



Gold Coast Transit District
Technical Advisory Committee (TAC)
Wednesday, April 15, 2026
10:00am
GCTD Board Room
1901 Auto Center Drive, Oxnard, CA 93036

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Technical Advisory Committee meeting, please contact the clerk at 805-853-3153. Notification of at least 72 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

Meeting Agenda

Item 1	Call to Order/Introductions	Action
Item 2	Public Comment	Info
Item 3	TAC Member Comments	Info
Item 4	GCTD Staff Comments	Info
Item 5	Updates to Current Agenda & Approval of February 2026 Meeting Summary	Action
Item 6	Consider Authorizing GCTD to Utilize FY 27 LCTOP Allocation and Interest from SB 125 for the Youth Ride Free Program Austin Novstrup, Planning Manager	Action
Item 7	Consider Approval of Fiscal Year 2027 Draft TDA Member Allocations Vanessa Rauschenberger, General Manager Catherine Tran, Fiscal Analyst	Action
Item 8	Receive Presentation on GCTD FY27 Fixed Route Service Plan Austin Novstrup, Planning Manager	Info
Item 9	Receive Presentation on FY25-26 Quarter 3 Fixed-Route and Demand Response Report Austin Novstrup, Planning Manager Robbie Lucio, Mobility Management Coordinator	Info
Item 10	Receive Presentation on Bus Stop Maintenance Process Austin Novstrup, Planning Manager	
Item 11	Future Agenda Items	
Item 10	Adjournment	



Item 5

**Gold Coast Transit District
Technical Advisory Committee (TAC)**
1901 Auto Center Drive, Oxnard, CA 93036
Wednesday, February 18, 2026
10:00am

Meeting Summary

- TAC Members Present:** Susanna Arroyo, County of Ventura (Chair)
Sergio Albarrán, City of Ventura
Norma Cervantes, City of Ojai
- TAC Members Absent:** City of Oxnard
City of Port Hueneme (Vice Chair)
VCTC (ex-officio)
- GCTD Staff Present:** Martin Rodriguez, Transit Planner
Vanessa Rauschenberger, General Manager
Cynthia Torres Duque, Director of Planning & Marketing
Austin Novstrup, Planning Manager
Andrea Meza, Marketing Manager
Robbie Lucio, Mobility Management Coordinator
Catherine Tran, Financial Analyst
Wesley, Cooksey, Transit Planner
- Members of the Public:** None

- Item 1** **Call to Order/Introductions**
Chair Susanna Arroyo called the meeting to order at 10:05am.
- Item 2** **Public Comment**
None.
- Item 3** **TAC Member Comments**
None.
- Item 4** **GCTD Staff Comments**
Cynthia Duque shared that staff are working with District members on TDA budget and that staff will bring a draft to TAC next meeting for members to review and approve. She also shared that RideCo has officially launched and that feedback on the app and service has been generally very positive.

Item 5 Updates to Current Agenda & Approval of December 2025 Meeting Summary

Martin Rodriguez shared a correction with a name of a staff member present in the meeting summary was incorrect and would be changed. Sergio Albarrán made a motion to approve the agenda with the name correction. Susanna Arroyo seconded the motion. The motion passed unanimously.

Item 6 Receive Preliminary Results Presentation on 2025 GCTD Passenger Survey

Wesley Cooksey presented the results of the 2025 GCTD Passenger Survey and went over methodology. He shared that most respondents indicated they were City of Oxnard or City of Ventura residents and that most trip purposes were for work or appointments/errands. He shared data on passenger satisfaction and indicated that passenger priorities were for cleanliness at bus stops. Vanessa Rauschenberger asked what the total number of respondents were, to which Wesley responded that there was about 350 for fixed-route and 70 for demand response.

Item 7 Receive Presentation on FY25-26 Quarter 2 Fixed-Route and Demand Response Report

Austin Novstrup presented the quarterly report for the second quarter of the fiscal year. Compared to the same quarter the previous year, ridership declined by 5.8% While ridership has declined, he added that on-time performance improved by nearly 3% compared to the previous year despite ongoing construction projects and long term detours.

Robbie Lucio presented a summary of the second quarter for demand response. Unlike fixed-route, ridership for flexible services increased by nearly 10% when compared to the same quarter of the previous year.

Item 8 Receive Update on SRTP Public Outreach Plan

Austin Novstrup gave an update on the SRTP Outreach Plan. He shared in late 2025, staff began working with internal and external stakeholders to begin execution of the plan. He shared the scope of Year 2 (FY26-27) included a re-alignment of Route 1 and Route 10 as well as schedule updates for Routes 6, 11, and 16. He shared the purpose of the updates is to improve connections between routes for an improved travel experience. Vanessa Rauschenberger asked if Route 10 and Route 11 will interline at the Wells Center, to which Austin responded that that would be the plan, as well interline Route 1 and Route 6. For routes that will not interline, timed transfers at the Ventura Transit Center will improve connectivity.

He also shared that Staff are preparing materials and scheduling outreach events to be conducted in the coming months and would share feedback with TAC members.

Item 9 Future Agenda Items

- TDA budget approval

Item 10 Adjournment

Chair Susanna Arroyo adjourned the meeting at 10:49am.



Item 6

DATE: April 15, 2026

TO: Gold Coast Transit District Technical Advisory Committee

FROM: Austin Novstrup, Planning Manager

SUBJECT: Support for VCTC Regional Free Fare Programs using LCTOP Funds and SB 125 Interest

SUMMARY

Since their inception, the regional free fare programs managed by the Ventura County Transportation Commission (VCTC) have significantly boosted transit accessibility and ridership among youth and students throughout Ventura County. To maintain the financial sustainability of these programs, Gold Coast Transit District (GCTD) intends to join other county operators in contributing formula-allocated Low Carbon Transit Operations Program (LCTOP) funds and the accrued interest from SB 125 capital and operating accounts. By supplementing VCTC LCTOP and SB 125 funds VCTC estimates the programs can be extended through FY28.

BACKGROUND

The **Youth Ride Free** and **College Ride** programs have become essential components of the regional transit network. These programs remove financial barriers for students, encourage early adoption of public transit, support families, and reduce greenhouse gas emissions by decreasing reliance on single-occupancy vehicles.

In past years, VCTC has primarily supported these projects with the commissions' LCTOP allocations and the smaller contributions of other county operators. GCTD has historically used LCTOP allocations for its own programming, including operations of the Route 23, token transit implementation, and free fare day. Interest generated by SB 125 funds has not previously been programmed and would be split between FY27 and FY28. GCTD's LCTOP allocation for FY26 is \$49,804, while the accumulated SB125 interest to date is estimated to be \$640,700 for a total contribution of \$690,504.

Recommendation

It is recommended that the Technical Advisory Committee receive and file this report and verbal presentation.

GOLD COAST TRANSIT DISTRICT



Item 7

DATE April 15, 2026

TO GCTD Technical Advisory Committee

FROM Vanessa Rauschenberger, General Manager
Catherine Tran, Fiscal Analyst

SUBJECT **Review of Fiscal Year 2027 Draft TDA Member Allocations**

SUMMARY

This item presents the GCTD Fiscal Year 2027 TDA Member Allocations for review with the GCTD Technical Advisory Committee (TAC). After this meeting, it is recommended a preliminary budget report be presented to the Board of Directors.

BACKGROUND

GCTD's total proposed budget for FY 2027 TDA net member allocations is **\$2,427,793**. This consists of \$116,050 to the City of Ojai, \$723,082 to the City of Oxnard, \$49,594 to the City of Port Hueneme, \$347,597 to the City of Ventura, and \$1,191,470 to the County of Ventura.

The FY 2027 TDA member allocation amounts are a result of the requested project funding amounts submitted by each of the five members, including adjustments from prior year carryover. Following a review with the GCTD Technical Advisory Committee (TAC) on April 15th, 2026, the TDA member allocations and a preliminary budget report will be presented to the Board of Directors on May 6th, 2026. Public and member agency input will be solicited during the annual development process.

RECOMMENDATION

It is recommended that GCTD TAC review and consider approval of the draft FY 2027 TDA member allocations.

Attachment A: FY 2027 Draft TDA Member Allocations

GOLD COAST TRANSIT DISTRICT

FY 2027 TDA/LTF Funding to Member Jurisdictions

TDA/LTF REVENUE PROJECTIONS	TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
<i>LTF Allocation Estimate (Draft as of April 2026)</i>	\$ 20,672,522	\$ 363,956	\$ 9,568,724	\$ 1,003,321	\$ 5,247,479	\$ 4,489,042
FUNDING REQUESTS FOR RECURRING TRANSIT REQUIREMENTS						
City of Ojai						
Ojai Trolley Operations & Maintenance	Ojai	\$ 157,328	\$ 157,328			
City of Oxnard						
OTC Operation & Maintenance / Transit Services	Oxnard	\$ 523,896	\$ 523,896			
OTC Operation & Maintenance / Transit Services: Assistant PW Director & Admin	Oxnard	\$ 79,186	\$ 79,186			
Recurring Bus Stop Maintenance	Oxnard	\$ 120,000	\$ 120,000			
City of Port Hueneme						
Smart Waste Receptable Service/ Operating expenses	Port Hueneme	\$ 14,538		\$ 14,538		
City of Ventura						
Operation & Maintenance at VTC /AMTRAK/ MetrolinkStation/ Bus Stops	Ventura	\$ 361,540			\$ 361,540	
County of Ventura						
Recurring Bus Stop Maintenance	County	\$ 30,000				\$ 30,000
County Transit Services Management & Oversight	County	\$ 150,000				\$ 150,000
Transit Service - Heritage Valley	County	\$ 325,000				\$ 325,000
Transit Service - Ojai Trolley	County	\$ 450,000				\$ 450,000
Transit Service - T.O. D-A-R / Unincorporated Area	County	\$ 100,000				\$ 100,000
Transit Service - ECTA D-A-R	County	\$ 15,000				\$ 15,000
Transit Service - Kanan Road Shuttle	County	\$ 500,000				\$ 500,000
TOTAL - RECURRING TRANSIT REQUIREMENTS	\$ 2,826,488	\$ 157,328	\$ 723,082	\$ 14,538	\$ 361,540	\$ 1,570,000
Prior Year Carryover Operating Funds Applied to FY 27	\$ 442,852	\$ 41,278		\$ 9,101	\$ 13,943	\$ 378,530
Net LTF Funding for FY 2027 Recurring Transit Requests (minus carryover)	\$ 2,383,636	\$ 116,050	\$ 723,082	\$ 5,437	\$ 347,597	\$ 1,191,470
Under/(OVER) Baseline		\$ -	\$ -	\$ -	\$ -	\$ -
FY 2027 Baseline Maximum Request Allowed	\$ 3,450,622	\$ 157,328	\$ 723,082	\$ 79,538	\$ 361,540	\$ 2,129,134
FUNDING REQUESTS FOR ONE-TIME CAPITAL TRANSIT NEEDS						
Ojai Trolley Stop Construction	Ojai	\$ -				
Ojai Trolley Vehicles Purchase/Painting	Ojai	\$ -				
Oxnard - Requested FY 23 Carryover to be used for OTC ADA upgrades)	Oxnard	\$ -				
Port Hueneme - Bus Stop Ammeneties	Port Hueneme	\$ 65,000		\$ 65,000		
Ventura	Ventura	\$ -			\$ -	
County of Ventura	County of Ventura	\$ -				\$ -
TOTAL CAPITAL IMPROVEMENTS	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ -	\$ -
FY 2026 Carryover Capital, Funds may be applied to FY 2027 Operating Activities or returned via check	\$ 20,843	\$ -	\$ -	\$ 20,843	\$ -	\$ -
Net LTF Funding for FY 2027 Capital Improvement Projects	\$ 44,157	\$ -	\$ -	\$ 44,157	\$ -	\$ -
TOTAL NET MEMBER FUNDING RECCOMENDED FOR FY 2027						
	\$ 2,427,793	\$ 116,050	\$ 723,082	\$ 49,594	\$ 347,597	\$ 1,191,470
Remaining LTF/TDA Available for FY 2027 GCTD Operating Activities	\$ 18,244,729	\$ 247,906	\$ 8,845,642	\$ 953,727	\$ 4,899,882	\$ 3,297,572



Item #8

DATE April 15, 2026
TO GCTD Technical Advisory Committee Austin
FROM Novstrup, Planning Manager **GCTD FY27**
SUBJECT **Fixed Route Service Plan**

SUMMARY

GCTD establishes service levels annually through the adoption of the annual budget. The FY27 Service Plan will guide budget development for fixed route services. The process of developing the service plan includes reviewing passenger and operator feedback, long term plans, analyzing route performance, assessing available resources including operating funds, vehicles, and labor.

