.

Rollout Plan approval date

June 28, 2023

Resolution Number

2023-1849

Is a copy of the board approved resolution attached to the Rollout Plan submitted to CARB (13 CCR § 2023.1(d)(2))?

Yes, Attachment A

Contact for Follow-Up Questions

Bezdecny, Tra'a L.

Assistant Engineer

818-224-1600

tbezdecny@cityofcalabasas.com

Who created Rollout Plan?

City of Calabasas Staff

How many person-hours did it take to create the Rollout Plan?

30

Section C: Technology Portfolio

The City plans to deploy Battery Electric Vehicles (BEVs). BEVs use electricity stored in a battery to power the vehicle's motor. Once the battery is depleted, the battery is recharged by a dedicated charging facility. Due to widespread availability of BEVs it was determined that this type ZEB fuel will best suit Calabasas in its initial switch from gas and diesel.

City Staff will investigate other fuel cell options as technology improves and costs go down.

Section D: Current Bus Fleet Composition and Future Bus Purchases

Calabasas Transit’s fleet is comprised of 12 shuttles and 1 trolley, owned by Calabasas, and 2 paratransit vehicles owned by Ideal General Services, Inc (IGS). Shuttles operate 1 fixed-route service and 4 peak-hour services Monday-Friday, and a Beach Bus service Monday-Friday during the summer. The trolley operates a fixed-route service on Saturdays during the summer. Paratransit vehicles operate our Dial-A-Ride Program Monday-Friday and a weekend public demand-response program. The Beach Bus and paratransit programs are operated in and outside of City of Calabasas limits.

Table 1: Individual Vehicle Information on Current Fleet

Vehicle ID	Engine Model Year	Bus Model Year	Fuel Type	Bus Type	Mileage*
3	2010	2003	Gas	Cutaway	312060
4	2004	2003	Gas	Cutaway	292172 [†]
5	2003	2003	Gas	Cutaway	292172 [†]
6	2005	2004	Gas	Trolley	323276
7	2016	2005	Gas	Cutaway	245452
8	2005	2005	Diesel	Cutaway	200389
9	2005	2006	Diesel	Cutaway	260535 [†]
10	2009	2009	Gas	Cutaway	198662
11	2003	2003	Gas	Cutaway	215336
12	2016	2015	CNG	Standard	43953
13	2016	2016	CNG	Standard	43830
14	2019	2019	CNG	Standard	17431
15	2019	2019	CNG	Standard	12855
IGS-1	2016	2016	Gas	Minivan	82805
IGS-2	2019	2019	Gas	Minivan	9091

*Mileage from December 2022

[†]Last reported prior to 2020

Total Buses: 13 busses, 2 Diesel (15%), 7 Gas (54%), 4 CNG (30%), 12 Cutaway (92%), 9 Past End of Useful Life (70%), 4 Inoperable (30%)

Total Vans: 2 paratransit vans

In order for Calabasas Transit to complete transition to Zero Emission Busses by 2040, the City has determined a timeline for replacing all current vehicles. This timeline would result in a 100% ZEV fleet by 2034, without early retirement. This timeline would allow for the City to maintain 8 operable shuttles starting in 2024 and replace them at the end of their useful life*. Since the transit fleet’s minivans are operated by a service provider, the City will require the next contract to include a transition to electric vehicles by 2029.

Calabasas Transit is considering converting the trolley to electric, but the option may be cost prohibitive.

Table 2: Future Bus Purchases

Timeline (Year)	Total Number of Buses to Purchase	Number of ZEB Purchases	Percentage of Annual ZEB Purchases	ZEB Bus Type(s)	ZEB Fuel Type(s)	Number of Conv. Bus Purchases	Percentage of Annual Conv. Bus Purchases	Type(s) of Conv. Buses	Fuel Type(s) of Conv. Buses
2024	2	2	100%	Cutaway	BEV	0	0%	N/A	N/A
2026	2	2	100%	Cutaway	BEV	0	0%	N/A	N/A
2032	2	2	100%	Standard	BEV	0	0%	N/A	N/A
2034	2	2	100%	Standard	BEV	0	0%	N/A	N/A
2036	1	1	100%	Cutaway	BEV	0	0%	N/A	N/A
2038	2	2	100%	Cutaway	BEV	0	0%	N/A	N/A

Table 3: Schedule of Converting Conventional Buses to Zero-Emission Buses

Timeline (Year)	Number of Buses	Bus Type(s)
2026	1	Trolley

Section E: Facilities and Infrastructure Modifications

Existing Calabasas Transit facilities include Calabasas Park ‘n Ride in Old Town Calabasas and the City’s Yard. With regard to implementing electric infrastructure, the City will need to invest in a new facility for housing and charging electric vehicles. Since we are planning to have a maximum of 8 electric vehicles in our fleet, we will need to have a facility or facilities to charge and house up to 8 vehicles.

