

PROJECT DESCRIPTION

Project Description:

The Calaveras Transit Agency (CTA) and the Calaveras Council of Governments (CCOG) operate out of separate buildings with limited public access. Due to the small size of these agencies, the CCOG performs the majority of administrative functions for both.

100% of the allocated TIRCP and ZETCP funds will be spent on one project: **CTA Sustainable Transit Infrastructure and Technology Improvements.**

The proposed project will construct a new campus that will house CTA transit vehicles maintenance yard, Electric Vehicle charging, customer service center and administrative offices. In addition, this project will improve customer convenience and experience by providing more accessible and universal payment options as well as facility access. The CTA will own and operate this campus, eliminating the need for the existing facility rental payments and saving approximately \$60,000 per year that can be reinvested in expanded transit services. This new campus, located adjacent to the county's highest volume highway segment, will be easily accessible by the community. In addition to the combined function of this facility, it will also contain a electric vehicle charging infrastructure and solar power generation to advance the county's ability to electrify its fleet.

The new modernized facility will utilize climate-resilient building materials and design details. This modern campus will be a local example of sustainable green building techniques, from rain gardens and drought-resistant landscaping to fire-resistant roofing, siding, and trim, including power-generating solar panels and battery storage.

The right of way needed for this project has been purchased, and the CTA is currently working with architects and engineers on the design details of this facility.

Please see the attached Calaveras County Exhibits and .kml file for:

- Project Location Map
- CTA Bus Routes
- Housing Density
- Housing Element (High-Density Vacant Land for Lower Income Units)
- Employment Centers
- Disadvantaged Community Census Blocks
- Residents over Age 65
- General Plan Land Use

Features that will help reduce greenhouse gas emissions include:

- A park-and-ride lot allows the community to either consolidate to higher occupancy vehicles or park while riding transit.
- NEVI compliant EV charging facilities that increase the number of publicly accessible charging stations for visitors and residents of Calaveras County.
- EV Charging stations for the CTA Fleet vehicles
- Solar power generation and battery storage to support the facility and EV charging.
- Eliminating the need to print paper tickets for riders
- Please see the attached Excel file: *CARB Benefits Calculator Tool for Low Carbon Transit Operations*

Features that will help increase ridership include:

- Publicly accessible customer service center at a convenient central location
- EV Charging facilities combined with a park-and-ride lot at a transit boarding location.
- Contactless payment system
- Universal and integrated fare system
- WIFI availability on busses

SB 125 TIRCP AND ZETCP ALLOCATION REQUEST
CALAVERAS COUNTY
DECEMBER 2023

Features that will help the Disadvantaged and Low-income community members include:

- A park-and-ride lot allows the community to either consolidate to higher occupancy vehicles or park while riding transit reducing fuel costs.
- Publicly accessible customer service center at a convenient central location
- Publicly accessible NEVI Compliant EV charging station. These stations do not require network subscriptions and are available to everyone.
- With this project the CTA will investigate use of pre-paid EV charging cards to eliminate the burden of holding a checking/credit account for EV charging.
- WIFI availability on buses reducing data usage costs.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE

CTA Sustainable Transit Infrastructure and Technology Improvements

(100% of allocated funds)

IMPLEMENTING AGENCY OR AGENCIES

Calaveras Transit Agency (CTA)

PHASE	START DATE	END DATE
Planning and Environmental Approval	June 2022	Anticipated February 2024
Final Design	February 2024	June 2025
Construction	September 2025	March 2026

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE

Construction is anticipated to begin in mid to late 2025

SUMMARY OF PROJECT SCOPE

The proposed project will construct a new campus that will house CTA transit vehicles maintenance yard, Electric Vehicle charging, customer service center and administrative offices. In addition, this project will improve customer convenience and experience by providing more accessible and universal payment options as well as facility access. The CTA will own and operate this campus, eliminating the need for the existing facility rental payments and saving approximately \$60,000 per year that can be reinvested in expanded transit services. This new campus, located adjacent to the county's highest volume highway segment, will be easily accessible by the community. In addition to the combined function of this facility, it will also contain a electric vehicle charging infrastructure and solar power generation to advance the county's ability to electrify its fleet.

The new modernized facility will utilize climate-resilient building materials and design details. This modern campus will be a local example of sustainable green building techniques, from rain gardens and drought-resistant landscaping to fire-resistant roofing, siding, and trim, including power-generating solar panels and battery storage.