The recommendation for the FY27 service plan is primarily guided by the Year 2 recommendations of GCTD's "Your Vision, Our Mission" Short Range Transit Plan (SRTP). These recommendations include realigning routes 1 and 10, modifying schedules for routes 1, 6, 10, 11 and 16 to improve reliability, frequency, and connectivity between routes, establishing a basis for future schedule coordination throughout the fixed route system. As these proposed changes are extensive, GCTD staff conducted an outreach campaign to notify and solicit feedback from passengers and the community. The changes were branded as 'More GO 2026' for the outreach campaign. This report includes a summary of these efforts and the comments staff received are included in attachment A – More Go Comment Log.

Implementation of the FY27 Annual Service Plan will result in a negligible change in operating hours. Should the Board not approve the recommended action, service would remain at current levels and routes would continue to operate in their existing alignments while staff evaluate revisions to the SRTP recommendations.

BACKGROUND

Short Range Transit Plan

GCTD's SRTP, adopted in late 2024, serves as a 5-to-10-year work plan to improve transit service quality and effectiveness throughout the district. The recommendations for improvements to GCTD's fixed route system, implementation of a Transit Opportunity Corridor and improvements to GCTD's marketing and outreach programs were organized into annual phases. Implementation of the recommendations improve access to higher frequency, more direct, and convenient transit services. These recommendations are based on a comprehensive analysis of GCTD's existing services

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and service area, industry benchmarking through a peer agency review, customer experience review and community surveys. The community and community stakeholders were presented with these draft route recommendations and were invited to provide feedback that was incorporated into the final report.

PROPOSAL

FY27 Annual Service Plan

July 2025 marked the beginning of the Year 1 of the SRTP Implementation Plan. There were no changes recommended to routing or schedules in this first year to allow staff to prepare for implementation of Year 2 recommendations. The annual service plan outlines fixed route services provided in two periods. The first period begins July 18th, 2026, and the beginning of the second period begins January 3rd, 2027, and ends July 17th, 2027. For the FY27 Service plan these changes would be implemented in period 1. Changes in period 2 would be limited to minor schedule adjustments to avoid disrupting passenger travel patterns in the middle of the academic year. These changes are summarized below. Additional information about the changes can be found in Attachment B – SRTP Year 2 Recommendations and Attachment C – More Go Frequently Asked Questions.

Route 1

The new alignment will combine the 1A and 1B route into a single route, combining the current bi-directional loop alignment in South Oxnard and Port Hueneme with bi-directional alignment on J Street between Bard and Hueneme Road. Route 1 will no longer serve portions of Saviers and Pleasant Valley Road in South Oxnard or areas east of Ventura Road in Port Hueneme. These areas will continue to be served by Route 23. This will result in an increase in frequency from 40 minutes to 20 minutes through South Oxnard and Port Hueneme. Additionally, these changes will improve connections with Route 6 at Oxnard Transit Center (OTC).

Route 6

The Route 6 alignment will not change but the schedule will be modified to provide consistent 20-minute frequency throughout the operating day and later into the evening. Route 6 will have timed connections with route 1 at OTC.

Route 10

Route 10 will no longer serve the Saticoy neighborhood south of Highway 126. Route 11 will continue to serve the Saticoy area along Wells Road. Route 10 will have timed connections with Route 11 at the Wells Center.

Route 11

The Route 11 alignment will not change but stops will be added along Wells Road in Saticoy. The Route 11 will have timed connections with Route 10 at Wells Center.

Route 16

As a result to the changes to the Route 10 and 11, the Route 16 schedule will change to improve connections at the Ventura Transit Center.

Bus Stops

Implementation of this plan requires modifications to bus stop infrastructure. GCTD staff have been coordinating with city partners in affected areas to support the removal and installation of bus stops. In total this plan identifies 11 new bus stop locations and results in the removal of 26 bus stops. As the plan shifts transit operations off neighborhood streets and reduces the overall number of bus stops, this will reduce road wear, reducing road maintenance costs. By reducing the number of bus stops in the network, GCTD and its member agencies can focus resources on improving the quality, amenities, and maintenance of the remaining stops.

MORE GO OUTREACH CAMPAIGN

This outreach campaign marked the beginning of a multi-year effort to implement the SRTP recommendations. The campaign was designed to be localized to affected communities, transparent, and focused on ensuring riders are well-informed and prepared for the proposed routing and schedule changes. This campaign used a direct community engagement approach presenting and distributing information about the changes at community meetings, special events, and pop-up table events.

The More GO campaign promotional and informational materials were prepared and shared in bilingual formats. Meetings were conducted in both English and Spanish, and all materials were provided bilingually. Meetings and events were promoted through onboard rider alerts and public service announcements, as well as on social media and through the GCTD newsletter. Staff also developed a More GO 2026 webpage on the GCTD website (gctd.org/morego2026), featuring detailed information about the proposed changes, interactive maps, informational videos, and responses to frequently asked questions.

Community meetings were held at accessible public hubs including South Oxnard Library, Port Hueneme City Hall, and the Jose R. Flores Saticoy Community Center. These meetings allowed staff to present to groups and engage in 1-on-1 Q&A regarding specific route adjustments. Similarly, Pop-up Tabling Events provided the opportunity to speak with riders and community members at high traffic events and locations in impacted communities. These included the C Street Transfer Center, Saticoy Farmers Market and the Splash Dash Health and Wellness Fair in Port Hueneme. Additionally, Staff has also been participating in the development of the City of Oxnard's 'South Oxnard Connect', which will update specific plans incorporating transit-oriented development principles in the area of the South Winds and Pleasant Valley Village neighborhoods. This project has provided additional meeting opportunities to share information about these proposed changes.

PUBLIC COMMENTS

Feedback from community meetings was mixed. Some participants expressed appreciation for the proposed improvements, noting that the changes would enhance their ability to travel through the community. Others raised concerns about increased walking distances to access service.

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The most well-attended meeting, held at Port Hueneme City Hall, highlighted the tradeoffs associated with designing a transit system that prioritizes more frequent and reliable service. Specific concerns were raised regarding reduced proximity to Route 1 for individuals near the intersection of Pleasant Valley Road and Ventura Road, as well as potential challenges for seniors living at the Mar Vista Apartments on Scott Street, whose nearest bus stop would be relocated to Ventura Road.

All comments received during the outreach process were documented compiled by staff and are included in Attachment 1 – More Go Outreach Log.

CONCLUSION

Staff acknowledge that feedback received through the More GO outreach campaign does not reflect unanimous support for the implementation of the SRTP recommendations. For some passengers, these changes will alter how they are served by transit; however, service will continue to be available.

As part of this process, the District must balance competing priorities, including coverage, frequency, and reliability. With limited operating resources, it is not feasible to maximize all three simultaneously. The proposed service plan reflects a strategic shift toward improving frequency and reliability, identified as top priorities through community input and as the most requested improvements during the SRTP public survey phase, to better serve the greatest number of riders.

Staff are confident that implementation of the FY27 Annual Service Plan will result in greater access to more frequent, reliable, and higher-quality transit service for the majority of the District's residents.

RECOMMENDATION

It is recommended that the GCTD Technical Advisory Committee receive presentation on GCTD FY27 Fixed Route Service Plan

Attachment A: More Go Comment Log

Attachment B: SRTP Year 2 Recommendations

Attachment C: More Go FAQ

Attachment D: Public Information Materials

MORE GO COMMENT LOG

Date	Source	Comment
2/24/2026	Saticoy Community Meeting	I am concerned about the stop closure on Surfside, I use that bus stop.
2/24/2026	Saticoy Community Meeting	A lot of kids ride the bus it would be a long walk out to Wells for them.
2/26/2026	South Oxnard Connect Community Meeting	I am so happy to see the route going down J Street. Perkins is really busy especially around school times.
2/26/2026	South Oxnard Connect Community Meeting	GCTD needs more east west routes in Oxnard.
2/26/2026	South Oxnard Connect Community Meeting	We need more benches and shelters at the bus stop in South Oxnard.
2/26/2026	TrackIt	[Michelle Bowman]. I am a bus rider on the 1 I am looking at your map. I live near Pleasant Valley and Savior. It looks like to get to the Port Hueneme Beach, I would have to walk all the way to J Street if I did not get the 23 or walk to Bard. That is going to be very terrible in the rain. It is going to be very terrible for handicapped people. Women with young children was strollers. This appears to be ignoring the whole neighborhood near Pleasant Valley by chopping them off. It looks like we are reducing service for a lot of people for the sake of efficiency.
3/1/2026	Saticoy Farmers Market	It's mostly seniors that live in the neighborhood. I don't use but I do see people using it it will be hard for them to get out to stops on Wells.
3/1/2026	Saticoy Farmers Market	I'm using GO Access right now. If I couldn't use GO Access it would be hard to walk out to Wells Road.
3/1/2026	Saticoy Farmers Market	I use the stop at Nardo in Saticoy and ride with my family. The extra walk will take some getting used to, but if it makes the trip faster then that's better
3/5/2026	South Oxnard Public Library	I use the Route 1 to go to Centerpoint Mall and the OTC. I get on at the Saviers and Bard and also travel to Ventura, so the Route 1 and Route 6 connections will be good for me.
3/9/2026	TrackIt	Regarding route 10 /11. As Saticoy will not be serviced by the 10, are you going to provide a covered bench at Wells Rd and Telephone Rd? Please do that.
3/11/2026	Port Hueneme City Hall	I would be ok with this if it kept at least some bus stops for route 1 near me (Pleasant Valley & Ventura). The route 1 gets me where I want to go. I don't want to have to use the 23 and make transfers.
3/11/2026	Port Hueneme City Hall	Is there a way to keep the route 1 on Ventura Road. Maybe shift the route 23 on to J Street and have the Route 1 service Bard and Ventura Road.
3/11/2026	Port Hueneme City Hall	Thank you for keeping my stop on the route 10. I really like the connections between the route 10 and 11.
3/11/2026	Port Hueneme City Hall	<p>We are residents of Mar Vista Apartments at 157 E. Scott Street, Port Hueneme. The residents here are mostly senior citizens and rely on convenient bus service. We ask that you leave the bus stops in front of our building in place.</p> <p>Somo residentes de los Apartamentos Mar Vista, ubicados en 157 E. Scott Street, Port Hueneme. La mayoría de los residentes son personas mayores y dependen del comodo servicio de autobus. Les pedimos que por favor dejen las paradass de autobus frente a nuestro edificio.</p> <p>(27 signatures on the formal petition)</p>

