

LCTOP FY 2025-2026 Allocation Request Cycle A

FY 2025-2026 LCTOP:	Cycle A	Is your Cycle A and Cycle B project the same?	Yes
---------------------	---------	---	-----

Lead Agency Information

Lead Agency Name:	City of Santa Maria		
Address:	110 S Pine St, Suite 226		
City, State, Zip Code:	Santa Maria		
County:	Santa Barbara County		
Agency Website:	https://www.cityofsantamaria.org/		
Regional Planning Agency:	Santa Barbara County of Associated Governments (SBCAG)		
Caltrans District:	05		
Does your agency have an approved Title VI Plan?	Yes	Approved Date:	05/21/24
		Title VI Attached:	Yes

Allocation Request Prepared by	
Name:	Kailey Pringle
Title:	Transit Grant Manager
Phone #:	(805)925-0951 x 2401
E-mail:	kpringle@cityofsantamaria.org

Contact (if different than "Prepared by")	
Name:	
Title:	
Phone #:	
E-mail:	

Authorized Agent	
Name:	Gamaliel Anguiano
Title:	Deputy Director
Phone #:	(805)925-0951 x 2480
E-mail:	ganguiano@cityofsantamaria.org

Legislative District Numbers									
Assembly*:	35								
Senate*:	19								
Congressional*:	24								

*if you have additional Districts, please provide a separate attachment

Project Summary

Name: <i>No more than 2 lines</i>	Guadalupe Routes
Description (Short): <i>No more than 375 characters.</i>	SMRT has consolidated the Guadalupe service, previously provided by SMOOTH. SMRT has two routes, 40 and 41. These routes provide service to Guadalupe and connect Santa Maria and Guadalupe.
Type:	Operations
Sub-Type:	Provision of a new expanded/enhanced transit service

Start date (anticipated) :	7/1/2026	End date (anticipated) :	06/30/2027
-----------------------------------	----------	---------------------------------	------------

Funding:	99313:	\$332,355	99314:	\$10,363	Total:	\$342,718
-----------------	---------------	-----------	---------------	----------	---------------	-----------

Rollover Projects: Please provide the total number of years your agency plans to accumulate funds and how many years remaining, include this year.	Rollover Project:	No
	Total Years of Rollover:	
	Remaining Years of Rollover:	

Project Life: For capital projects, state the project useful life in years . For operation projects, state the number of months a service will be funded.	Capital:		Years
	Operations:	12	Months

Request LONP: Your agency has selected a start date prior to estimated Award Date of October 1 2026, please provide an explanation of your need to start your project before the Award Date.

Our prior year of LCTOP funding only covered until 6/30/2026, we would request a start date of 7/1/2026 as to not have a lapse in funding for this route.

LCTOP FY 2025-2026 Allocation Request Cycle A

Funding Information

Allocation Yr	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PUC 99313:		\$332,355					\$332,355
PUC 99314:		\$10,363					\$10,363
Total LCTOP:	\$0	\$342,718	\$0	\$0	\$0	\$0	\$342,718
LCTOP Interest:							\$0
Other GGRF:							\$0
Total CCI:	\$0	\$342,718	\$0	\$0	\$0	\$0	\$342,718
Other Funds:							\$0
Total:	\$0	\$342,718	\$0	\$0	\$0	\$0	\$342,718

Lead Agency:	City of Santa Maria	Amount:	PUC Funds Type:
Contact Person:	Kailey Pringle		99313
Contact Phone #:	(805)925-0951 x 2401	\$10,363	99314
Contact E-mail:	kpringle@cityofsantamaria.org		

Contributing Sponsor:	Santa Barbara County Association of Govts	Amount:	PUC Funds Type:
Contact Person:	Maya Kulkarni	\$332,355	99313
Contact Phone #:	(805)961-8915		99314
Contact E-mails:	mkulkarni@sbcaag.org		

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 24-25 LCTOP Funding	\$342,718
-------------------------------------	------------------

Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover years.

SMRT has consolidated the City of Guadelupe's service, which up until July 1, 2025, was provided by their contractor, SMOOTH. For this project we will provide service to and within Guadelupe for the 2026/27 fiscal year, from July 1 2026 to June 30, 2027. We estimate 9060 hours of revenue service and estimate a total cost of \$579,749.40

Detailed Funding Information: This section should be completed to detail any CAP funds included in the "Prior" column, include the Project ID, amount of funds transferred, and CAP approval date(if available).