Table 4: Facilities Information and Construction Timeline

Facility	Address	Function	Type	Capacity	Upgrade?	Timeline
Old Town Park ‘n Ride	23577 Calabasas Road	Park and Ride Facility	Charging Facility	4	Yes	2024
City Yard	24811 Calabasas Road	Maintenance Storage	Charging Facility	4	No	2026

At the Old Town Park ‘n Ride, Calabasas plans to connect to existing public chargers and create a dedicated area to store 4 shuttles and provide 2 dual chargers. This would eliminate up to 15 existing parking spaces. The Park ‘n Ride typically does not typically have many users, except on Saturdays for the City’s Farmers Market. The City is already looking at alternatives for parking for this event due to the existing lot not being large enough to accommodate patrons. This alternative would be investigated with the knowledge that we will be soon eliminating public parking at this location.

At City Yard, the City will investigate opportunities to create a facility similar to the one proposed in Old Town.

Southern California Edison is the electric utility for the Calabasas area.

Section F: Providing Service in Disadvantaged Communities

The ICT regulation defines the “CalEnviroScreen” (13 CCR § 2023(b)(10)) as a mapping tool that is developed by the Office of Environmental Health Hazard Assessment (OEHHA) at the request of the California Environmental Protection Agency (CalEPA) to identify California’s most pollution-burdened and vulnerable communities based on geographic, socioeconomic, public health, and environmental hazard criteria. The CalEnviroScreen is available for public use at <https://oehha.ca.gov/calenviroscreen>. Disadvantaged communities are defined as the top 25% scoring areas along with other areas with high amounts of pollution and low populations.

Calabasas Transit does not serve any disadvantaged communities per the CalEnviroScreen 4.0 application (Figure 1).

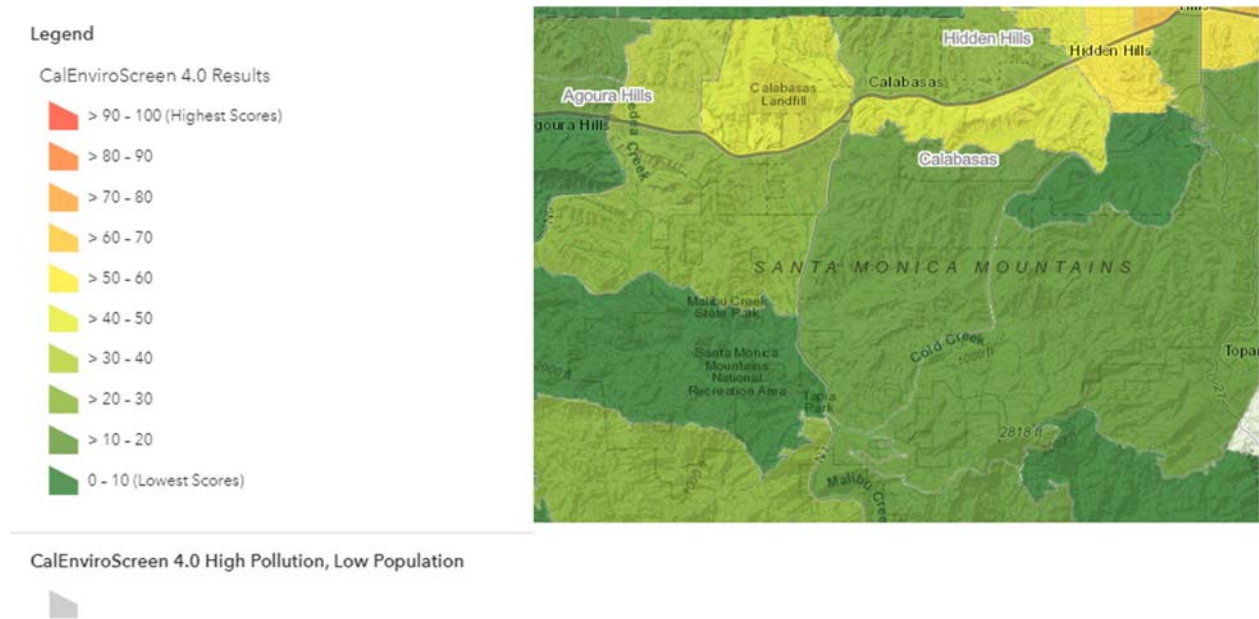


Figure 1: CalEnviroScreen 4.0 Results for Calabasas

Section G: Workforce Training

As the City of Calabasas contracts with a third-party to provide drivers and mechanics for our transit program, this contractor is currently required to complete training for drivers. The City will require the contractor to complete additional trainings to ensure that all drivers are able to operate the new vehicles and accompanying infrastructure. These additional trainings will be OEM or equivalent and be supplemented as needed by trainings provided by the SCRTTC, the California Transit Association, American Public Transportation Association, CalACT, and the National Transit Institute.