3/11/2026	Port Hueneme City Hall	Muchas Gracias Melchor Romero for always doing a great job for Gold Coast Transit. I appreciate that you care for the community and the disability community as well. I feel happy and safe when I am on board your bus. Keep up the great job for Gold Coast Transit. The community is happy for you! Your sincere rider, Jose Hernandez.
3/11/2026	Port Hueneme City Hall	Please keep my Route 10 to Saticoy and my bus stop on Hoover Avenue. My dentist is in Saticoy. Thank you.
3/11/2026	Port Hueneme City Hall	Celia Moreno - "Do not remove the stop on Ventura & Pleasant Valley. Seniors live there.
3/11/2026	Port Hueneme City Hall	Celia Moreno - "Please add bus shelter or seating at Channel Islands & Ventura Road. It doesn't have bus shelter, there is trash, and there is broken signage. Ventura is cleaner than Port Hueneme."
3/11/2026	Port Hueneme City Hall	George Shoup - "Instead of going all the way down J Street, could you have the Route 1 turn right on Scott St from Ventura Rd, then turn left onto Market, and left on Seaview back to Ventura Road? We can still have our bus service then."
3/11/2026	Port Hueneme City Hall	The passenger is concerned about the rainy/summer season and having to walk further to catch the Route 1. She mentioned the streets flood and it will be hard to navigate to the stops.
3/11/2026	Port Hueneme City Hall	I am concerned about overcrowding on the buses now that the Route 1A and 1B will be combined - will there be more buses on the route 1?
3/11/2026	Port Hueneme City Hall	It would make more sense to go on Ventura road than on J street. J Street is mostly just residential with very little business and commercial areas. Why not have the route come down J Street and the go straight up Ventura Road and back on Bard?
3/12/2026	C Street Transfer Center Tabling	Why fix something that's not broken?
3/12/2026	C Street Transfer Center Tabling	I haven't used the route 23, I guess will have to see how this works.
3/12/2026	C Street Transfer Center Tabling	I use the route 1 and the 6 ride up to downtown Ventura. This looks like it will be faster.
3/12/2026	C Street Transfer Center Tabling	We need more routes & you should also hire more workers. I really need a job.
3/12/2026	C Street Transfer Center Tabling	I live near the Seaside loop near the beach and take the bus to the CTC and transfer to the 7 to go to the college. I also transfer at the OTC to the 6 to go to Ventura
3/12/2026	C Street Transfer Center Tabling	I live in Colonia and visit a friend who lives on Pleasant Valley. I use the Route 2 and connect to the 1 and get off at Perkins, so I'll have to walk a little farther
3/13/2026	OUHSD Senior Career Expo (OPAC)	I will be impacted by taking away 1B stop at Bard and Ventura Road, he started taking bus recently.
3/13/2026	OUHSD Senior Career Expo (OPAC)	Thank you for sharing the service changes that will take place in July. I know Route 1 will impact our Port Hueneme school site (Vista Real Charter School). I like the consistency and time changes for the route. I'll be sure to share this information with our school counselors.
3/21/2026	Splash Dash - Health & Wellness Fair	I ride the bus all time. I think this is going to be really good.
3/21/2026	Splash Dash - Health & Wellness Fair	I live right here in the Surfside Loop. I don't ride much but I'd like to. We definitely want to see more transit.
3/21/2026	Splash Dash - Health & Wellness Fair	This should be ok. This will still works for me.
3/21/2026	Splash Dash - Health & Wellness Fair	All schedules should be daily its less confusing that way. Service spans should be longer some routes don't run early enough especially on the weekend.
3/21/2026	Splash Dash - Health & Wellness Fair	Just to be sure, we're not losing service to Surfside? We're just removing a stop on one side of the loop?
3/21/2026	Splash Dash - Health & Wellness Fair	A bus every twenty minutes to the beach sounds nice.
3/21/2026	Splash Dash - Health & Wellness Fair	Going down J Street looks easier than taking these loops.
3/21/2026	Splash Dash - Health & Wellness Fair	Was there that much ridership going to the Navy Base?

Service Changes

- **Route 1:** Revise alignment and schedule
- **Route 6:** Revise schedule
- **Route 10:** Revise alignment and schedule
- **Route 11:** Revise schedule

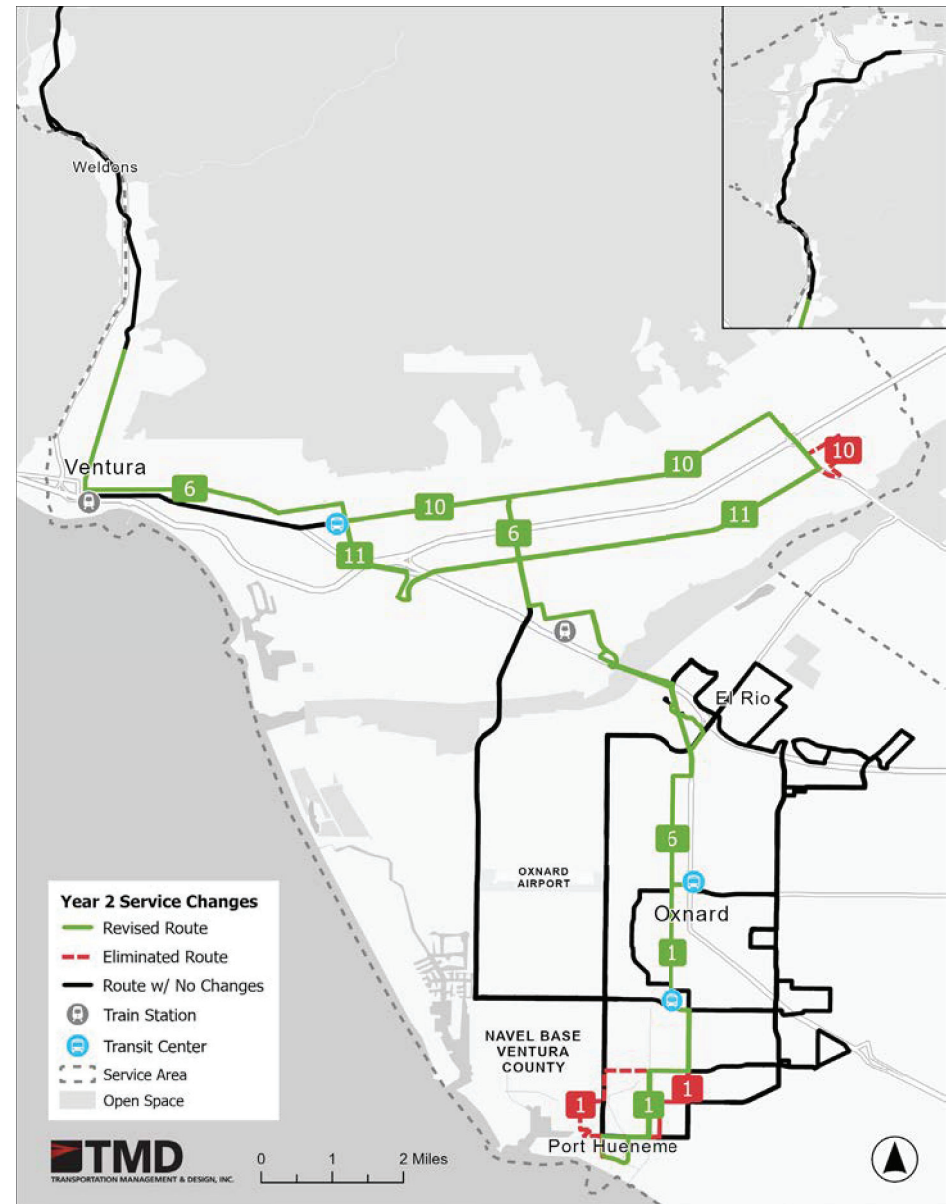
Marketing and Outreach

- Implement website upgrades
- Develop and launch one-seat ride and safety campaigns
- Promote Year 2 route changes
- Plan and design comprehensive transit center and bus shelter display signage
- Enhance digital marketing efforts

Capital and Technology

- Improve bus stops for Year 3 service changes
- Purchase fixed-route CNG replacement buses
- Purchase demand-response CNG / gas replacement vehicles
- Purchase demand-response ZEB expansion vehicles
- Pre-construction of solar / energy storage (Year 1)
- Hydrogen fuel station upgrade (Year 2)
- Bus technology replacements / upgrades

Figure 13: Year 2 Service Changes



Route 1

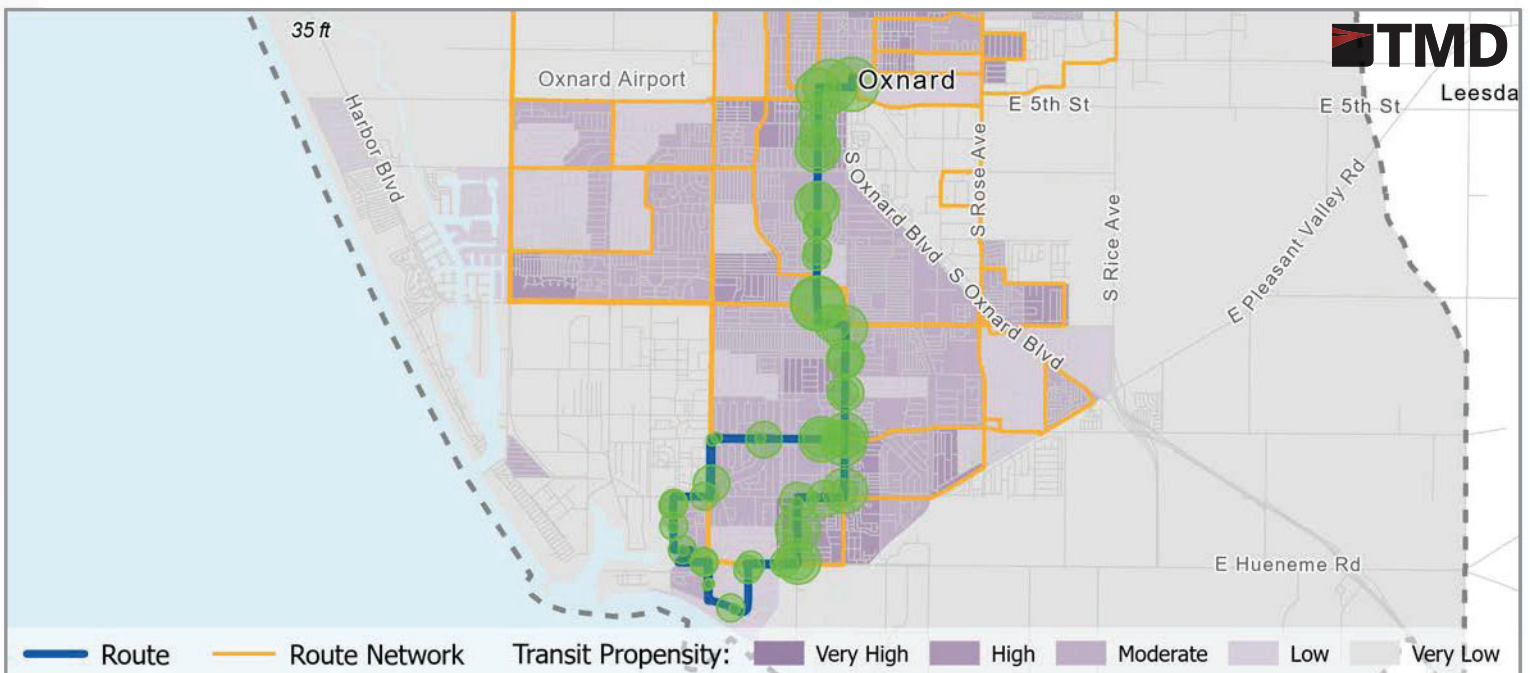
Port Hueneme - Oxnard Transit Center



Route Performance:	Weekday	Saturday	Sunday
Peak Frequency (min.) <small>The average time, in minutes, between buses</small>	17	20	20
Hours of Operation <small>The hours the bus is in service</small>	4:45 AM to 9:24 PM	6:05 AM to 9:17 PM	6:30 AM to 9:17 PM
Daily Passenger Boardings <small>The average number of daily boardings</small>	1,320 <small>2 System Rank</small>	859 <small>2 System Rank</small>	846 <small>2 System Rank</small>
Productivity (Boardings per Revenue Hour) <small>The number of boardings divided by the number of revenue hours the bus is in operation</small>	21.4 <small>2 System Average</small>	15.8 <small>3 System Average</small>	15.5 <small>3 System Average</small>
Cost Per Passenger <small>The total cost to operate the route per day, divided by average daily boardings</small>	\$4.69 <small>\$6.07 System Average</small>	\$6.38 <small>\$7.91 System Average</small>	\$6.48 <small>\$8.32 System Average</small>
Fare Box Recovery <small>Passenger revenue divided by the operating costs</small>	20% <small>17% System Average</small>	15% <small>13% System Average</small>	14% <small>12% System Average</small>
On-Time Performance <small>The percentage of trips that arrive on time (no more than 1 minute early or 5 minutes late)</small>	88.0%	86.4%	85.8%

