



*CITY of CALABASAS*

**ENVIRONMENTAL COMMISSION AGENDA REPORT**

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**DATE: AUGUST 31, 2023**

**TO: ENVIRONMENTAL COMMISSION MEMBERS**

**FROM: TRA'A BEZDECNY, ASSISTANT ENGINEER**

**SUBJECT: UPDATES ON CITY ACTIVITIES/PROJECTS**

**MEETING DATE: SEPTEMBER 5, 2023**

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**BACKGROUND:**

The Environmental Services Division strives to make Calabasas a better place to live and work by developing environmental and pollution prevention programs, and by protecting, enhancing and restoring creeks and open space. This Division oversees the administration of an encompassing Public Education/Outreach Program designed to meet the mandated requirements of the Clean Water Act and California Integrated Waste Management Act. Environmental Services oversees a variety of activities including the reduction and/or elimination of pollutants from storm water and urban runoff, reduction of waste going to urban landfills, recycling, household hazardous waste, and storm drain inspection and maintenance.

**DISCUSSION AND ANALYSIS:**

**Citywide Green Streets Project – Phase I:**

Phase I of the Citywide Green Streets Project will be on the northern section of Las Virgenes Road, between Thousand Oaks Blvd and the Northern Terminus. The project will construct a vegetated swale which serves as pretreatment BMP capturing and treating surface flows from the street. A new parking lot will be

constructed to include over 100 parking spaces for apartment residents. Above the parking lot will be a new trail connecting the existing trail at Mont Calabasas to the Las Virgenes Canyon Open Space.

This project was approved for construction by Council in June and is set to start in September.

Staff will apply to Measure W for funding of future phases, including green streets improvements on Calabasas Road and Mureau Road.

### Las Virgenes Creek Restoration Project – Phase III

The Project aims to improve water quality and restore the habitat surrounding Las Virgenes Creek that has been damaged by heavy storms. The work includes retrofitting 25 outlets draining into the creek, removal of fish barriers that were recently discovered within the creek, the removal of dead and/or broken mature trees, the planting of new native oak trees, soft-bottoming existing concrete channels at Meadow Creek and Lost Hills, and building a new multipurpose trail along the creek.

The project site extends 1.5 mile of the creek within a highly urbanized segment of Las Virgenes Creek from Agoura Road to Lost Hills Road. This project intends to stabilize banks and protect the outlets surrounding Las Virgenes Creek. The banks around the creek should be stabilized and not prone to flooding. The project plans to improve water quality and reduce sediment and nutrient loading of the creek. The conceptual design calls for placing rip rap in front of 25 outlets and natural erosion control blankets to cover slopes that are in danger of failing. Connection to Don Wallace Trail north of Agoura Road through a wood deck under the bridge and a pedestrian midblock crosswalk on Lost Hills Road will provide a safe route for the public to travel between LV Trail east and west. An additional multipurpose trail will be created along the creek south of Meadow Creek Lane to close the gap on Las Virgenes Trail.

This project requires funding to complete. The largest portion of funding Staff is seeking requires community outreach and community support through letters to the funding agencies.

### Creek Tours

As a starting point for Public Outreach, our North Santa Monica Bay Watershed Coordinator, Melina Watts, worked with City staff to create a plan to educate Calabasas residents and City visitors about what was already completed with the Las Virgenes Creek and what's next. Creek Tours are planned to be conducted at the Pumpkin Festival on October 22, 2023. Ms. Watts has already begun to work

with Environmental Commissioners and the Mayor's Youth Council to do short tours to interested parties.

### Zero-Emission Bus Rollout Plan

In June 2023, Calabasas Transit Staff presented a Zero-Emission Bus Rollout Plan (Attachment A) to City Council. The Plan was adopted through Resolution and highlights a roadmap to having a total Zero-Emission Transit Fleet by 2038, ahead of the California Air Resources Board's 2040 deadline for small transit agencies. This plan is designed to assist staff when planning for future capital investments and assure the deadline for compliance is met.

### Microtransit

In February 2023, Calabasas Transit Staff presented a Demand-Response Transit program to Council. This program would utilize our existing contract for Dial-A-Ride services with Ideal General Services, Inc. to provide a demand-response, Uber-like program on the weekend for Calabasas residents and visitors. The idea for this came from low ridership of our weekend trolley, which was driving around the City empty. This program instead allows for a van to be stationed at either side of the city and wait for calls, reducing emissions while providing public transit to those who need it.

The Item was presented to the Traffic and Transportation Commission (TTC) where Commissioners expressed support for expansion of the program and provided input on what the program should include for the community.

In August 2023, Staff went back to Council to discuss options for expansion (Attachment B). These options included asking what type of service to provide, how to expand, what types of vehicles, and more. Staff's goal is to create a more accessible and flexible public transit option, decreasing individual car rides and promoting first/last mile options to our regional transit and a "park once" mentality.