TOTAL PROJECT COSTS (USD\$)

\$5,798,936 million (TIRCP & ZETCP allocation)

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE

\$600,000 (Previously expended LTF)

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$)
\$57,989

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
TIRCP	SB 125	\$5,158,971
ZETCP	SB 125	\$639,965

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS-REDUCING FEATURES OF THE PROJECT

Features of the project that will help reduce greenhouse gas emissions include:

- **A park-and-ride lot allows the community to either consolidate to higher occupancy vehicles or park while riding transit.**
- **EV charging facilities will increase the number of publicly accessible charging stations for visitors and residents of Calaveras County.**

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

Features of the project that will help increase ridership include:

- **Publicly accessible customer service center at a convenient central location.**
- **EV Charging facilities combined with a park-and-ride lot at a transit boarding location.**
- **Contactless payment system.**
- **Universal and integrated fare system.**
- **WIFI availability on buses.**

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

Features of the project that will provide benefits to disadvantaged and low-income communities include:

- **A park-and-ride lot allows the community to either consolidate to higher occupancy vehicles or park while riding transit reducing fuel costs.**
- **Publicly accessible customer service center at a convenient central location.**
- **Publicly accessible NEVI Compliant EV charging station. These stations do not require network subscriptions and are available to everyone.**
- **With this project the CTA will investigate the use of pre-paid EV charging cards to eliminate the burden of holding a checking/credit account for EV charging.**
- **WIFI availability on buses reducing data usage costs.**

ZETCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE

CTA Sustainable Transit Infrastructure and Technology Improvements

(100% of allocated funds)

IMPLEMENTING AGENCY OR AGENCIES

Calaveras Transit Agency (CTA)

PHASE	START DATE	END DATE
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- Eliminating the need to print paper tickets for riders

EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550). This should support your completed CARB benefit criteria table (Attachment 3) and should utilize the criteria in Attachment 1

Features that will help the Disadvantaged and Low-income community members include:

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- WIFI availability on buses reducing data usage costs.

If applicable, PLAN TO CONSULT WITH DISADVANTAGED OR LOW-INCOME STAKEHOLDERS AS PART OF PROJECT DEVELOPMENT

PROPOSED ACTIVITIES	SUB TASKS	BUDGET
None Planned		

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

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Calaveras County General Plan Land Use