Weekday Passenger Boardings

Ridership: ● 0 - 5 ● 5 - 10 ● 10 - 25 ● 25 - 100 ● > 100



Route 1

Port Hueneme - Oxnard Transit Center

Alignment and Schedule

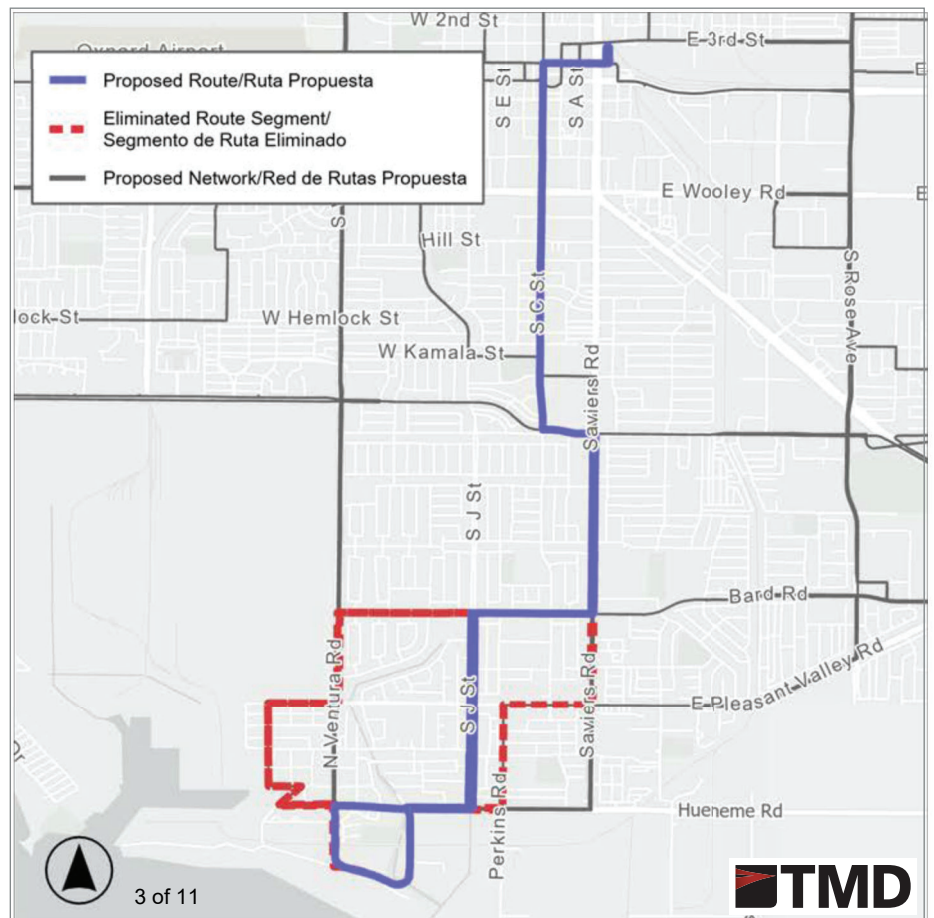
Proposed changes

- Simplify into one route and change routing on south end to serve J St
- Provide 20 min weekday service on entire route with 30-minute service before 7:00am and after 8:00pm
- Provide 20 min weekend service with 30 min service before 8:00am on weekends and after 7:00pm
- Service to Ponoma Street discontinued, but walking distance to Route 23 on Ventura Road.
- Extend evening service to 10:00pm

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,320	20	20	20/40	4:45 AM to 9:24 PM	20	20	40	5:00 AM to 10:00 PM
Saturday	859	20	20	20/40	6:05 AM to 9:17 PM	20	20	20	6:00 AM to 10:00 PM
Sunday	846	20	20	20/40	6:30 AM to 9:17 PM	20	20	20	6:00 AM to 10:00 PM

Benefits

- Routing easier to understand
- Reduce service duplication
- Improve service speed
- Time transfers with Route 6 at Oxnard Transit Center
- Improve evening frequency and hours

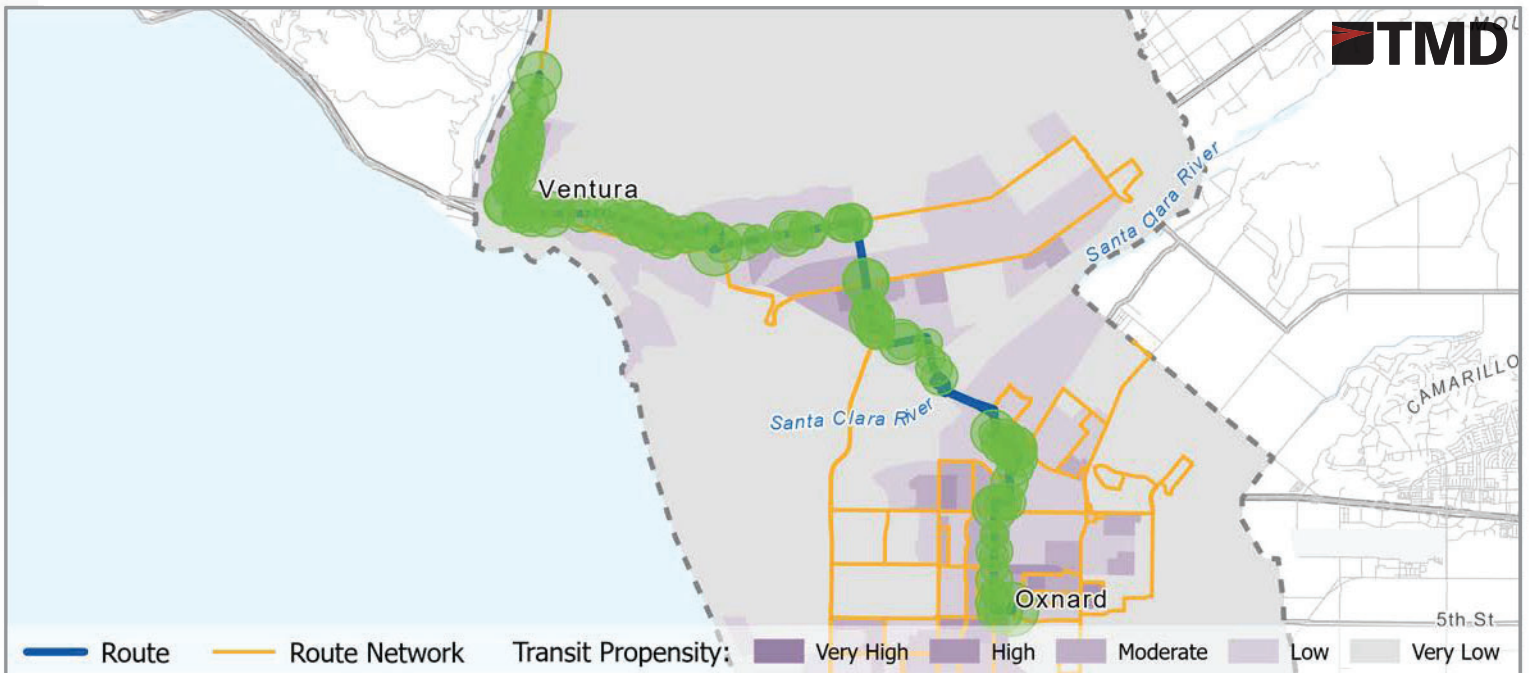
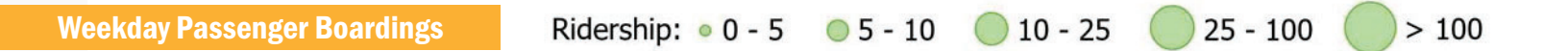


Route 6

Oxnard - Ventura - Main St



Route Performance:	Weekday	Saturday	Sunday
Peak Frequency (min.) <small>The average time, in minutes, between buses</small>	20	30	30
Hours of Operation <small>The hours the bus is in service</small>	4:50 AM to 9:00 PM	5:15 AM to 8:50 PM	5:15 AM to 8:50 PM
Daily Passenger Boardings <small>The average number of daily boardings</small>	2,346 1 System Rank	1,407 1 System Rank	1,335 1 System Rank
Productivity (Boardings per Revenue Hour) <small>The number of boardings divided by the number of revenue hours the bus is in operation</small>	20.3 3 System Average	16.6 2 System Average	15.8 1 System Average
Cost Per Passenger <small>The total cost to operate the route per day, divided by average daily boardings</small>	\$4.95 \$6.07 System Average	\$6.06 \$7.91 System Average	\$6.38 \$8.32 System Average
Fare Box Recovery <small>Passenger revenue divided by the operating costs</small>	21% 17% System Average	17% 13% System Average	16% 12% System Average
On-Time Performance <small>The percentage of trips that arrive on time (no more than 1 minute early or 5 minutes late)</small>	89.9%	90.0%	89.6%



Route 6

Oxnard - Ventura - Main St

Schedule

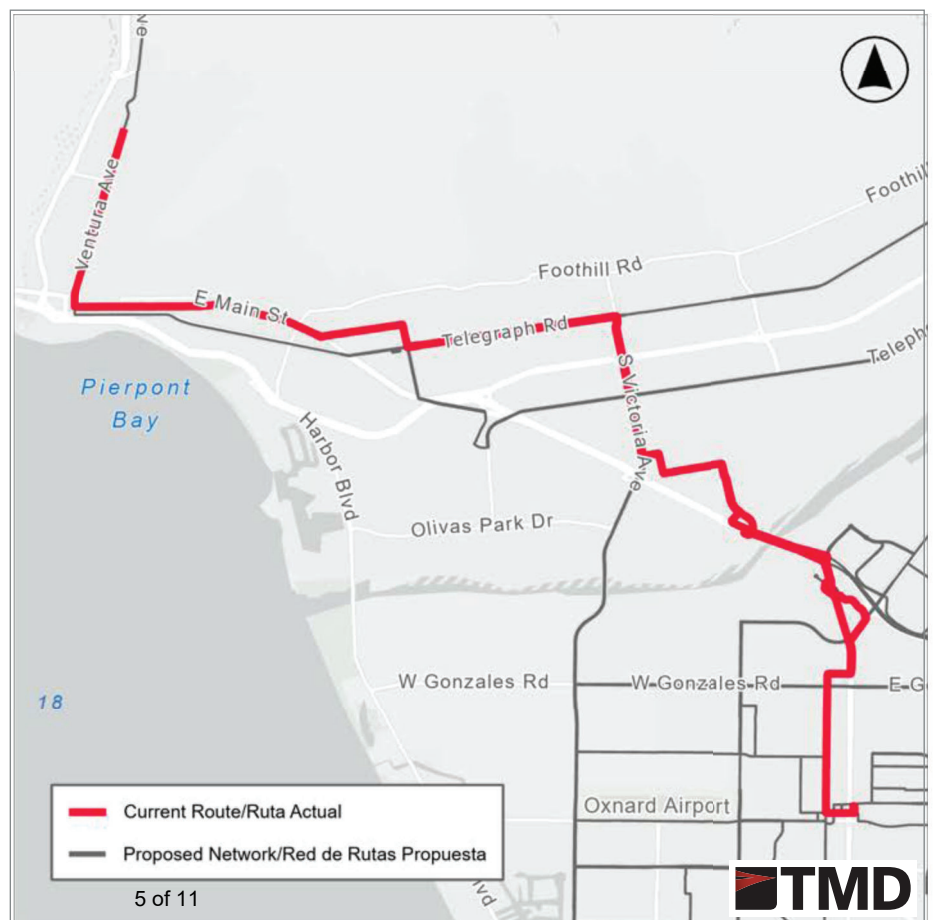
Proposed changes

- Provide 20-minute all day service on entire route with 40-minute service before 7:00am and after 7:00pm on all days
- No routing changes
- Extend service to 10:00pm on all days

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	2,346	30	20	35	4:50 AM to 9:00 PM	20	20	40	5:00 AM to 10:00 PM
Saturday	1,407	30	30	30	5:15 AM to 8:50 PM	30	30	40	6:00 AM to 10:00 PM
Sunday	1,335	30	30	30	5:15 AM to 8:50 PM	30	30	40	6:00 AM to 10:00 PM

Benefits

- Improve weekday peak frequency
- Improve weekend evening frequency
- Time transfers with Route 1 at Oxnard Transit Center
- Later weekday evening service to Ventura College



Route 10

Pacific View Mall - Telegraph - Saticoy

Route Performance:	Weekday	Saturday	Sunday
Peak Frequency (min.) <small>The average time, in minutes, between buses</small>	60	60	60
Hours of Operation <small>The hours the bus is in service</small>	6:05 AM to 8:58 PM	6:05 AM to 8:58 PM	6:05 AM to 8:58 PM
Daily Passenger Boardings <small>The average number of daily boardings</small>	264 11 System Rank	116 13 System Rank	130 13 System Rank
Productivity (Boardings per Revenue Hour) <small>The number of boardings divided by the number of revenue hours the bus is in operation</small>	14 10 System Average	6.2 13 System Average	6.9 13 System Average
Cost Per Passenger <small>The total cost to operate the route per day, divided by average daily boardings</small>	\$7.19 \$6.07 System Average	\$16.36 \$7.91 System Average	\$14.60 \$8.32 System Average
Fare Box Recovery <small>Passenger revenue divided by the operating costs</small>	16% 17% System Average	7% 13% System Average	8% 12% System Average
On-Time Performance <small>The percentage of trips that arrive on time (no more than 1 minute early or 5 minutes late)</small>	89.8%	85.0%	83.2%