### Climate Action Plan

In August 2022, the City's Consultant conducted a Study Session at Council on planning for climate change and the development of a Climate Action Plan. A Request for Proposal for creating the plan was created and reviewed by Staff and returned to the Consultant. At this point, this is where this project has been left. It is worth noting that the project is not on the City's Strategic Priorities List.

## Commission Orientation

With COVID, we did not have the chance to conduct a proper Commission Orientation so new commissioners would have some background and context to their charge and a refresher for returning commissioners. Staff is working with the City Clerk and City Attorney's office to put together presentations that will touch on, among other items, meeting rules, commissioner Conflicts of Interest and the Brown Act.

### **FISCAL IMPACT/SOURCE OF FUNDING:**

Funding for projects and activities comes from multiple sources including General Fund, Measure M, Measure W, Prop 1, and more. Staff is continually researching new funding opportunities for upcoming projects.

### **REQUESTED ACTION:**

This is an informational item only and requires no action.

### **ATTACHMENTS**

Attachment A: Zero-Emission Bus Rollout Plan  
Attachment B: Microtransit Council Presentation

# Zero-Emission Bus Rollout Plan



June 2023

Prepared by:

City of Calabasas Transit Staff



CITY of CALABASAS

# Zero-Emission Bus Rollout Plan

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## 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 Service<sup>1</sup>: 5

Population: 24,052 (2016)

Agency Director: Lanazafame, Philip  
Interim Public Works Director  
818-224-1600  
tholden@cityofcalabasas.com

Joint Group: N/A

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<sup>1</sup> 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](mailto: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 <sup>†</sup>
5	2003	2003	Gas	Cutaway	292172 <sup>†</sup>
6	2005	2004	Gas	Trolley	323276
7	2016	2005	Gas	Cutaway	245452
8	2005	2005	Diesel	Cutaway	200389
9	2005	2006	Diesel	Cutaway	260535 <sup>†</sup>
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

<sup>†</sup>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

<b>Timeline (Year)</b>	<b>Total Number of Buses to Purchase</b>	<b>Number of ZEB Purchases</b>	<b>Percentage of Annual ZEB Purchases</b>	<b>ZEB Bus Type(s)</b>	<b>ZEB Fuel Type(s)</b>	<b>Number of Conv. Bus Purchases</b>	<b>Percentage of Annual Conv. Bus Purchases</b>	<b>Type(s) of Conv. Buses</b>	<b>Fuel Type(s) of Conv. Buses</b>
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

<b>Timeline (Year)</b>	<b>Number of Buses</b>	<b>Bus Type(s)</b>
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).

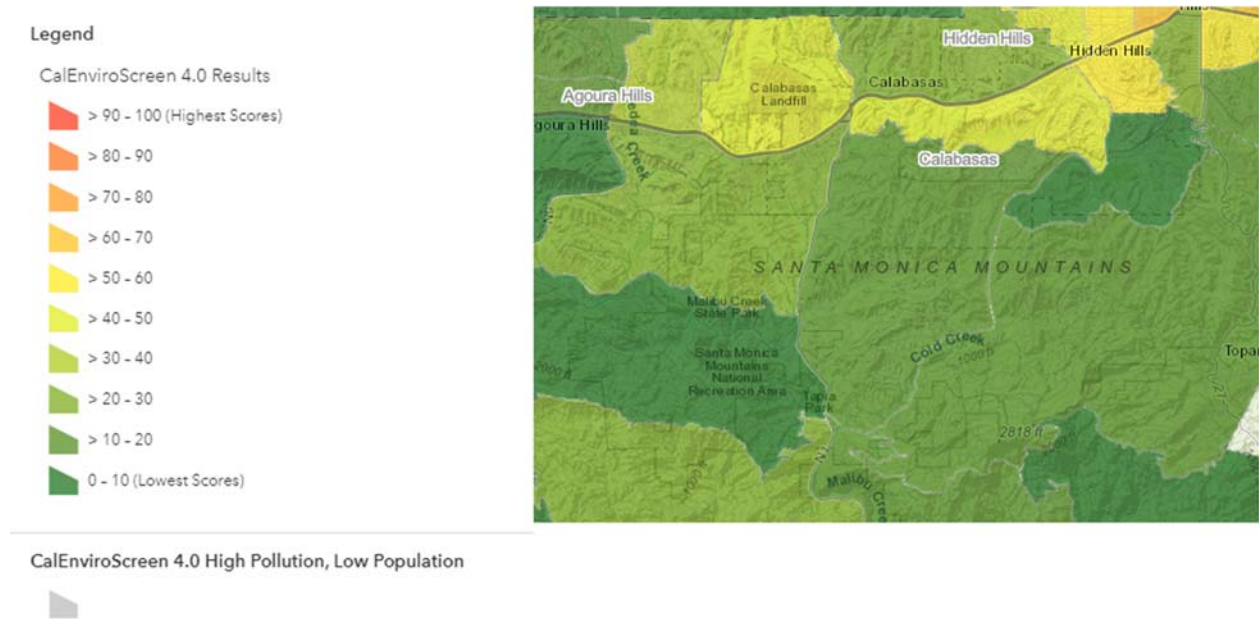


Figure 1: CalEnviroScreen 4.0 Results for Calabasas

## **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.

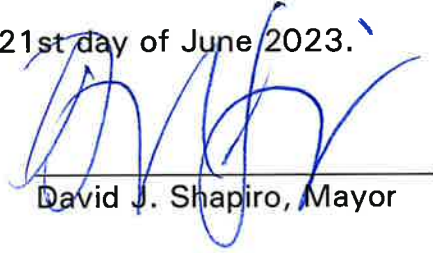
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CALABASAS AS FOLLOWS:**