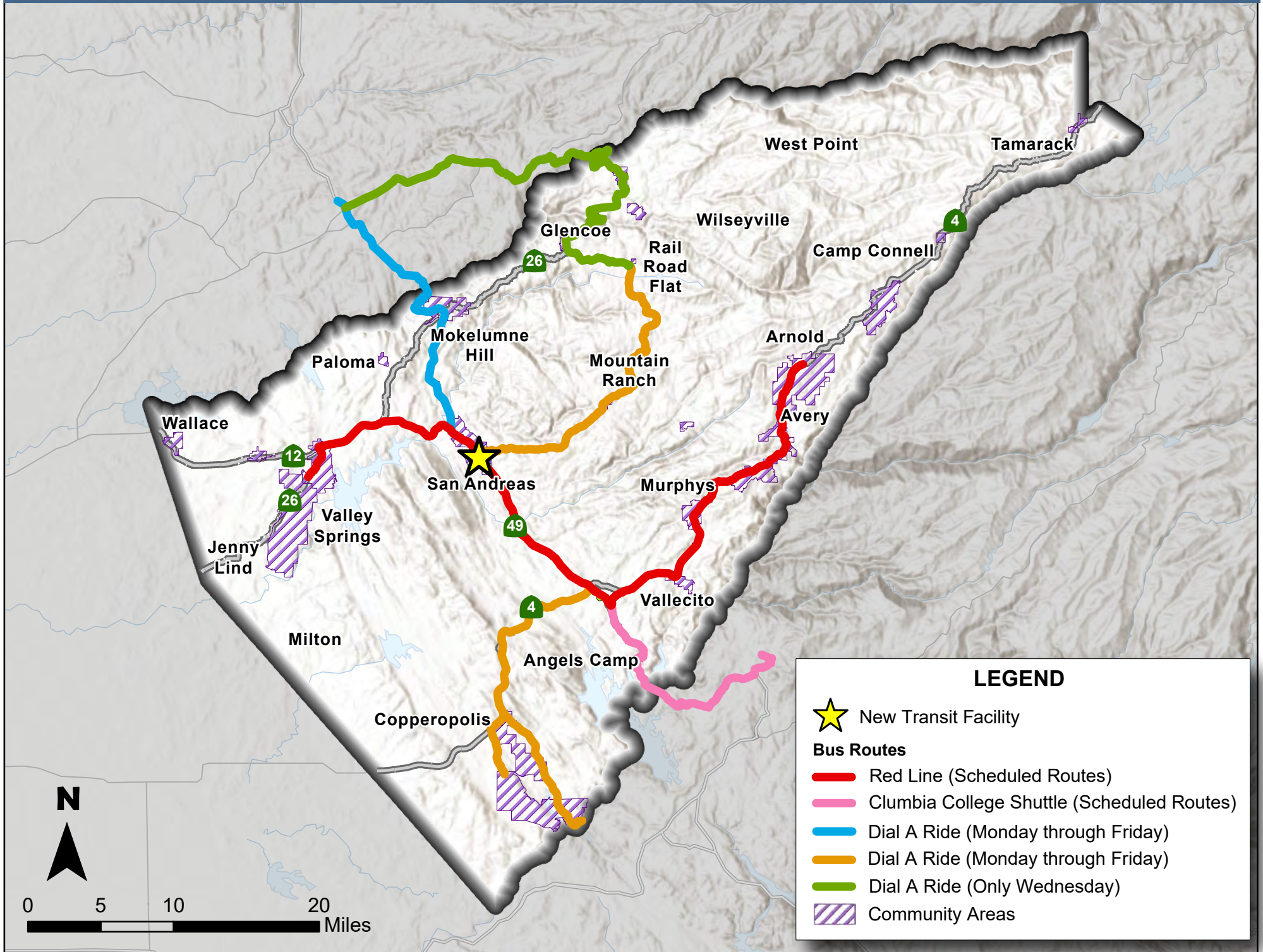
LEGEND

-  New Transit Facility
-  Working Lands
-  Resource Management
-  Resource Production
-  Rural Residential
-  Residential Low Density
-  Residential Medium Density
-  Residential High Density
-  Public/Institutional
-  Rural Transition A/B
-  Commercial
-  Community Centers
-  Historic Centers
-  Commercial Recreation
-  Future Specific Plan
-  Specific Plan
-  Industrial
-  Right of Way
-  City of Angels Camp