Route 10

Pacific View Mall - Telegraph - Saticoy

Alignment

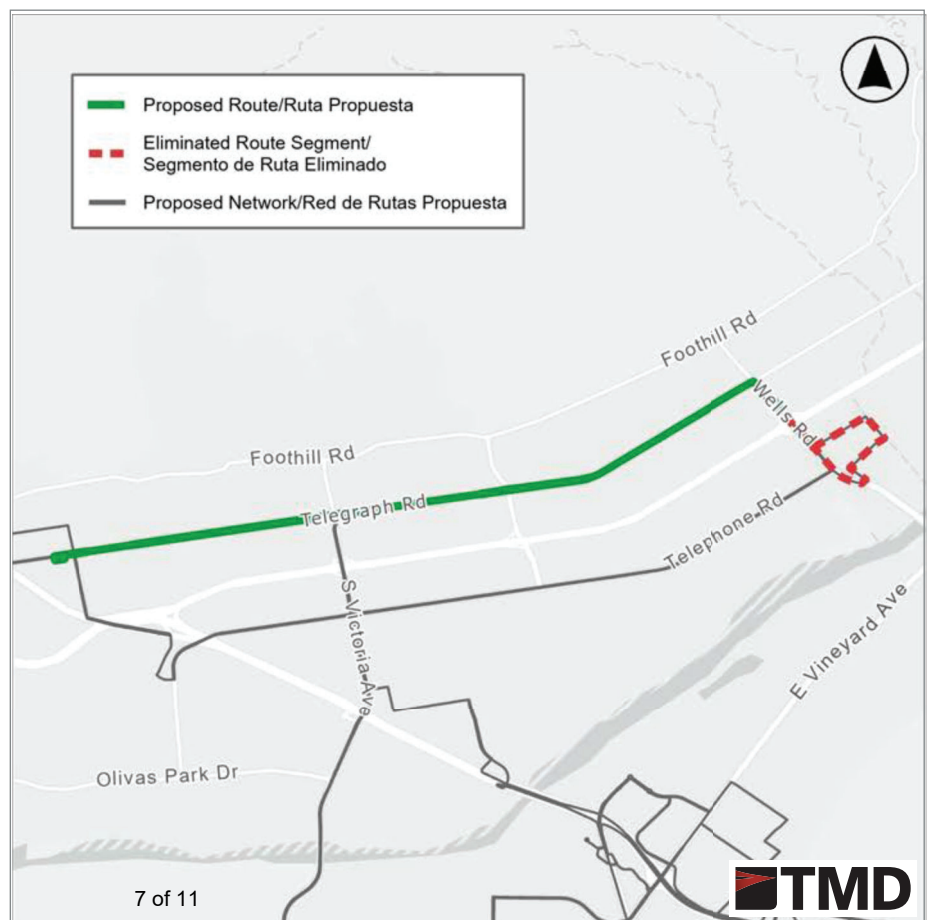
Proposed changes

- Eliminate portion of Route 10 serving Saticoy neighborhood
- Add Route 18 school tripper route to connect Saticoy neighborhood to Buena High School
- Service to Saticoy will continue to be provided by Route 11
- Reduce weekend evening hours to 8:00pm

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	264	60	60	60	6:05 AM to 8:58 PM	60	60	60	6:00 AM to 9:00 PM	
Saturday	116	60	60	60	6:05 AM to 8:58 PM	60	60	60	6:00 AM to 9:00 PM	
Sunday	130	60	60	60	6:05 AM to 8:58 PM	60	60	60	6:00 AM to 9:00 PM	

Benefits

- More efficient scheduling
- Time transfers with Route 11

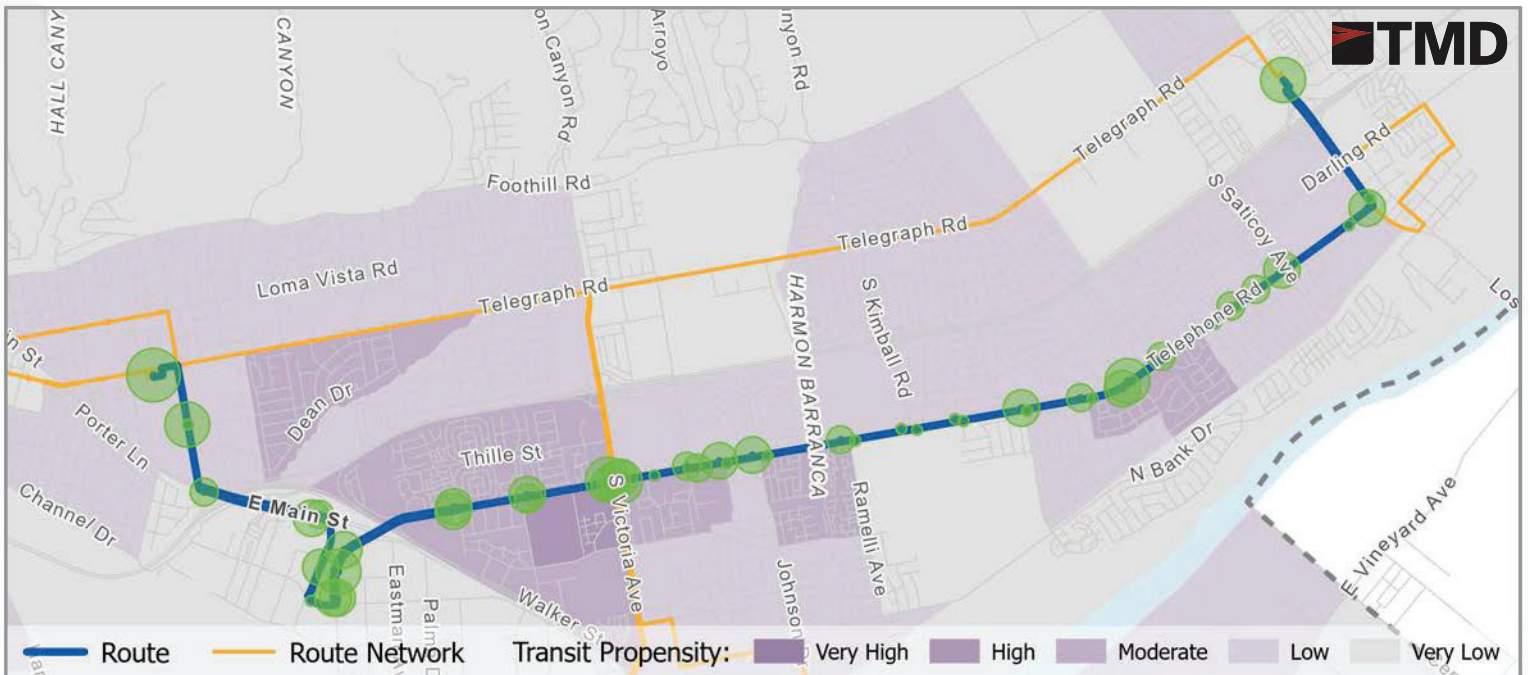


Route 11

Pacific View Mall - Telephone - Wells

Route Performance:	Weekday	Saturday	Sunday
Peak Frequency (min.) <small>The average time, in minutes, between buses</small>	30	60	60
Hours of Operation <small>The hours the bus is in service</small>	6:00 AM to 8:40 PM	6:00 AM to 8:05 PM	6:00 AM to 8:05 PM
Daily Passenger Boardings <small>The average number of daily boardings</small>	631 6 System Rank	400 5 System Rank	328 6 System Rank
Productivity (Boardings per Revenue Hour) <small>The number of boardings divided by the number of revenue hours the bus is in operation</small>	15.7 6 System Average	19.1 1 System Average	15.7 2 System Average
Cost Per Passenger <small>The total cost to operate the route per day, divided by average daily boardings</small>	\$6.40 \$6.07 System Average	\$5.27 \$7.91 System Average	\$6.43 \$8.32 System Average
Fare Box Recovery <small>Passenger revenue divided by the operating costs</small>	16% 17% System Average	19% 13% System Average	15% 12% System Average
On-Time Performance <small>The percentage of trips that arrive on time (no more than 1 minute early or 5 minutes late)</small>	80.4%	79.5%	80.0%

Weekday Passenger Boardings Ridership: ● 0 - 5 ● 5 - 10 ● 10 - 25 ● 25 - 100 ● > 100



Route 11

Pacific View Mall - Telephone - Wells

Schedule

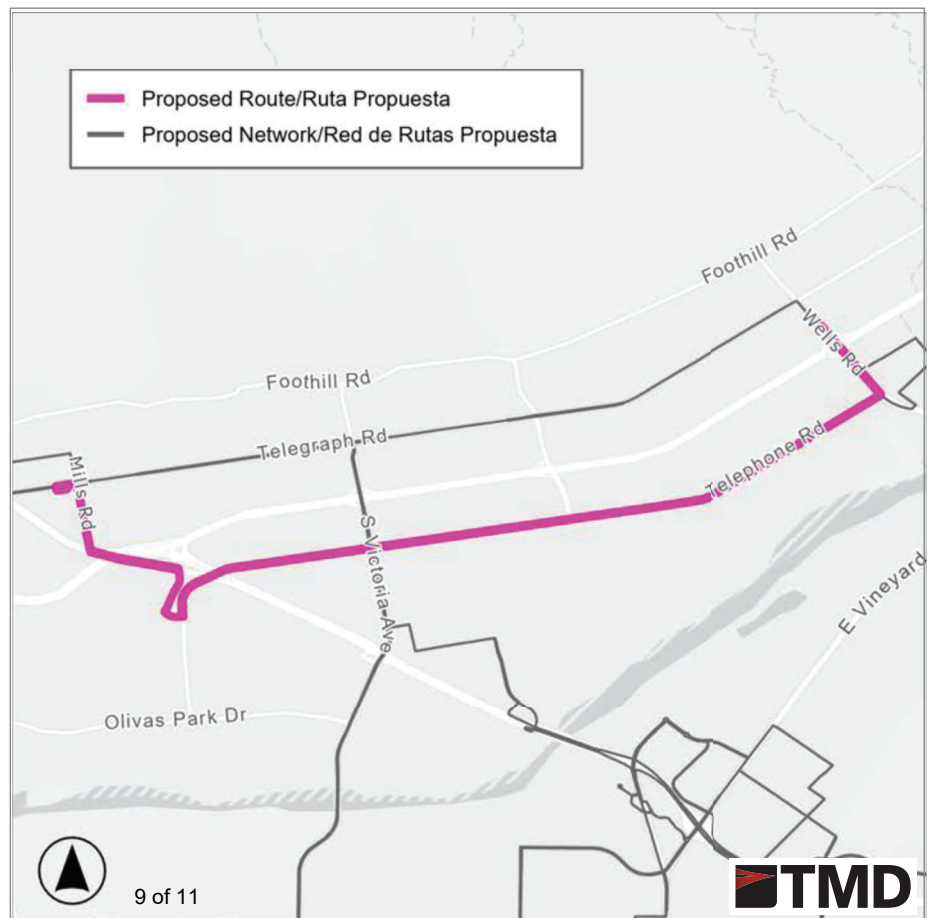
Proposed changes

- Improve weekend frequency to 30 min on weekdays between 7:00am and 7:00pm and 40 min on weekends
- No routing changes

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	631	30	30	30	6:00 AM to 8:40 PM	30	30	30/40	6:00 AM to 9:00 PM	
Saturday	400	45	45	45	6:00 AM to 8:05 PM	40	40	40	6:00 AM to 8:00 PM	
Sunday	328	45	45	45	6:00 AM to 8:05 PM	40	40	40	6:00 AM to 8:00 PM	

Benefits

- Consistent 30 min weekday frequency during both morning and afternoon
- Improve weekend frequency