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 21<sup>st</sup> 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

# DISCUSSION ON MICROTRANSIT OPTIONS



CITY *of* CALABASAS

City Council  
August 23, 2023

# BACKGROUND

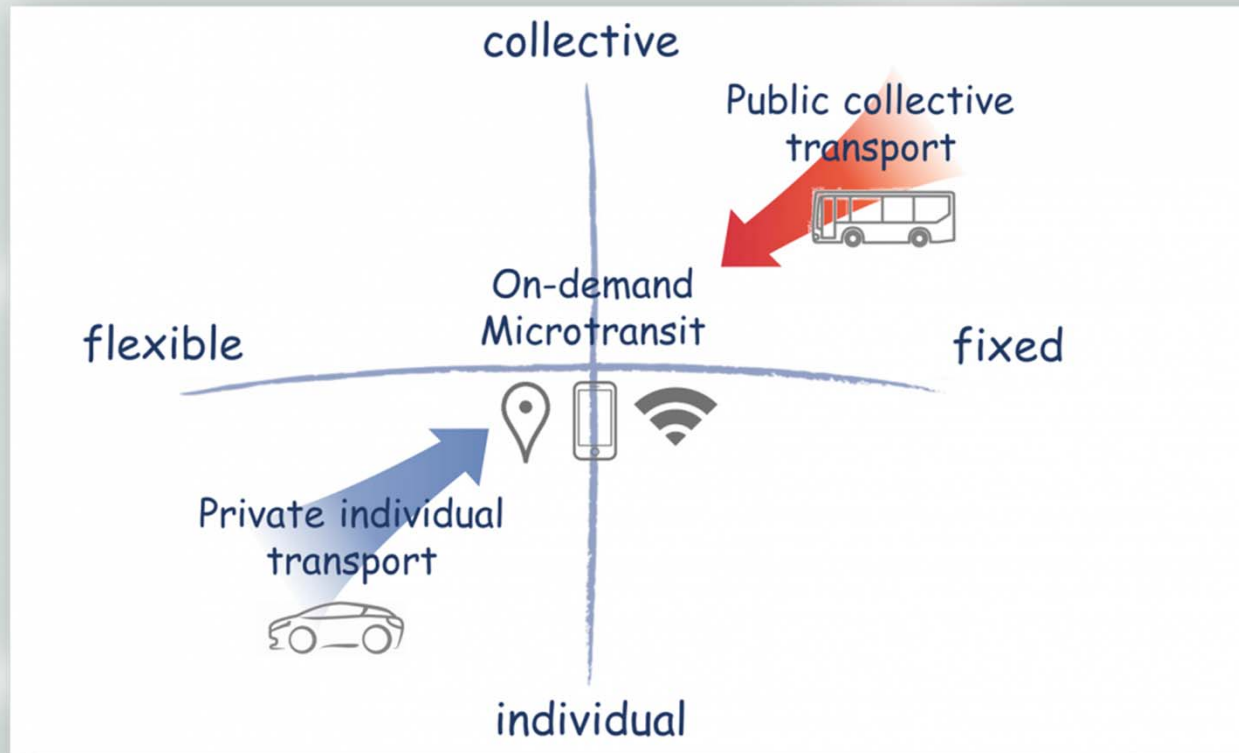
- Definition of Microtransit
- Pilot Program
- What Others are Doing
- Considerations for Permanent Program
- Questions





# BACKGROUND

## Microtransit



# BACKGROUND

## Our Program

- Saturday and Sunday 9am-5pm
- On-Demand Transportation
- 72 rider monthly average
- \$105.60 cost/passenger
- Line 1: \$44.71 cost/passenger



# BACKGROUND

## What others are doing

- AH GO
  - Spare allows demand to be shifted to Lyft
- Metro Micro
  - Stop-to-stop service in specific zones
- AVTA
  - Connecting rural areas to transit centers
- Long Beach Circuit
  - Free electric LSVs during peak-times downtown
- Go! Santa Clarita
  - Shuttle buses offer higher capacity capability