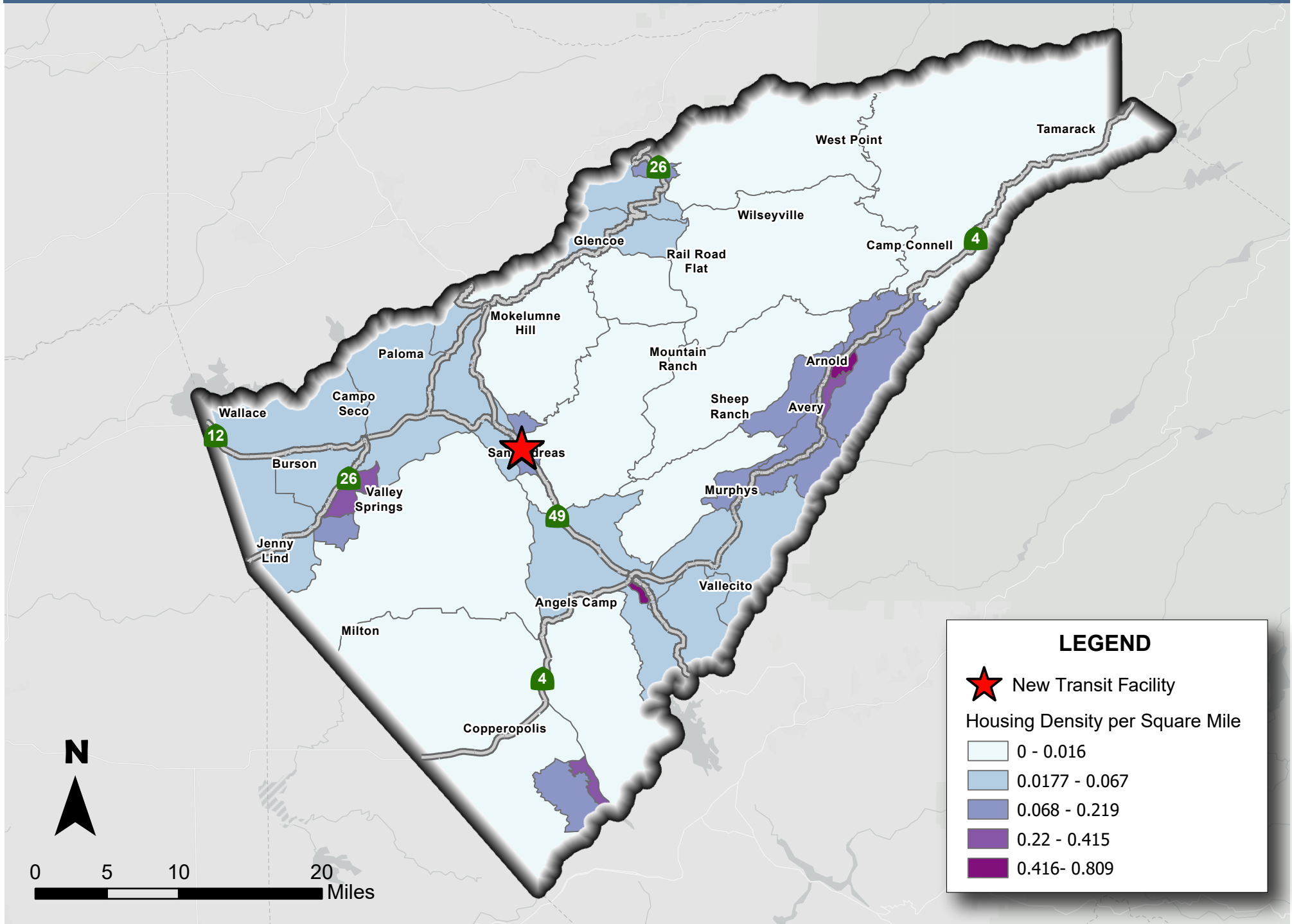


0 5 10 Miles

Calveras Connect Local Bus Routes

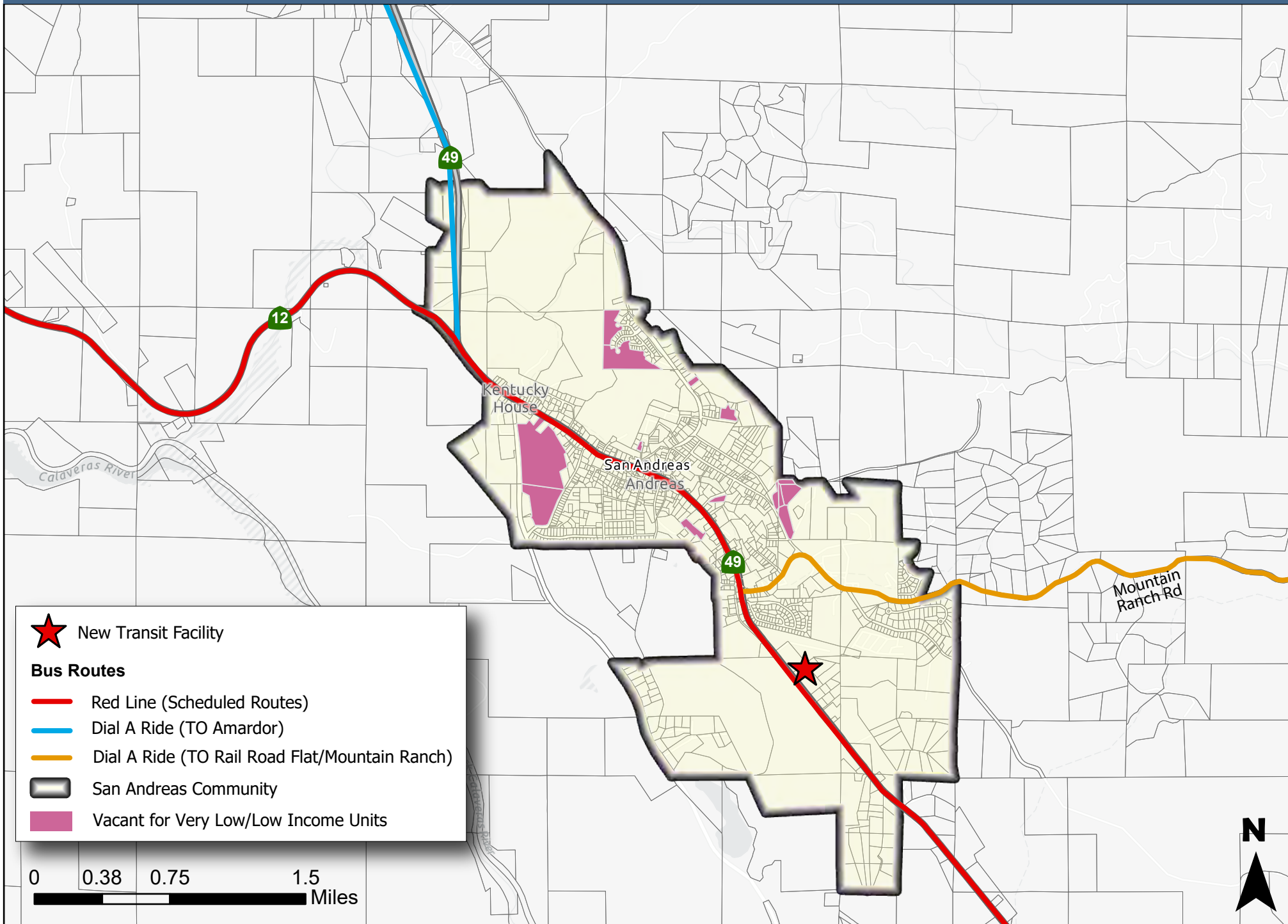