Route 16

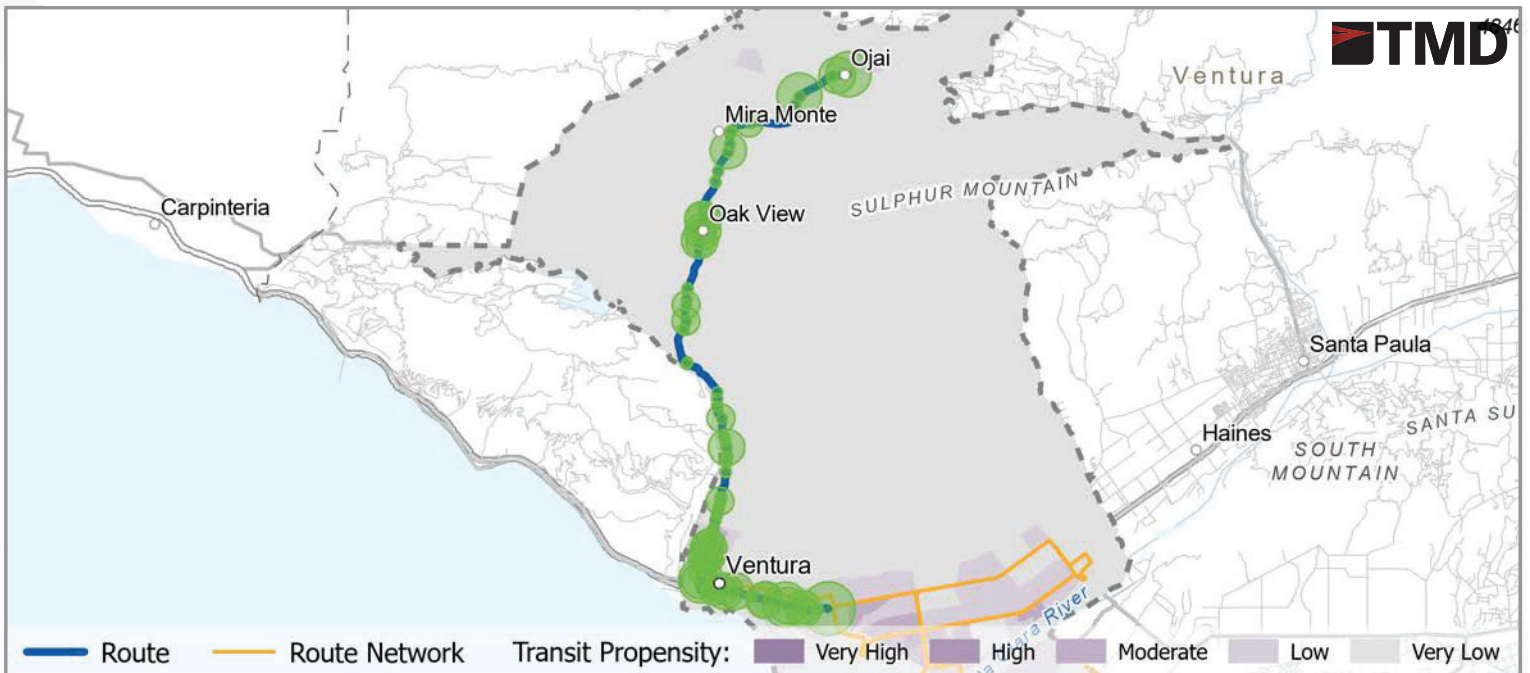
Downtown Ojai - Pacific View Mall



Route Performance:	Weekday	Saturday	Sunday
Peak Frequency (min.) <small>The average time, in minutes, between buses</small>	40	60	60
Hours of Operation <small>The hours the bus is in service</small>	5:15 AM to 8:00 PM	6:05 AM to 8:00 PM	6:05 AM to 8:00 PM
Daily Passenger Boardings <small>The average number of daily boardings</small>	692 5 System Rank	506 3 System Rank	484 3 System Rank
Productivity (Boardings per Revenue Hour) <small>The number of boardings divided by the number of revenue hours the bus is in operation</small>	17.7 4 System Average	14.1 5 System Average	13.5 5 System Average
Cost Per Passenger <small>The total cost to operate the route per day, divided by average daily boardings</small>	\$5.67 \$6.07 System Average	\$7.14 \$7.91 System Average	\$7.47 \$8.32 System Average
Fare Box Recovery <small>Passenger revenue divided by the operating costs</small>	20% 17% System Average	16% 13% System Average	15% 12% System Average
On-Time Performance <small>The percentage of trips that arrive on time (no more than 1 minute early or 5 minutes late)</small>	86.7%	83.9%	85.3%

Weekday Passenger Boardings

Ridership: ● 0 - 5 ● 5 - 10 ● 10 - 25 ● 25 - 100 ● > 100



Route 16

Downtown Ojai - Pacific View Mall

Schedule

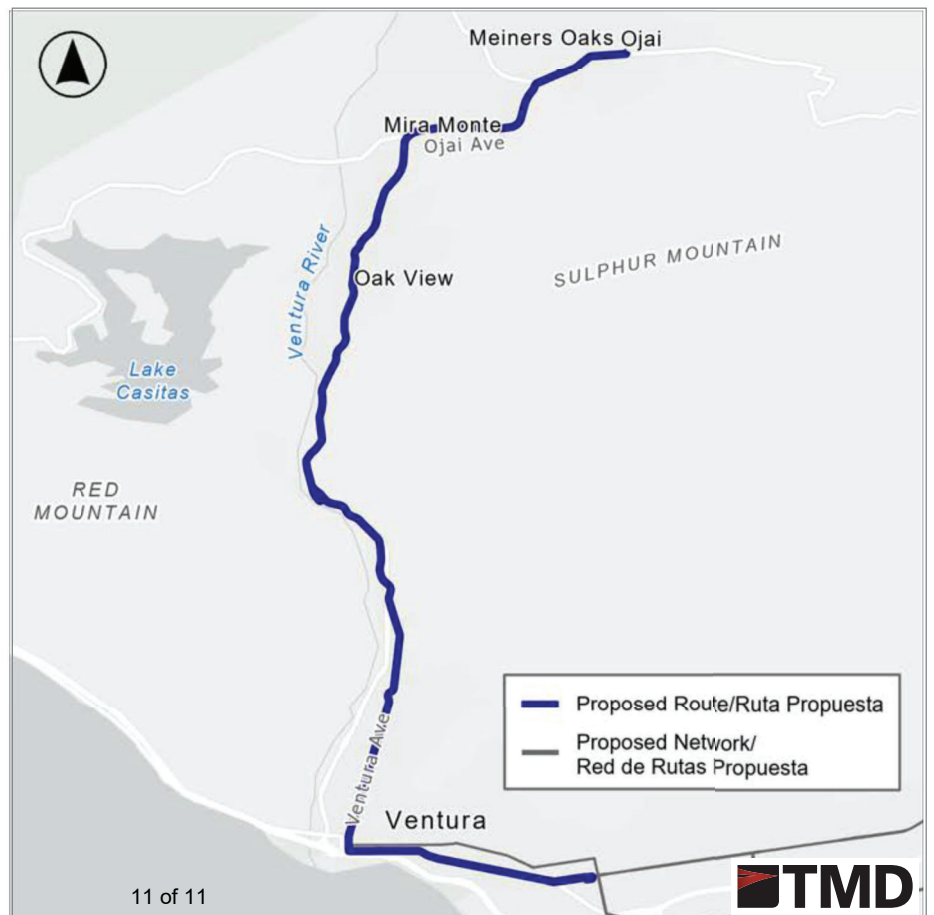
Proposed changes

- Extend evening service to 9:00pm on weekdays
- No routing changes

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	692	60	60	60	5:15 AM to 8:00 PM	60	60	60	5:00 AM to 9:00 PM	
Saturday	506	60	60	60	6:05 AM to 8:00 PM	60	60	60	6:00 AM to 8:00 PM	
Sunday	484	60	60	60	6:05 AM to 8:00 PM	60	60	60	6:00 AM to 8:00 PM	

Benefits

- Extend weekday evening service



MORE GO

*Better Routes. Better Connection.
Faster Service.*



FAQ

1 WHAT IS MORE GO?

More GO is GCTD’s multi-year (2026-2028) service improvement program focused on implementing the recommendations from GCTD’s Short Range Transit Plan ‘Your Vision, Our Mission’. The recommendations include increasing service frequency, more direct alignment of routes, later service spans, and timed connections at major transit centers.

2 WHAT IS THE SHORT RANGE TRANSIT PLAN?

The Short Range Transit Plan (SRTP) guides GCTD’s service planning for the next five years. The goal of the SRTP is to improve mobility and enhance the rider experience by making adjustments to routes, schedules, and connections across the system.

3 WHAT ROUTES WILL CHANGE IN 2026?

- Route 1A/1B
- Route 6
- Route 10
- Route 11

4 WHEN WILL CHANGES GO INTO EFFECT?

The plan is a phased approach with different route changes every year, with the first set of changes starting in July 2026 (Year 2 of the Short Range Transit Plan). Additional changes will follow in subsequent years.

[See back for more](#) 



5

HOW WILL EACH ROUTE CHANGE IN 2026?**Route 1A/B**

Route 1A/B will be combined into a single Route 1. Service on the 1B on Bard toward Ventura Road and service on the 1A on Pleasant Valley and Perkins will be discontinued. Service on the south end of the route will provide service to J Street, while service on Ponomo Street will also be discontinued.

Route 6

While there will be no routing changes, Route 6 will interline with Route 1 at the Oxnard Transit Center. This means the rider can have a one-seat ride, no transfer needed! Additionally buses run every 20 minutes between 7:00am and 7:00pm.

Route 10

Route 10 will move out of the Saticoy neighborhood and terminate at the Wells Center. Outbound trips for Route 10 from the VTC will interline with Route 11 at the Wells Center, providing a one-seat ride for passengers traveling through Ventura.

Route 11

There will be no routing changes, but certain Route 11 trips will interline with Route 10 at the Wells Center. Service to the Saticoy neighborhood will be provided by Route 11.

Route 16

While there will be no routing changes, departure times from the VTC will be updated to make better connections to other routes. Moreover, Route 16 will still continue to interline with Route 10 at the VTC.

6

WHAT ARE THE BENEFITS OF THESE CHANGES?

The changes as developed in the SRTP are to primarily improve the service GCTD provides to its riders. Based on the feedback received from riders and the public during the community outreach portion of the SRTP, the changes will help with the following:

Faster Travel Times

Route 1 re-alignment cuts about 15 minutes of travel time and makes interlining possible with Route 6

Route 10 re-alignment reduces travel time and improves connections with Route 11

Later & More Frequent Service

Service frequency extended to the late evening beyond the afternoon peak hours

Improved Frequency on Existing Corridors

Route 1 and 6 consistent 20-minute headways on weekdays for most of the day

Connections Between Routes

Timed transfers/interlined routes between Route 1 and Route 6 as well as Route 10 and Route 11

For more info, visit:

gctd.org/srtp

**FAQ**

Attachment D: Information Materials MoreGO 2026

Rider Notices

Rider Alerts

RIDER ALERT

▶ PROPOSED CHANGES

GCTD is proposing changes based on feedback received during the development of our Short Range Transit Plan, and we want to hear from you!

What's Changing?

Faster Travel Times

- Route 1 re-alignment cuts about 15 minutes of travel time
- Route 10 re-alignment reduces travel time and improves connections with Route 11

Later and More Frequent Service

- Route 1 and 6 will run every 20 minutes on weekdays for most of the day
- Service frequency extended to the late evening beyond the afternoon peak hours

Timed Transfers

- Between Route 1 and Route 6 at the OTC
- Between Route 10 and Route 11 at the Wells Center

**Better Routes.
Better Connection.
Faster Service.**

▶ HOW TO LEARN MORE AND SHARE YOUR INPUT

Attend a Community Meeting

<p>▶ SATICOY Jose R. Flores Community Center 11168 Violeta St. Ventura, CA 93004 February 24th, 2026 4pm-6pm</p>	<p>▶ OXNARD South Oxnard Library 4300 Saviers Rd. Oxnard, CA 93033 March 5th, 2026 4pm-6pm</p>	<p>▶ PORT HUENEME Port Hueneeme City Hall 250 N. Ventura Rd. Port Hueneeme, CA 93041 March 11th, 2026 4pm-6pm</p>
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Unable to attend a meeting? Learn more here:

SCAN OR VISIT
gctd.org/morego2026
Email us your feedback:
Planning@gctd.org

QUESTIONS? CONTACT US:
805-487-4222

[in](https://www.linkedin.com) [f](https://www.facebook.com) [@](https://www.instagram.com) [▶](https://www.youtube.com) [▶](https://www.tiktok.com)
GCTD.org or follow us for the latest updates

ALERTA AL PASAJERO

▶ CABIOS PROPUESTOS

GCTD propone cambios clave basados en nuestro Plan de Transporte (SRTP), y queremos escuchar su opinión!

¿Qué está cambiando?

Tiempos de viaje más rápidos

- La realineación de la Ruta 1 reduce aproximadamente 15 minutos de tiempo de viaje.
- La realineación de la Ruta 10 reduce el tiempo de viaje y mejora las conexiones con la Ruta 11.

Servicio más tarde y con mayor frecuencia

- Las rutas 1 y 6 circularán cada 20 minutos entre semana durante la mayor parte del día.
- Frecuencia del servicio extendida hasta la noche, más allá de las horas pico de la tarde.