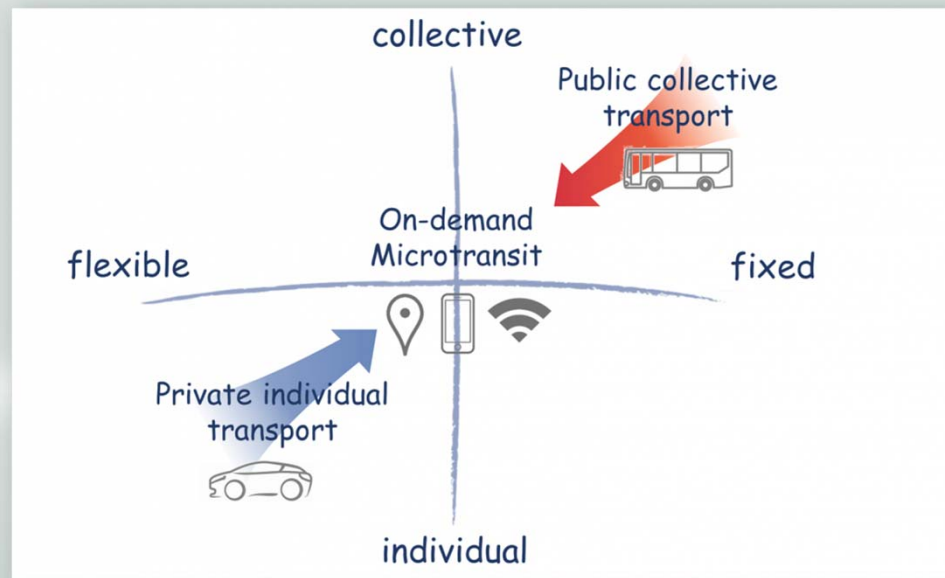
# REQUESTED ACTION

Staff recommends Councilmembers discuss options available to the City in regards to creating a permanent microtransit program and provide direction to Staff on preferred parameters.



# CONSIDERATIONS

1) Is this type of service important to our residents to allow flexibility, access and efficiency when compared to other transportation programs?