Calaveras Housing Density

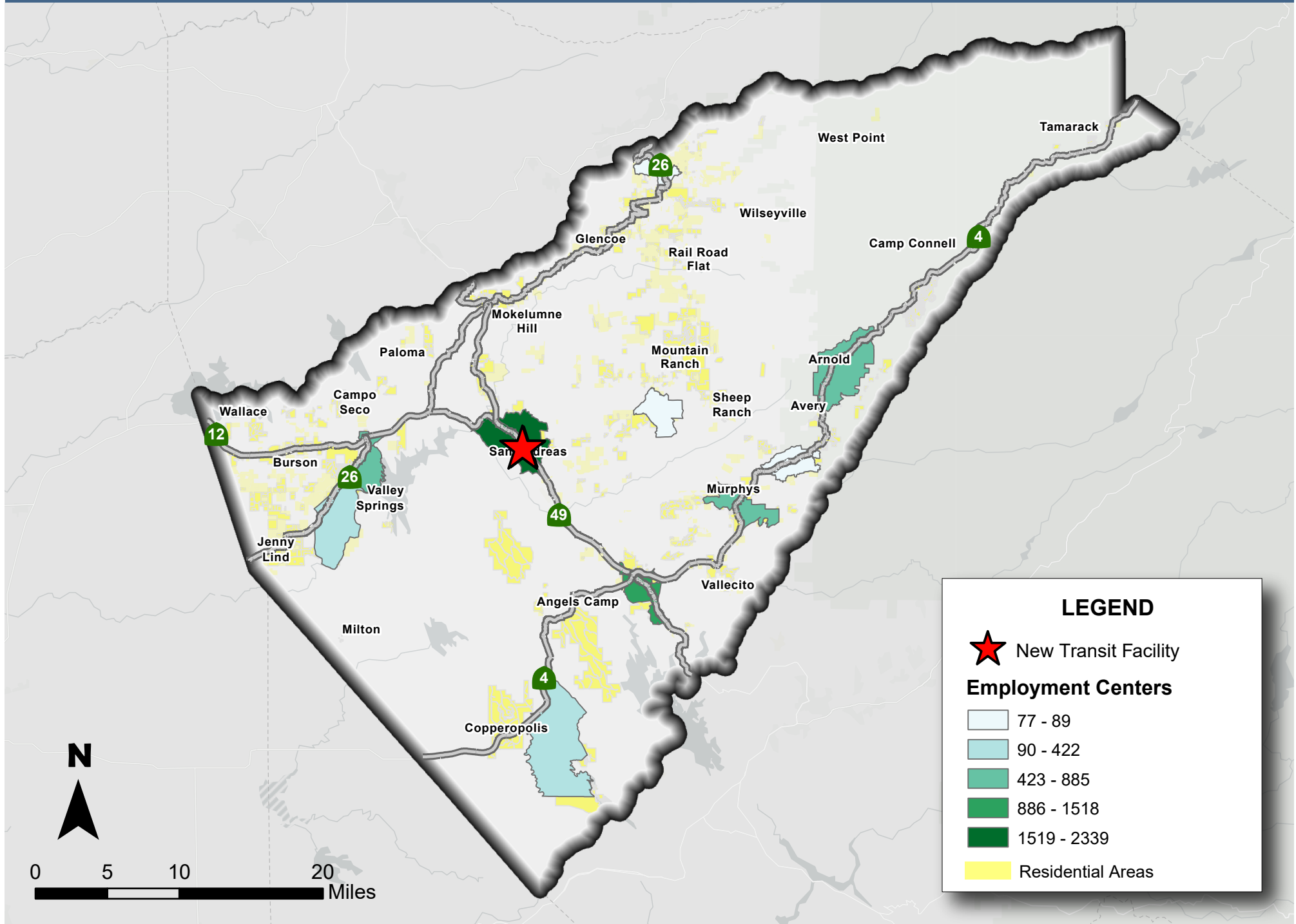


Housing Element 2019 -2027