Transferencias programadas

- Entre la Ruta 1 y la Ruta 6 en el OTC
- Entre la Ruta 10 y la Ruta 11 en el Wells Center

**Mejores rutas.
Mejores conexiones.
Servicio más rápido.**

▶ CÓMO APRENDER MÁS

Asista a una reunión comunitaria

<p>▶ SATICOY Jose R. Flores Community Center 11168 Violeta St. Ventura, CA 93004 24 de febrero de 2026 4 p. m. a 6 p. m.</p>	<p>▶ OXNARD South Oxnard Library 4300 Saviers Rd. Oxnard, CA 93033 5 de marzo de 2026 4 p. m. a 6 p. m.</p>	<p>▶ PORT HUENEME Port Hueneeme City Hall 250 N. Ventura Rd. Port Hueneeme, CA 93041 11 de marzo de 2026 4 p. m. a 6 p. m.</p>
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¿No puede asistir a una reunión? Obtenga más información aquí:

ESCANEE O VISITE
gctd.org/morego2026
Envíenos sus comentarios por correo electrónico: Planning@gctd.org

¿PREGUNTAS? CONTACTÉNOS:
805-487-4222

[in](https://www.linkedin.com) [f](https://www.facebook.com) [@](https://www.instagram.com) [▶](https://www.youtube.com) [▶](https://www.tiktok.com)
Visite gctd.org o síganos para actualizaciones

Website

Website Home Page Slider: MoreGO 2026

MORE GO 2026

MORE GO 2026: BETTER ROUTES. BETTER CONNECTION. FASTER SERVICE.

WHAT IS MORE GO 2026

More GO is GCTD's multi-year (2026-2028) service improvement program focused on implementing the recommendations from GCTD's [Short Range Transit Plan](#) 'Your Vision, Our Mission'. The recommendations include increasing service frequency, more direct alignment of routes, later service spans, and timed connections at major transit centers. Learn more about specific route changes by clicking on one of the Route's below or attend an upcoming community meeting or outreach event!

UPCOMING OUTREACH EVENTS

COMMUNITY MEETINGS

- Saticoy**
Jose R. Flores
Community Center
Tuesday, February 24, 2026
4:00p - 6:00p
- Oxnard**
South Oxnard Library
Santa Rosa Room
Thursday, March 5, 2026
4:00p - 6:00p
- Port Hueneme**
Community Meeting
Port Hueneme City Hall
Wednesday, March 11, 2026
4:00p to 6:00p

TABLING EVENTS

- Saticoy**
Saticoy Farmer's Market
E.J. Harrison Family Youth Center
Sunday March 1, 2026
10:00a - 2:00p
- Oxnard**
GCTD Pop-Up
C Street Transfer Center
Thursday, March 12, 2026
3:00p -5:00p
- Port Hueneme**
Health and Wellness Fair
Hueneme Beach Park
Saturday, March 21, 2026
9:30a - 12:00p

Interactive Maps on the Webpage:

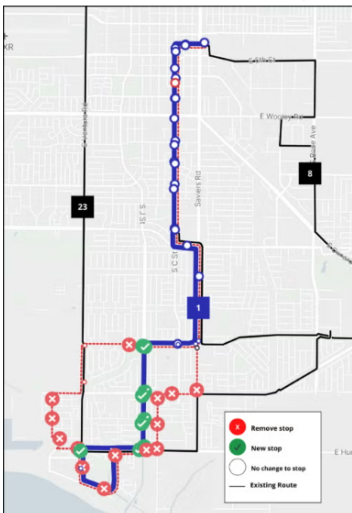
ROUTE 1

Changes to this route will include combining Routes 1A and 1B into a singular Route 1. Service on the 1B on Bard toward Ventura Road and service on the 1A on Pleasant Valley and Perkins will be discontinued. Service on the south end of the route will be re-aligned to provide service on J Street towards Hueneme Road. Service on Ponomia Street will also be discontinued.

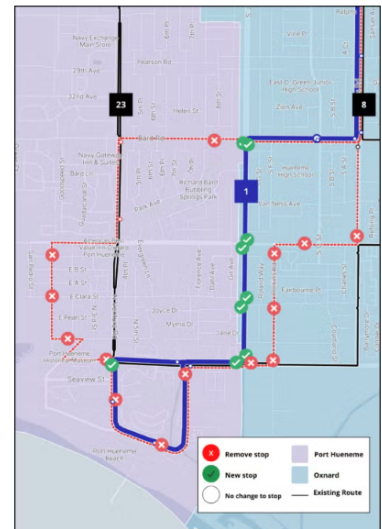
The changes will make routing easier to understand and reduce service duplication on Ventura Road and Pleasant Valley. Service speed will also improve and allow for the Route 1 and Route 6 to interline at the Oxnard Transit Center, meaning passengers can have a one seat ride, no transfer needed!

The span of service will expand slightly, and buses will run more often at every 20 minutes between the hours of 7:00am and 6:00pm.

ROUTE 1A/B CURRENT ALIGNMENT VS PLANNED RE-ALIGNMENT



ROUTE 1 BUS STOP CHANGES



Social Media

Grid Posts, Reels, and Stories

Post 1 (Top Left): Title: **Reuniones Comunitarias**. Text: **MORE GO**. Subtext: **INFÓRMESE SOBRE LOS CAMBIOS PROPUESTOS AL SERVICIO PROGRAMADOS PARA JULIO DE 2026**. Dates: 24 DE FEB. @ CENTRO COMUNITARIO DE SATICOY, 4PM - 6PM; 5 DE MARZO @ BIBLIOTECA DEL SUR DE OXNARD, 4PM - 6PM; 11 DE MARZO @ PORT HUENEME CITY HALL, 4PM - 6PM. URL: www.gctd.org/morego2026. Engagement: 9 likes, 1 comment.

Post 2 (Top Middle): Title: **Upcoming Meetings**. Text: **MORE GO**. Subtext: **LEARN ABOUT THE PROPOSED JULY 2026 SERVICE CHANGES**. Dates: FEB. 24 @ SATICOY COMMUNITY CENTER, 4PM - 6PM; MARCH 5 @ SOUTH OXNARD LIBRARY, 4PM - 6PM; MARCH 11 @ PORT HUENEME CITY HALL, 4PM - 6PM. URL: www.gctd.org/morego2026. Engagement: 9 likes, 1 comment, 3 shares.

Post 3 (Top Right): Title: **South Oxnard Library MORE GO 2026 Community Meeting**. Image: Photo of the library entrance. Engagement: 10 likes, 1 comment, 1 share.

Post 4 (Bottom Left): Title: **JOIN US TODAY 3/12/2026! GCTD POP-UP**. Location: **C Street Transfer Center Oxnard, CA 93033 (Centerpoint Mall)**. Date: **VEAMOS HOY! 12/3/2026**. Engagement: 1.1K views, 17 likes, 3 comments.

Post 5 (Bottom Middle): Title: **MORE GO COMMUNITY MEETING**. Date: **MARCH 11, 2026**. Location: **PORT HUENEME - CITY HALL 250 N. VENTURA RD. PORT HUENEME, CA 93041 4:00-6:00 PM**. Subtext: **LEARN ABOUT THE PROPOSED JULY 2026 SERVICE CHANGES**. URL: WWW.GCTD.ORG/MOREGO2026. Engagement: 7 likes, 1 comment, 1 share.

Post 6 (Bottom Right): Title: **MORE GO REUNIONES COMUNITARIAS**. Date: **FEBRERO 24, 2026**. Location: **SATICOY - JOSE R. FLORES COMMUNITY CENTER 11168 VIOLETA ST. VENTURA, CA 93004 4:00-6:00 PM**. Subtext: **INFÓRMESE SOBRE LOS CAMBIOS PROPUESTOS AL SERVICIO PROGRAMADOS PARA JULIO DE 2026**. URL: WWW.GCTD.ORG/MOREGO2026. Engagement: 10 likes, 1 comment, 1 share.

Posts goldcoasttransit

goldcoasttransit HD Studio · Energy Of Success




View insights Boost post

goldcoasttransit One week away!
Join us for a More GO 2026 Outreach Event and learn how proposed improvements could affect your ride... more
March 6

Posts goldcoasttransit

goldcoasttransit Beats by Talent · Good Vibes (Instrumental)

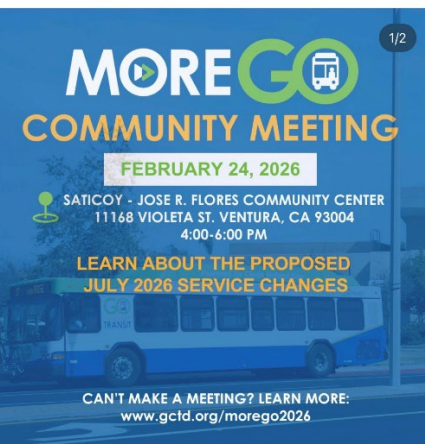


View insights Boost post

goldcoasttransit Join us at an upcoming community meeting!
Hear about proposed changes, ask questions, and... more
February 18

Posts goldcoasttransit

goldcoasttransit



View insights Boost post

goldcoasttransit Happening soon today!
Our More GO 2026 community meeting is today. Stop by, learn more, and share your input... more
February 24

Posts goldcoasttransit

goldcoasttransit Beats by Talent · Good Vibes (Instrumental)



View insights Boost post

goldcoasttransit Join us at an upcoming community meeting!
Hear about proposed changes, ask questions, and... more
February 18

Content

All Last 30 days

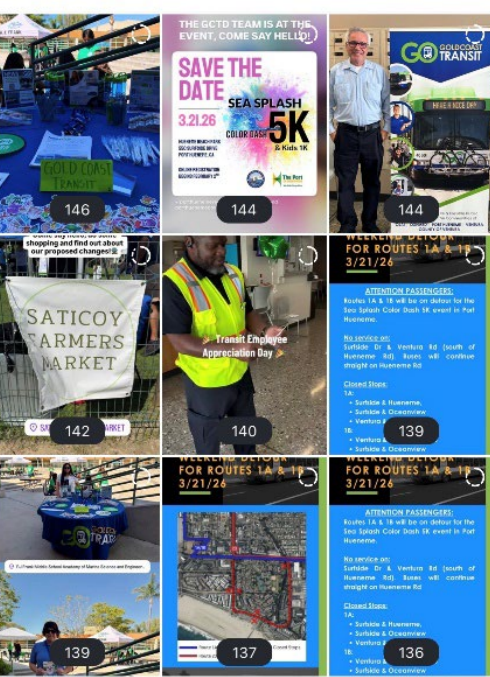
Views



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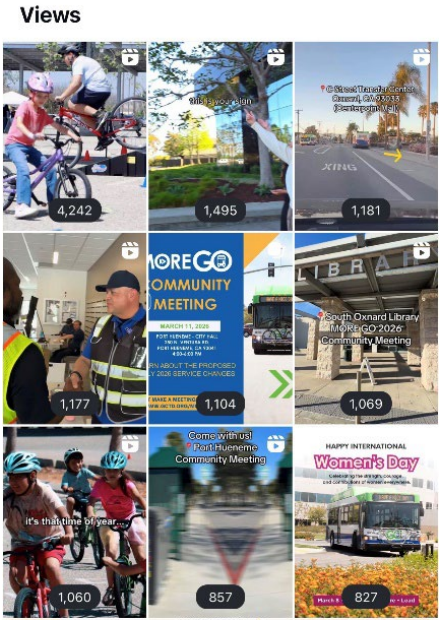
All Last 30 days

Views



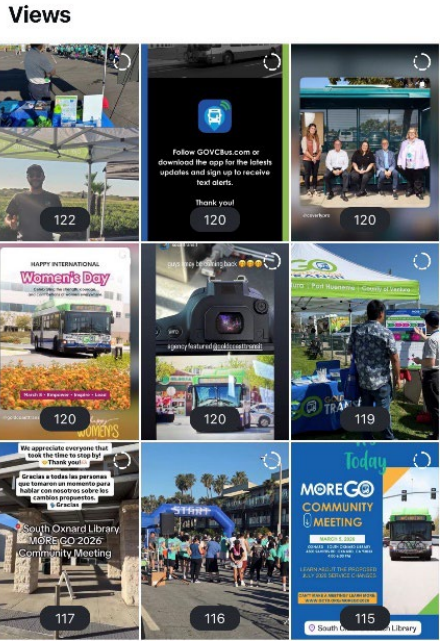
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All Last 30 days