LCTOP FY 2025-2026 Allocation Request Cycle A

Funding Plan

Total Project Funding							
Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$342,718	\$0	\$0	\$0	\$0	\$342,718
TOTAL	\$0	\$342,718	\$0	\$0	\$0	\$0	\$342,718

Funding Source: Low Carbon Transit Operations Program (LCTOP)

Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other		\$342,718					\$342,718
TOTAL	\$0	\$342,718	\$0	\$0	\$0	\$0	\$342,718

Funding Source:

Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:

Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:

Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

LCTOP FY 2025-2026 Allocation Request Cycle A

Funding Plan

Funding Source:

Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:							
Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:							
Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:							
Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:							
Component	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27	FY 27-28	FY 28-29	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Equipment Purchase							\$0
Operations/Other							\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0

LCTOP FY 2025-2026 Allocation Request Cycle A

Project Information

1) Project Description - Provide a comprehensive project description. For operations projects, include: **#of trips, span, frequency improvements, days of operation and marketing component (if applicable)**. For capital projects, include: **product specifications** and identify all LCTOP funded components. **No more than 14 lines.**

On July 1st 2025, SMRT began operating a route to and within Guadelupe. Between the two routes we anticipate providing 9,060 Revenue Hours between those two routes. The route connecting Guadelupe and Santa Maria will be called the route 40. This route will run from 6am to 7pm, Monday through Saturday, with thirteen trips. Sunday service will be 8am to 6pm. Notably this route connects the Amtrak station in Guadelupe with the transit center in Santa Maria. The route within Guadelupe is the route 41 and will run from 6:30am to 7:30 pm Monday through Saturday, making twenty-six loops per day. Sunday service will be 8:30am to 6:30pm.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. **Include any public outreach, events, workshops or community input. No more than 14 lines.**

Prior to our July 1st, 2025, launch, we conducted four community meetings, two in Santa Maria and two in Guadelupe. Our goal with these public meetings was to receive feedback from both communities regarding SMRT taking over this service, and to address any public concerns. After the launch of service, we have continued to monitor routes 40 and 41 closely to look for any adjustments and consider how those will affect riders. Additionally, we held our Unmet Transit Needs meeting in December and included routes 40 and 41 in our presentation to the public. We welcome any comments and discussion regarding the Guadelupe routes.

3) Project Costs - Provide an **itemized breakdown** of project components **and** describe **how the cost estimations were developed**. Please include marketing and bus wraps cost in this section. Total costs must correspond to the Funding Information section above. **No more than 14 lines.**

We have estimated 9060 hours for one year of operating route 40 and 41. This is based off the current level of service provided, and accounts for holidays and weekend service during this period. The hourly rate we used in our calculations is \$63.99 per hour, based on our operational contract. With 9060 revenue hours, we estimate a total cost of \$579,749.40. The difference between the total cost and the amount of LCTOP funds will be made up with our TDA funds.

LCTOP FY 2025-2026 Allocation Request Cycle A

Agency Information

4) Agency Fare - Describe your agency's fare structure including any discounts or special fares and **how the project will affect that structure, if at all. No more than 16 Lines.**

SMRT Regular Single Ride \$1.50, SMRT Student Single Ride with ID \$1.25, Senior (60+) Single Ride \$.75, Persons with Disability Single Ride \$.75, Medicare Card Holders Single Ride \$.75, Children under 8 years with fare paying adult on SMRT(Maximum 3 children) free. SMRT 31-Day pass \$31, SMRT 31-Day Student \$31, SMRT Senior/Disabled 31-Day Pass \$15, Store Value Pass \$10, Store Value Pass \$20. Regional Routes Regular Single Ride \$2.00, Regional Student Single Ride \$2.00, Regional Senior (60+)/Medicare Card Holder/Persons with Disabilities \$1.00, Regional 31-Day Regular \$31.00, Regional 31-Day Seniors/Disabled/Medicare Holder \$15. This project will have no effect on the fare structure.

5) Agency Service - Describe the transit service provided and how the project plays into the overall operations. .
No more than 2450 characters.