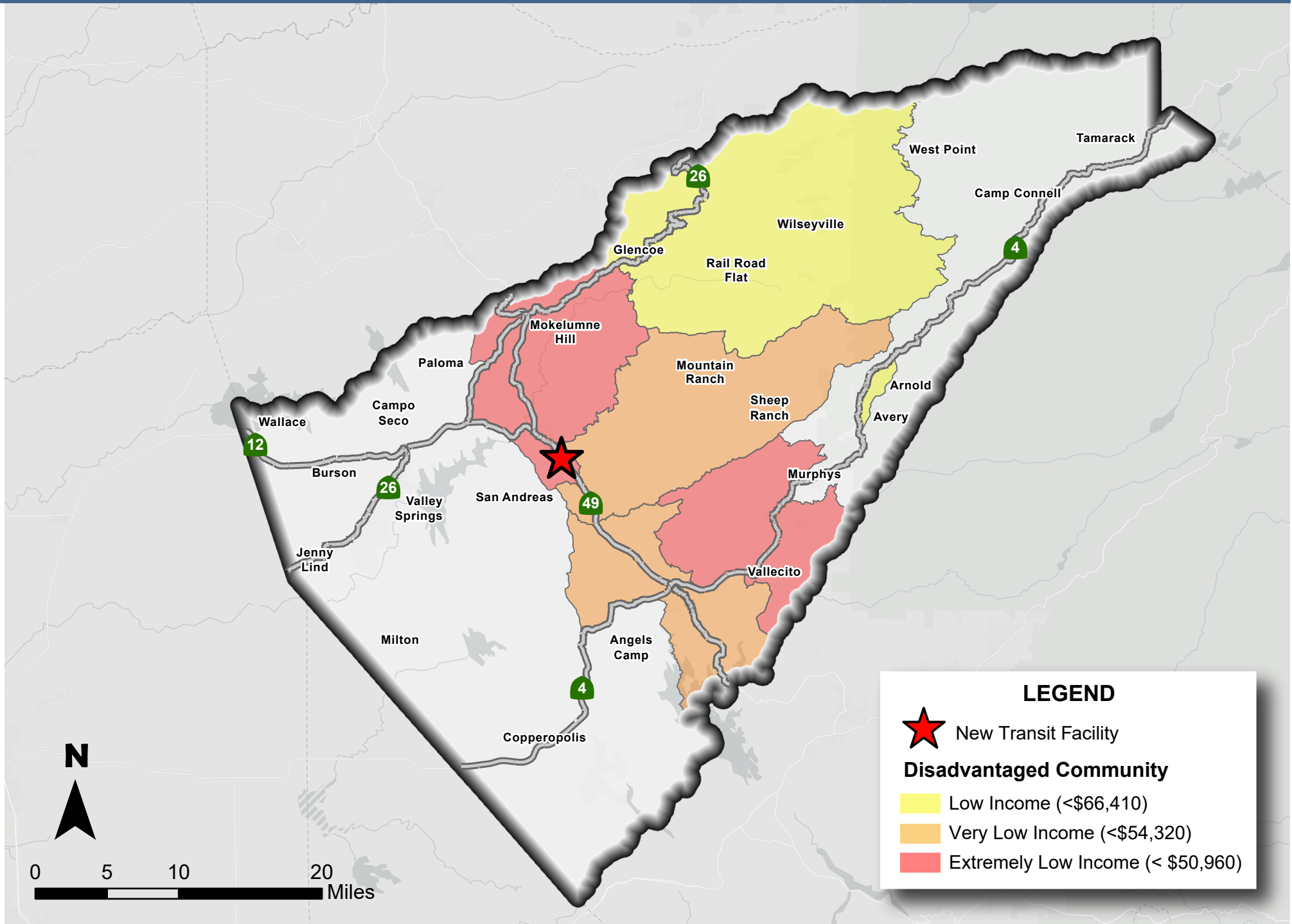
Identified High Density Vacant Land Capacity for Lower Income Units