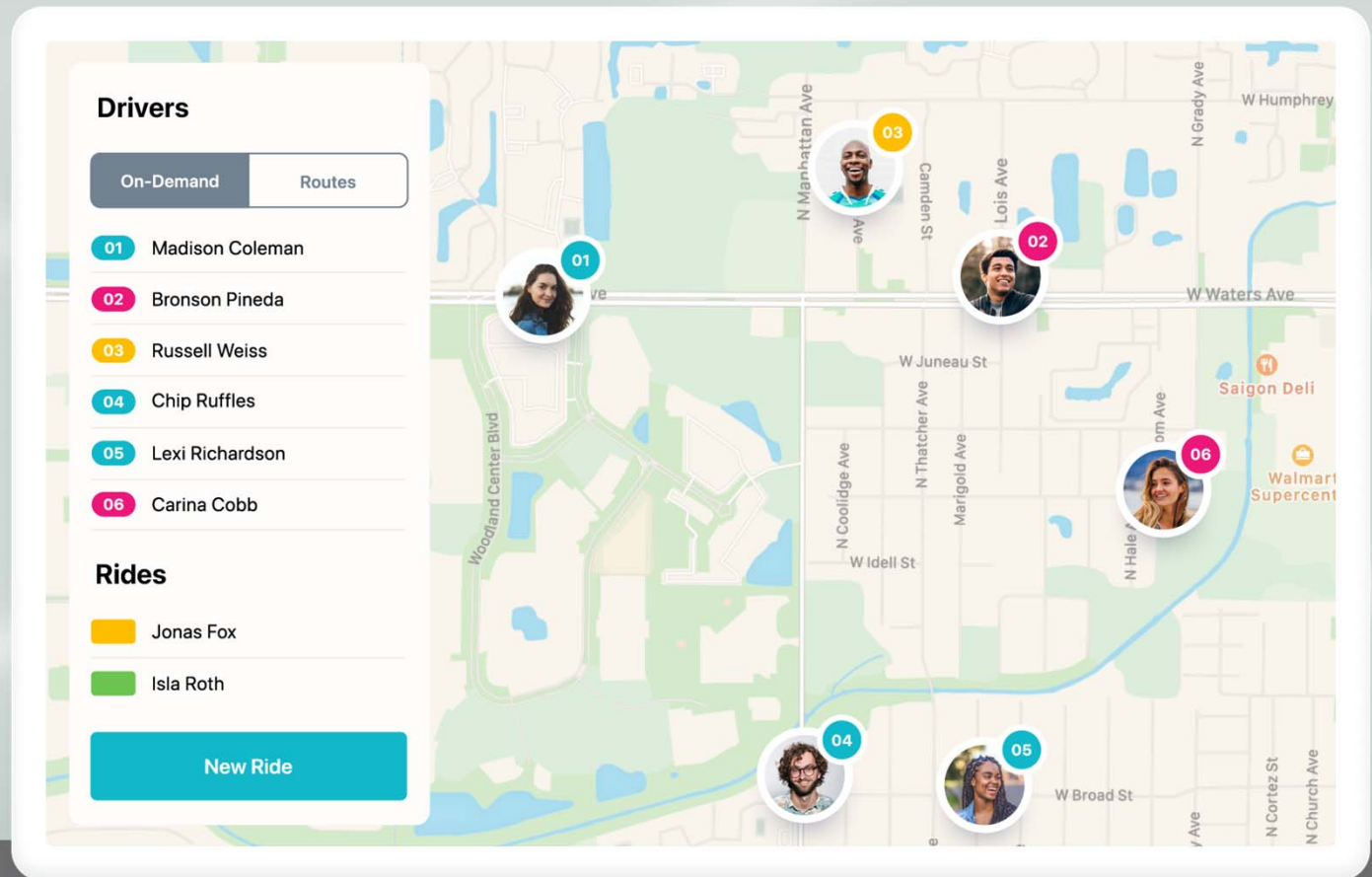
# CONSIDERATIONS

2) Does the community want a mobile application?



# CONSIDERATIONS

3) Do we want this service to be turnkey or software?



# CONSIDERATIONS

4) What kind of vehicles?






a) Bike racks

b) ZEV

c) Size

d) Special design



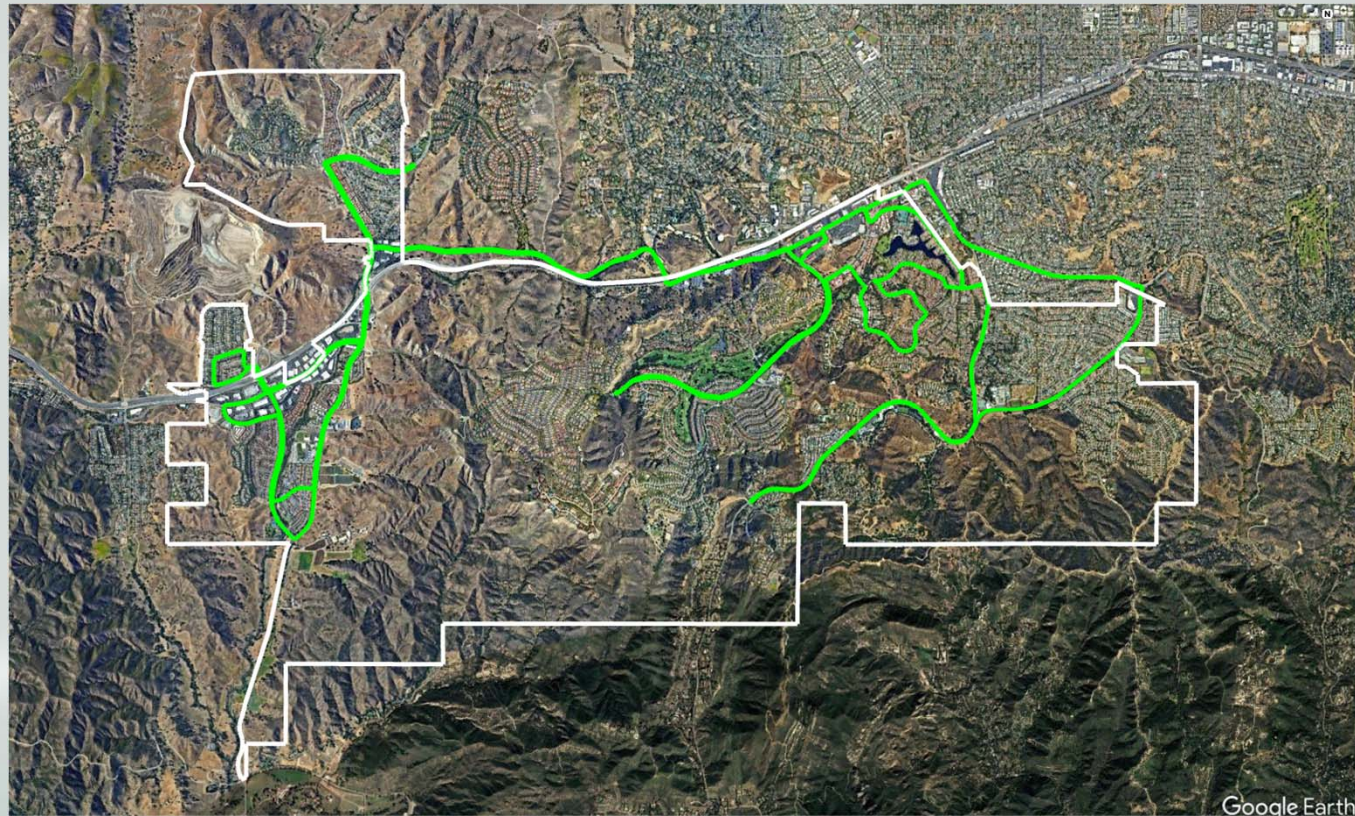
	=	7 Passengers
 + 	=	14 Passengers
	=	12 Passengers
	=	15 Passengers





# CONSIDERATIONS

5) Should the program continue to be door-to-door?