Section H: Potential Funding Sources

The following potential funding sources have been identified by staff at this time:

- Carl Moyer Program
- Local Transit Services Subcommittee (LTSS) Call for Projects
- Southern California Edison Ready Charge Program
- AB2766 Air Quality Improvement Funds
- California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)
- Low Carbon Fuel Standard (LCFS)
- Clean Mobility Options
- Transit and Intercity Rail Capital Program (TIRCP)
- SCAQMD Clean Fuels Program
- SCAQMD Enhanced Fleet Modernization Program
- Power Up LA!
- SCE's Charge Ready Transport
- FTA Low or No Emission Vehicle Program

Section I: Start-up and Scale-up Challenges

The major challenges facing the City in terms of start-up and scale-up surround the fact that Calabasas is a small agency. Implementation of this program will require a lot of financial commitment, a majority of which will need to come from grant sources. Available staff time to work on these grants is minimal, which will heavily affect the ability for us to apply to many grants and limit the submission of successful grants.

Appendix A
Resolution Approving
Zero-Emission Bus Rollout Plan
Calabasas City Council Resolution No. 2023-1849

RESOLUTION NO. 2023-1849

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALABASAS, CALIFORNIA, APPROVING THE CITY OF CALABASAS ZERO-EMISSION BUS ROLLOUT PLAN.

WHEREAS, California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.3, Part 2023.1(d) Zero Emissions Bus Rollout Plan Requirements requires that a transit agency Zero-Emission Bus Rollout Plan must be approved by its governing Board; and

WHEREAS, Zero-Emission Bus Rollout Plan sets forth the City of Calabasas's plan which meets the following requirements:

- A goal of full transition to zero-emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses;
- Identification of the types of zero-emission bus technologies City of Calabasas is planning to deploy;
- A schedule for zero-emission and conventional internal combustion engine bus purchases and lease options;
- A schedule for conversion of conventional internal combustion engine buses to zero-emission technologies;
- A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero-emission buses;
- Explanation of how City of Calabasas plans to deploy zero-emission buses in Disadvantaged Communities;
- A training plan and schedule for zero-emission bus operators and maintenance and repair staff; and
- Identification of potential funding sources.

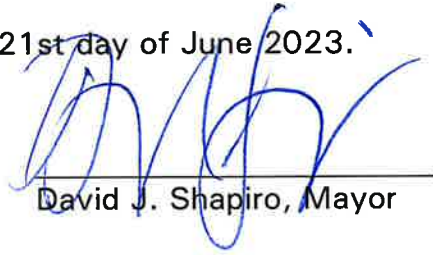
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALABASAS AS FOLLOWS:

SECTION 1. The City Council of the City of Calabasas hereby approves the Calabasas Transit Zero-Emission Bus Rollout Plan as set forth in full.

SECTION 2. That insofar as the provision(s) of any resolution, regulation, statement of policy, or previous resolution of the City Council or administrative action by the City Manager, adopted or issued prior to the date of this Resolution, which are inconsistent with the provisions of this Resolution, the same shall no longer be of any force or effect and this Resolution and the implementing Board Policies adopted herein shall control.

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause the same to be processed in the manner required by law.

PASSED, APPROVED AND ADOPTED this 21st day of June 2023.



David J. Shapiro, Mayor

ATTEST:



Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk

APPROVED AS TO FORM:



Matthew T. Summers
Colantuono, Highsmith & Whatley, PC
City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §
CITY OF CALABASAS)

I, **MARICELA HERNANDEZ, MMC, CPMC** City Clerk of the City of Calabasas, California, **DO HEREBY CERTIFY** that the foregoing resolution, being **Resolution No. 2023-1849** was duly adopted by the City Council of the City of Calabasas, at their special meeting held on June 21, 2023, and that it was adopted by the following vote, to wit:

- AYES: Mayor Shapiro, Mayor pro Tem Weintraub, Councilmembers Albrecht, Bozajian and Kraut.
- NOES: None.
- ABSTAIN: None
- ABSENT: None.


Maricela Hernandez, City Clerk
Master Municipal Clerk
California Professional Municipal Clerk
City of Calabasas, California