Calaveras County Employment Centers



Calaveras Disadvantaged Communities




LEGEND

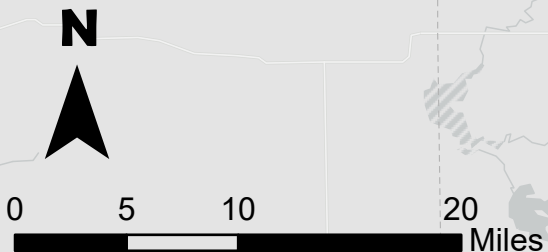
 New Transit Facility

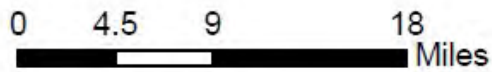
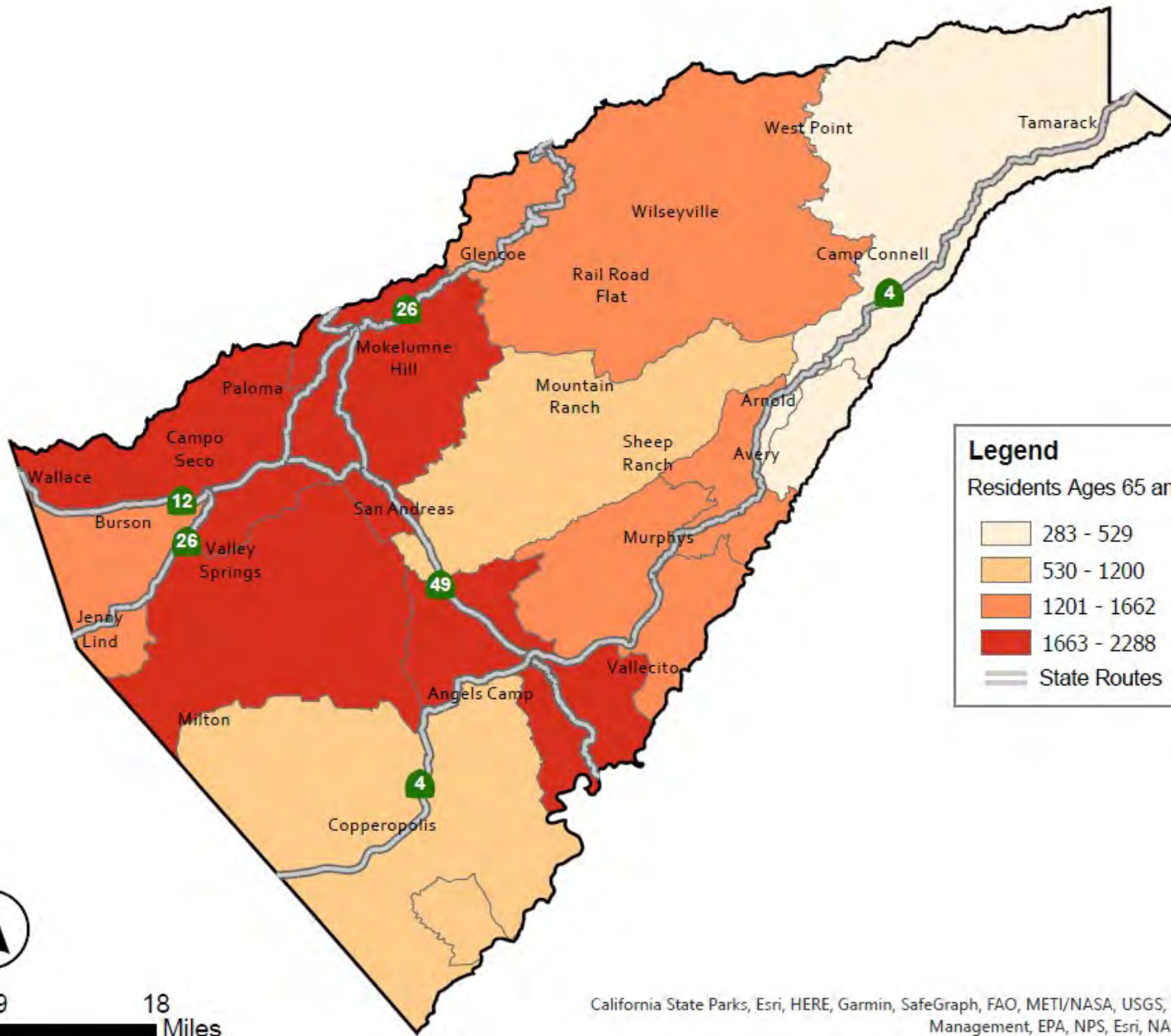
Disadvantaged Community

 Low Income (<\$66,410)

 Very Low Income (<\$54,320)

 Extremely Low Income (<\$50,960)





California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, Esri, NASA, NGA, USGS

A: Cover Letter

A1 Signed by the Executive Director.

B: Narrative Explanation

B1 Narrative Explanation

C: Project Description

C1 Project Description

C2 TIRCP Fact Sheet

C3 ZETCP Fact Sheet

C3c(0) Project Location (*KML File Attachment*)

C3c(1) Project Location and Local Bus Routes

C3c(2) Housing Density

C3c(3) Housing Element (High-Density Vacant Land for Lower Income Units)

C3c(4) Employment Centers

C3c(5) Disadvantaged Communities

C3c(6) Residents over Age 65

C3c(7) General Plan Land Use

C4 CARB Benefits Calculator Tool for Low Carbon Transit Operations Program (*Excel File Attachment*)

D: Funding Allocation Package Worksheet

D1 SB 125 Funding Request (*Excel File Attachment*)

D2 Funding Allocation Package (*Excel File Attachment*)

E: Transit Operator Data Narrative

E1 Transit Operator Data Narrative

E2 Transit Asset Management Plan

E3 NTD Report

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E: Transit Operator Data Narrative

E1 Transit Operator Data Narrative

E2 Transit Asset Management Plan

E3 NTD Report

E. Regionally Representative Transit Operator Data

The requested regionally representative transit operator data for the Calaveras Council of Governments funding allocation request package represents data for the Calaveras Transit Agency (CTA). The CTA is the only public transit agency in Calaveras County and therefore is receiving 100% of the TIRCP and ZETCP funding.

I. EXISTING FLEET AND ASSET MANAGEMENT PLANS FOR CALAVERAS TRANSIT AGENCY

The Calaveras Transit Agency completed and adopted a Zero Emissions Bus (ZEB) Rollout and Implementation Plan (“CTA ZEB”) on April 5, 2023. The CTA ZEB plan was submitted to the California Air Resources Board (CARB) for compliance with the Innovative Clean Transit (ICT) regulation. The CTA ZEB plan can be found on the CARB website at:

<https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans>.