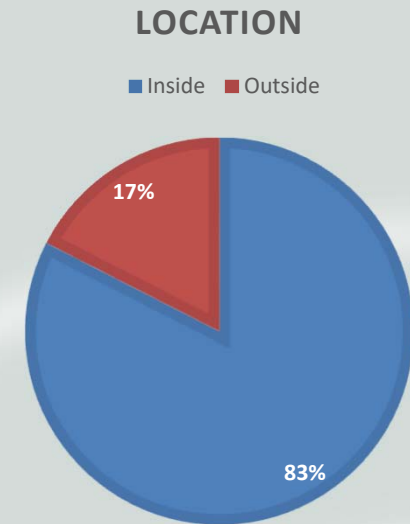
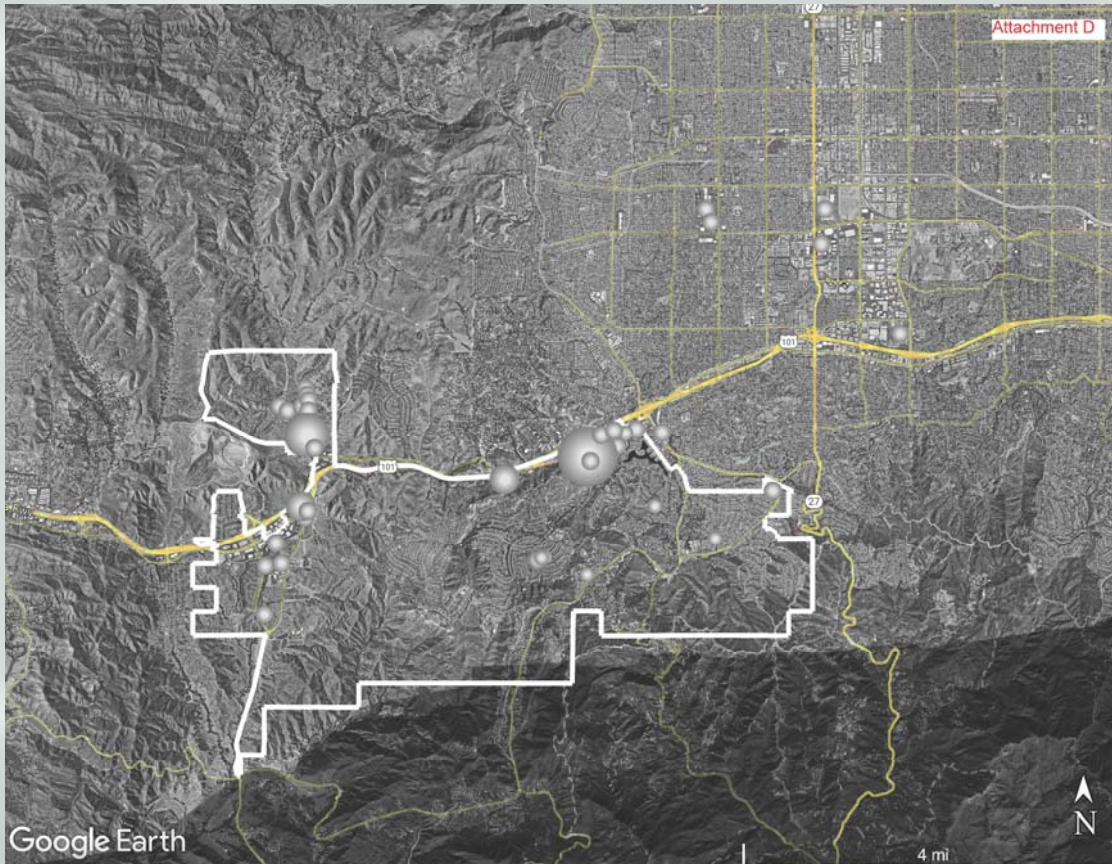
# CONSIDERATIONS

6) Should the program be expanded?