The City of Santa Maria is located along US-101 and Highway 1 in the central coast of California and in the northwest corner of Santa Barbara County. With a population of over 100,000, it is now the county's largest city. SMRT operates local and regional fixed route service and complementary paratransit. Local fixed-route and ADA service area includes the City of Santa Maria, Orcutt, and Tanglewood, this comprises of twelve total local routes. Our regional routes include service to New Cuyama, Lompoc, Vandenberg Space Force Base, Los Alamos, Buellton, Solvang, Santa Ynez, the Chumash Reservation, and San Luis Obispo. SMRT also have a pilot Microtransit service, Monday through Friday 8:30 pm to 10:30pm, and Saturday and Sunday from 6:30 pm to 8:30pm.

6) AB 680 Workforce Standards to Support Job Quality -As part of your FY 25-26 LCTOP Allocation Request Packet please include an electronic copy of your agency's most recently approved procurement manuals.

Did you submit your approved procurement manual as part of your FY 25-26 LCTOP Allocation Request Packet?	Yes
--	-----

LCTOP FY 2025-2026 Allocation Request Cycle A

Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions.

This project will reduce greenhouse gas emissions by removing Guadalupe Flyer and Guadalupe Local transit riders from cars and convert them into the use of the Santa Maria Regional Transit, which will be served part time, by electric buses.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2026	Second year of route 40 and 41, operated by SMRT
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2027	The end year of the funding for the Route 40 and 41
Project Yr. 1 Ridership Increase - Estimated annual ridership <u>contributed by the new service or capital improvement</u> in Yr1.	56,000	SMRT anticipates route 40 and 41 generating roughly 56,000 rides. This is based off the current levels of ridership, assuming trends continue.
Project Yr. F Ridership Increase - Estimated annual ridership <u>contributed by the new service or capital improvement</u> in YrF.	56,000	SMRT anticipates route 40 and 41 generating roughly 56,000 rides. This is based off the current levels of ridership, assuming trends continue.
Adjustment (A) - Adjustment factor to account for Choice Riders. Use default values listed on	0.705	Using the default values listed for commuter bus.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use default values listed on	1.78	Using the length for the 40 and 41.
Project Useful Life	1	This is calculated based on the values above.
Total Project Ridership Increased	56,000	This is calculated based on the values above.
Total Project VMTs Reduced	70,274	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	29.56	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
FY 25-26 LCTOP Project GHG Emission Reductions (MTCO_{2e})	29.56	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

LCTOP FY 2025-2026 Allocation Request Cycle A

Project Benefits

Travel Cost Savings Benefits

	Value	Explanation
--	-------	-------------

Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding, <i>prior</i> to project implementation)	\$1.50	Fare for regular single ride
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding <i>resulting from</i> project implementation)	\$1.50	*Project will not have an effect on fare
Transit Facility Parking Cost (\$/Roundtrip/Rider) (Average cost to park to use transit associated with project)	\$0.00	Project will not provide service
Avoided Parking Cost (\$/Roundtrip/Rider) (Average avoided parking cost associated with project)	\$0.00	Project will not provide service
Avoided Toll Cost (\$/Roundtrip/Rider) (Average avoided toll cost associated with project)	\$0.00	Project will not provide service

Co-Benefits - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety	<input type="checkbox"/> Coordination with Educational Institution
<input type="checkbox"/> Improved Public Health	<input type="checkbox"/> College <input type="checkbox"/> Grades K-12
<input checked="" type="checkbox"/> Reduced Operating/Maintenance Costs	<input checked="" type="checkbox"/> Promotes Active Transportation
<input type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/> Promotes Integration w/ other modes

Co-Benefits - Describe benefits selected above and other benefits not listed.

By consolidating the Guadalupe Flyer and the local Guadalupe Fixed Route into the Santa Maria Regional Transit it will improve efficiency, optimize resource allocation, and better serve the needs of the region. Some key advantages include centralized management of routes, fares, and technology. In addition, seamless travel experience for riders between two communities. Additionally, the route 40 will connect to the Amtrak station.

LCTOP FY 2025-2026 Allocation Request Cycle A

Community Engagement Co-Benefit

To estimate the community engagement co-benefit, users will respond to the five questions below. Based on the responses to the questions, the level of community engagement will be evaluated as low, medium, or high.