The CTA adopted and last updated their Transit Asset Management Plan (TAM), per the requirements of FTA’s TAM Final Rule, on October 5, 2022. That plan is attached as Attachment E2.

II. REVENUE COLLECTION METHODS

Revenue for the Calaveras Transit Agency is currently collected through cash fares on buses, Token Transit app purchases, paper Ticket and Pass purchases by riders directly through the transit administrative office, and college student subsidized fare program by Columbia Community College.

Costs to current fare payment methods:

1. Cash fare boxes are an additional cost to the purchase of each bus.
2. The various types of paper fare media, as shown below, are printed at a print shop and shipped to transit administrative offices.
3. Cash collected onboard the buses are collected on a daily basis and dropped off at the County treasurers office, requiring staff time and space for storing, transport, and reporting.

Fixed Route Fares (Monday - Friday)	Regular	Students	Discounted*	Youth (7-12)	Children Under 6 (with fare paying adult)
One-Way Base	\$1.50	-	\$1.00	\$0.50	Free
Ticket Book (15 Tickets)	\$20.00	-	\$15.00	-	-
Monthly Pass	\$40.00	\$35.00	\$30.00	-	-

Direct Connect DAR Fares	Regular	Students	Discounted*	Youth (7-12)	Children Under 6 (with fare paying adult)
One-Way Base	\$3.00	-	\$2.00	\$1.00	Free

Saturday Hopper Fares	Regular	Students	Discounted*	Youth (7-12)	Children Under 6 (with fare paying adult)
Saturday Hopper Base	\$3.00	-	\$1.50	\$0.50	Free

*Discounted includes individuals with disabilities, older adults (age 65+), and Military Veterans

Please refer to Attachment E3 for the latest NTD report detailing the fare revenue collected.

III. STATEMENT OF EXISTING SERVICE PLAN AND PLANNED SERVICE CHANGES THROUGH END OF 2023-24 AND SCHEUDLE DATA IN GTFS FORMAT

Existing Service Plan:

Calaveras Connect is the only public transit service in Calaveras County and the only public transit operator who uses TDA funds in Calaveras County. Calaveras Connect provides deviated fixed route and dial a rides service to the unincorporated communities of the county, as well as the City of Angels Camp. Calaveras Connect is operated through a contract with Paratransit Services.

The Calaveras Connect system offers one (1) deviated fixed route generally between 6:00 AM and 8:00 PM, Monday through Friday. Deviations are available, upon request, up to ¼ of a mile. Saturday service provides deviated fixed-route service between Angels Camp and Murphys between 10:00 AM and 6:30 PM with an On-Demand option to connect to Arnold. Calaveras Connect provides coordinated transfers with Amador Regional Transit in Jackson, which provides a link for residents to Sacramento, and with Tuolumne County Transit at Columbia College. Dial-a-Ride services operate Monday through Friday between the hours of 8:00 AM and 5:00 PM by reservation. Out of County connections are available via Dial-a-Ride on specific days.

The existing service plan and updated fare structure was approved and implemented in January of 2022 developed based on the recommendations from the most recent Short Range Transit Plan. The CTA has gone through extensive efforts and has successfully implemented the recommendations from the latest SRTP, which can be found here: https://calacog.org/wp-content/uploads/2021/01/Calaveras_SRTP_-_Final-Report-1-28-21-reduced-file-size.pdf.

There are no Planned Service Changes currently

GTFS here: <https://data.trilliumtransit.com/gtfs/calaveras-ca-us/calaveras-ca-us.zip>

IV. EXPENDITURES ON SECURITY AND SAFETY MEASURES

CTA has purchased significant safety equipment for the transit operations facility but does not have additional data or information available regarding cybersecurity measures.

V. OPPORUTNITIES FOR SERVICE RESTRUCTUREING, ELMINATING SERVICE REDUNDANCIES, AND IMPROVING COORDIANTION AMONST TRANSIT OPERATORS

As discussed above, the CTA has implemented recommendations from the latest Short Range Transit Plan (SRTP) which addressed service restructuring and eliminating service redundancies. In addition, the CTA participates in the development and implementation of the Coordinated Public Transit-Human Services Transportation Plan which looks at opportunities for coordinating services with other transportation service providers. The Calaveras Council of Governments (CCOG) is currently conducting an update to this plan in 2024.

In addition, introducing contactless pay options continues the statewide efforts to make transit accessible to everyone, as well as creating a cohesive payment system for transit throughout the state. Introducing contactless pay options will reduce the need for distribution of printed fare media and the collecting of cash and purchased paper fares, further reducing the demand on the drivers during service.