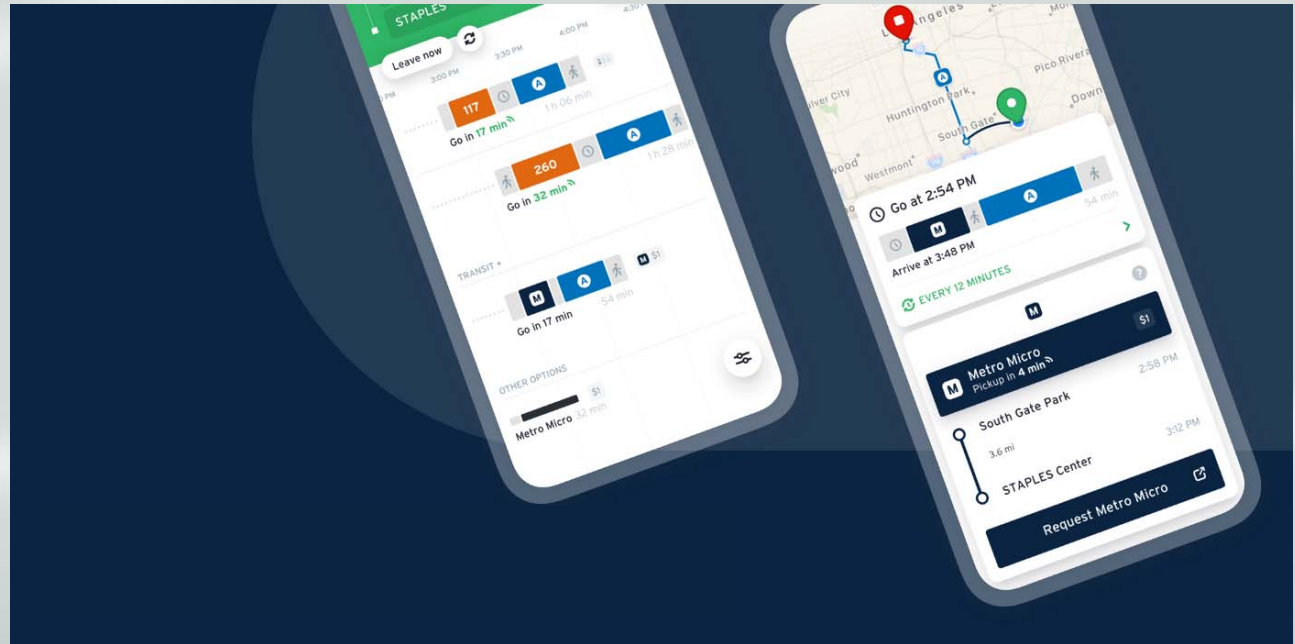
# CONSIDERATIONS

## 7) What should the service area be?



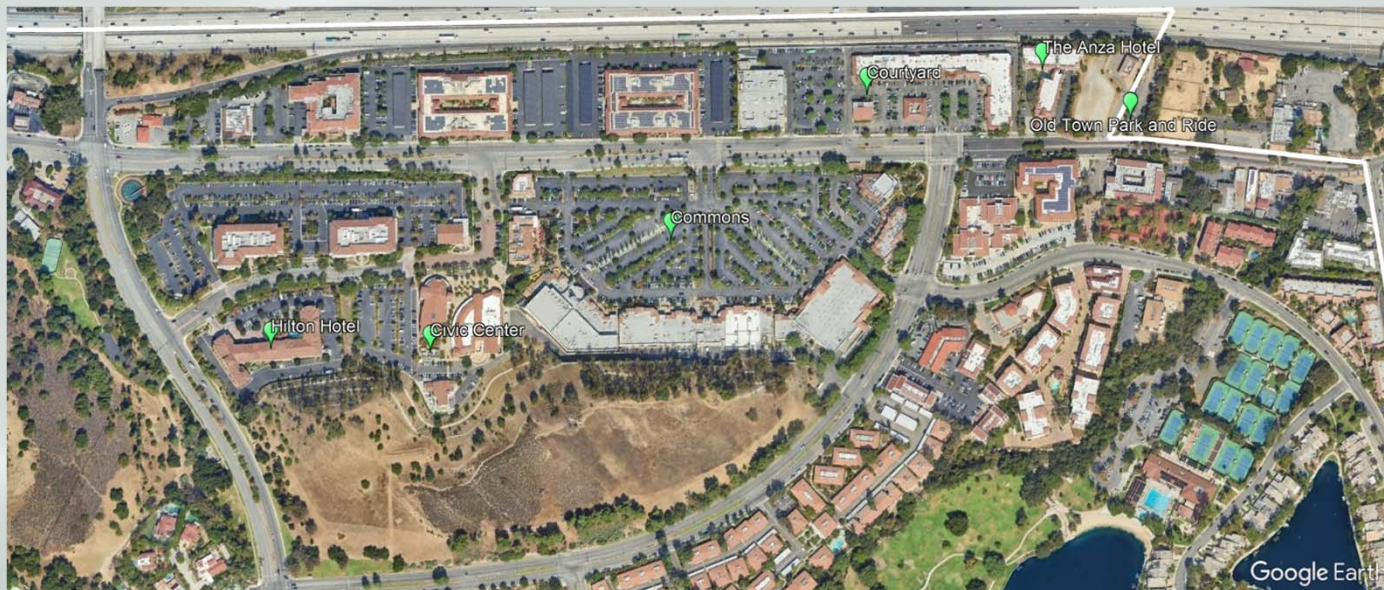
# CONSIDERATIONS

8) Do we want to utilize commingling technology?



# CONSIDERATIONS

9) Do we want to implement a Low Speed Vehicle (LSV) microtransit pilot program servicing just the Calabasas Road Business Center?



# CONSIDERATIONS

## 10) Fiscal impacts/source of funding

	Cost per Year	Cost per Passenger
Line 1	\$215,000*	\$44.71
Weekend Service	\$70,000	\$105.60
7-day Expansion	\$175,000	\$26.42
Software	\$15,000	\$2.26

	Cost per Year	Cost per Passenger
Line 1 + Weekend + Software	\$300,000*	\$45.29
7-day Expansion + Software	\$190,000	\$28.68

\*not including gas



# CONSIDERATIONS

10) What sources of funding should be utilized to implement the program timeline?