1) Is the project being proposed for LCTOP funding, a neighborhood-scale, city/regional-scale, or rural-scale project?	City/Regional
2) With regard to public events held by the project proponent to discuss this project proposal with the community, what was the approximate total attendance at those events?	10
3) With regard to other opportunities provided by the project proponent for community members to comment or provide input on the project, beyond those included in question 2, what is the approximate total number of people who provided commentary or input on the project through these opportunities?	0
4) Which of the following took place as part of the events & other opportunities identified? (Check all that apply):	

- a. Informed the community about various aspects of the project, including the process by which major decisions about the project would be made.
- b. Solicited and recorded written or spoken input from the community about specific aspects of the project or potential project alternatives before decisions on those aspects and alternatives were finalized.
- c. Incorporated proposals or ideas from the community into project alternatives or components.
- d. Reported back to the community on how the input in 4(b) and 4(c) was incorporated.
- e. Developed project features or project alternatives collaboratively with the community by having one or more workshops or other meetings in which the community developed a project alternative or specific component to address unmet community needs, which was subsequently included in the project's application for funding or final design.
- f. Developed project features or project alternatives collaboratively with the community by formal cooperation with a community-based organization (i.e., via a memorandum of understanding, community benefits agreement, steering committee, labor agreement, etc.) to acquire or distribute funding, identify project alternatives or project components, or otherwise enhance community engagement in project design, planning and implementation.
- g. Developed project features or project alternatives collaboratively with the community by delegation of authority to choose between project alternatives or components to the community through a steering committee, organized voting process, representative community-based organization, or other means.
- h. Developed project features or project alternatives collaboratively with the community by a community-based organization, community-driven steering committee, or similar entity designed, planned, and implemented the project in whole or in significant part.

5. Considering all input opportunities, which of the following statements are true (check all that apply):

- a. The participants comprised a broadly representative sample of the population potentially benefiting from, or affected by, the project.
- b. Project proponents identified key community leaders and organizations and engaged them directly.
- c. The events and input opportunities were hosted at varied and accessible times and locations throughout the area potentially affected by the project and included both in person and online forms of engagement.
- d. Events and written materials were offered in languages other than English.
- e. The participation process was conducted or assisted by a professional facilitator or public participation expert.
- f. The project proponents, or those acting on their behalf, prepared and followed a community engagement plan that meets the minimum criteria originally established by the Transformative Climate Communities Program

Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low):	Low
--	-----

LCTOP FY 2025-2026 Allocation Request Cycle A

Priority Populations Benefits

Step 1 - Identify the Priority Population: Determine if the project is at least partially located within a Priority Population census tract or will benefit Priority Population households.

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	Yes
Is the project located within the boundaries of a Disadvantaged Community census tract?	Yes
Is the project located within the boundaries of a Low-Income community census tract?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No

Step 2 - Identify a Need: Review the options and select one that explains how the community or household need for the priority population identified in Step 1 was determined.

A. Direct Engagement: Engage local residents and community groups in meetings, workshops, or other opportunities as part of the planning process to identify community or household needs, and document how the engagement informed the design and/or selection of projects to address those needs.

Priority Populations Community Needs Description: Describe the community or household **need** and how it was **identified**. If option "B. Local Documentation" was chosen, briefly describe the documentation. If option "C. Data Tools" was chosen, include the name of the tool in the description.

The project will provide many benefits to the priority populations including improved efficiency through shared resources (fleet, staff, funding), better data collection for service planning, and a more seamless travel experience for riders going between two communities. Santa Maria Regional Transit will address the transportation needs of typical under-served, under-privileged, and financially vulnerable citizens of the local community which is made up of senior citizens, the developmentally disabled, and the economically disadvantaged.

Step 3 - Provide a Benefit: Review the options below and select one that demonstrates how the project directly benefits the priority population identified in Step 1 and addresses the need identified in Step 2.

Priority Population Benefit: Select the benefit your project provides to the community or household.	D. Project improves mobility between key destinations and communities.
---	--

Please provide the amount of FY 25-26 LCTOP funds estimated to benefit Priority Populations.

Amount of FY 25-26 funds to benefit a Disadvantage Community <i>(If you have a DAC, at least 50% must benefit a DAC) :</i>	\$342,718
Amount of FY 25-26 funds to benefit Low-Income Community:	
Amount of FY 25-26 fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:	
Total Amount of FY 25-26 LCTOP funds to benefit Priority Population <i>(Total should not exceed total FY 25-26 LCTOP project funding):</i>	\$342,718

Agency can meet the DAC requirement by meeting any of the SB 1119 Project Criteria:

Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	No
Is the project a purchase of zero-emission transit buses and/or purchase and installation of supporting infrastructure?	No
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	Yes