- Proposition A & C Local Return
- Fare Offsets
- Clean Transportation Funding
- ZEV Grants
- General Fund



# CONSIDERATIONS

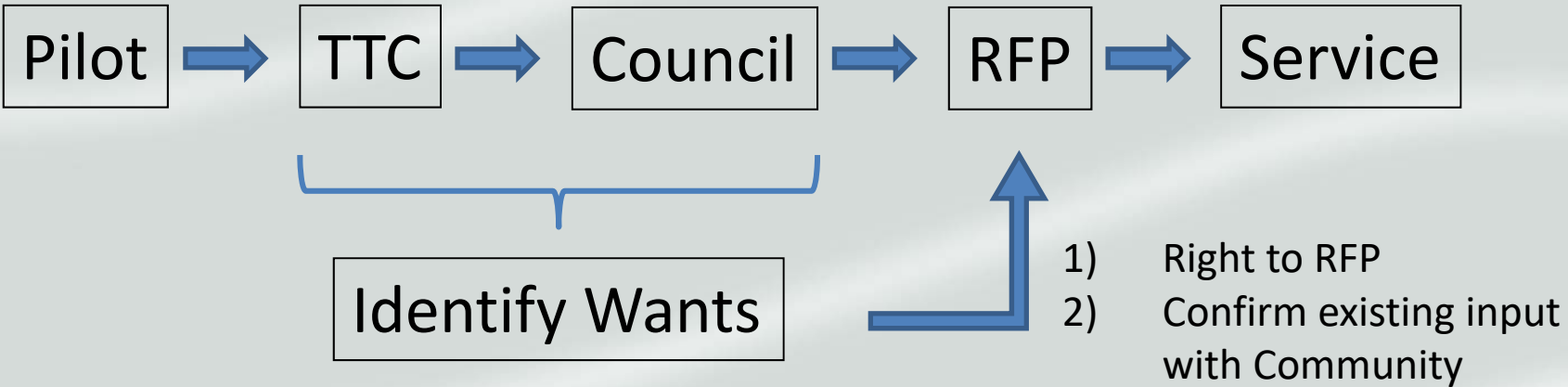
11) What other things should be included as part of the program?





# DISCUSSION

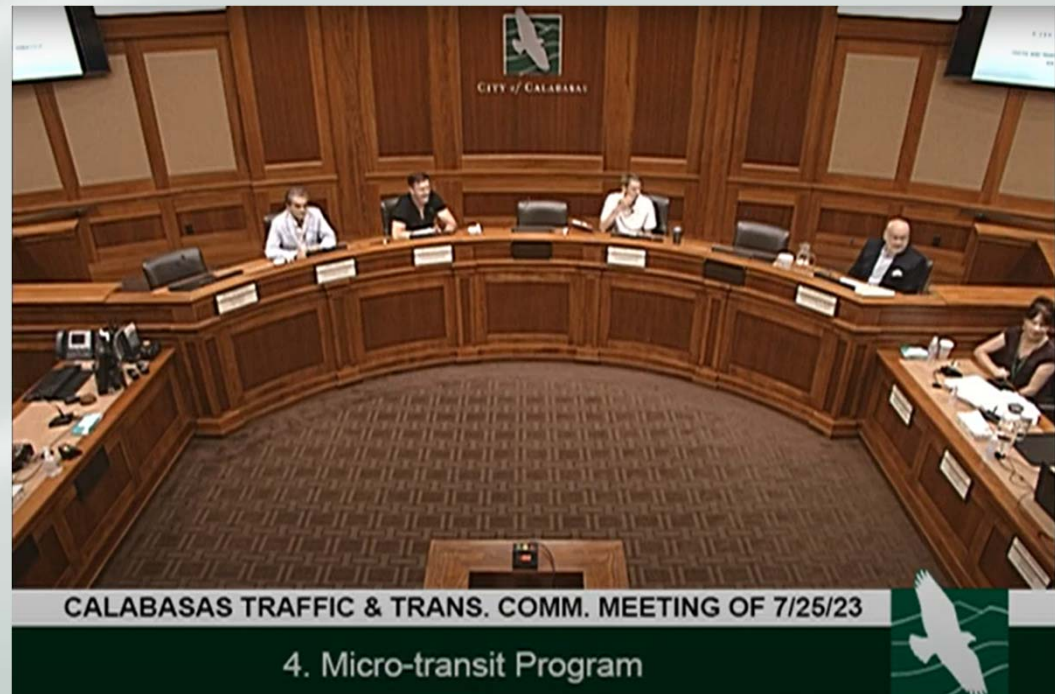
## Where do we go from here?



# DISCUSSION

## TTC Recommendations

- Mobile Application
- Comingling



# COUNCIL ACTION

Questions/Direction