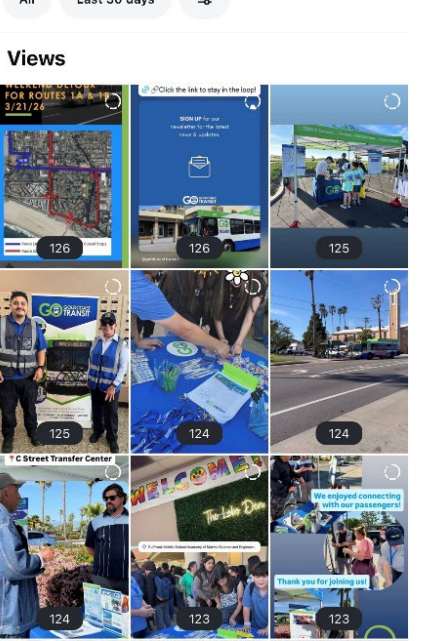
Content

All Last 30 days



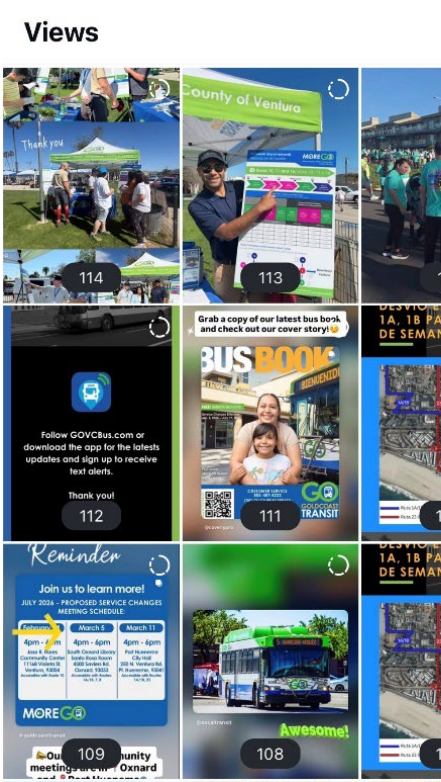
Content

All Last 30 days



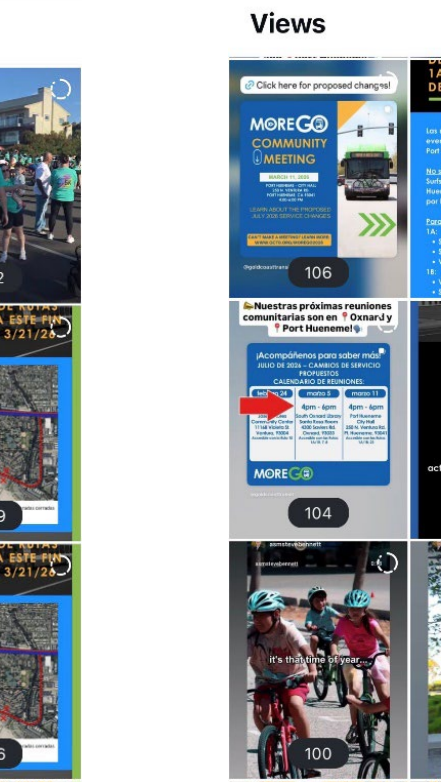
Content

All Last 30 days



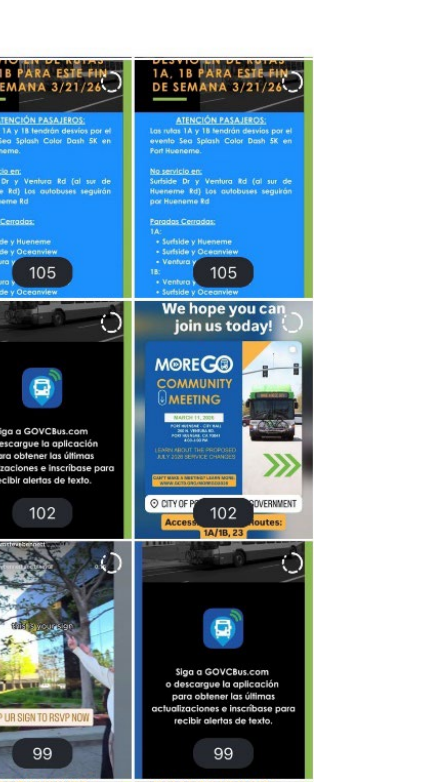
Content

All Last 30 days



Content

All Last 30 days



Videos

Bilingual YouTube Videos:

WATCH THE VIDEO OR CLICK ON THE ROUTE NUMBERS BELOW TO LEARN MORE ABOUT THE UPCOMING CHANGES!



Meeting Poster Boards

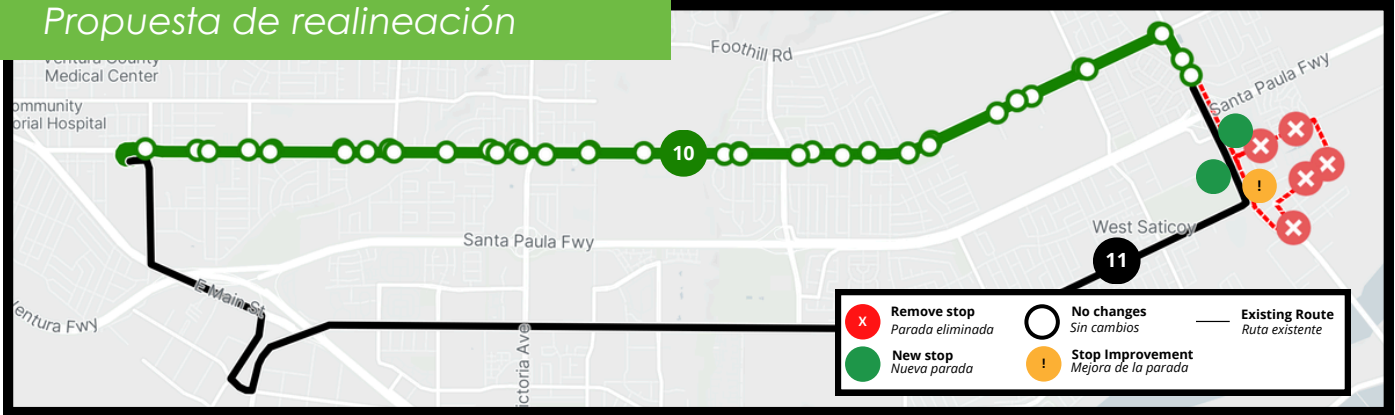
(following pages)

Route 10 Proposed Changes

Ruta 10 cambios propuestos

Proposed Re-alignment

Propuesta de realineación



Route 10 will be realigned to improve travel time and reliability. Under the proposed alignment, Route 10 would terminate at the Wells Center and would no longer operate within the Saticoy neighborhood. Service to Saticoy would continue along Wells Road on Route 11. The realignment would allow Route 10 and Route 11 to interline at the Wells Center, enabling riders to continue their trip on the same bus. Route 10 would also continue to interline with Route 16 at the VTC, maintaining strong system connections.

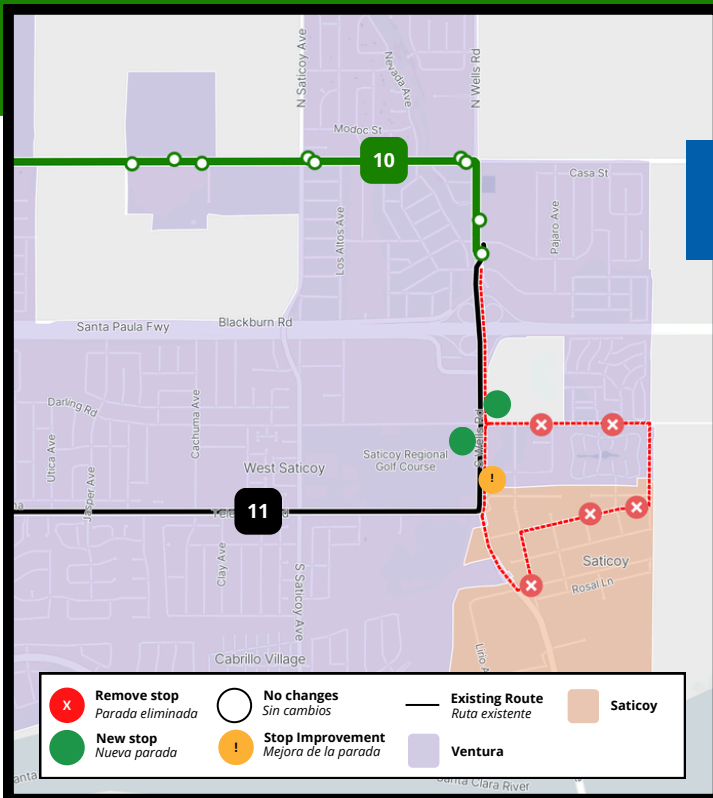
La Ruta 10 cambiará para ofrecer viajes más rápidos y confiables. Con el nuevo recorrido, la Ruta 10 terminará en el Wells Center y ya no circulará dentro del vecindario de Saticoy. El servicio a Saticoy continuará por Wells Road con la Ruta 11. En el Wells Center, la Ruta 10 y la Ruta 11 podrán continuar como el mismo autobús, permitiendo a los pasajeros seguir su viaje sin tener que cambiar de autobús. La Ruta 10 también continuará conectando con la Ruta 16 en el VTC, mejorando las conexiones dentro del sistema.

Route 10

Ruta 10

Bus Stop Changes

Cambios de paradas



To support faster service, select bus stops will be consolidated and new stops will be added along the updated route.

Para apoyar un servicio más rápido, algunas paradas serán consolidadas y se agregarán nuevas paradas a lo largo del nuevo recorrido.

Schedule Improvements

Mejoras en el horario



Better Routes. Better Connection.
Faster Service.

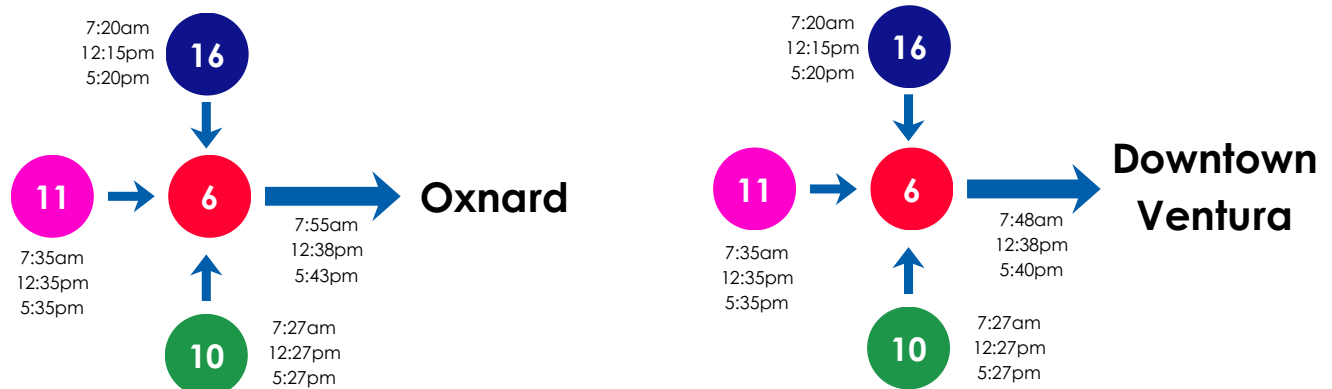
Route 10, 11 and 16/ Ruta 10, 11 y 16



Route 10 & 11 Sample Trips at Wells Center/ Ejemplos de viajes de las rutas 10 y 11 en el Wells Center							
Current Schedules/ Horarios actuales				Proposed Schedule Changes/ Cambios de horario propuestos			
Route 10 Arrivals/ Llegadas de la ruta 10	Route 11 Departures/ Salidas de la ruta 6	Route 11 Arrivals/ Llegadas de la ruta 1	Route 10 Departures/ Salidas de la ruta 6	Route 10 Arrivals/ Llegadas de la ruta 10	Route 11 Departures/ Salidas de la ruta 6	Route 11 Arrivals/ Llegadas de la ruta 1	Route 10 Departures/ Salidas de la ruta 6
Wells Center		Wells Center		Wells Center		Wells Center	
7:10am	7:20am	7:51am	8:25am	7:47am	8:00am	8:53am	9:05am
8:05am	8:45am	8:36am	9:25am	8:47am	9:00am	9:54am	10:05am
12:05pm	12:30pm	12:21pm	12:25pm	9:47am	10:00am	10:55am	11:05am
1:00pm	1:35pm	1:22pm	2:25pm	10:47am	11:00am	11:51am	12:05pm
7:55pm	8:05pm	8:23pm	---	11:47am	12:00pm	12:52pm	1:05pm

Timed Connections at the Ventura Transit Center

Conexiones programadas en el Centro de Tránsito de Ventura



Route 1 Proposed Changes

Ruta 1 cambios propuestos

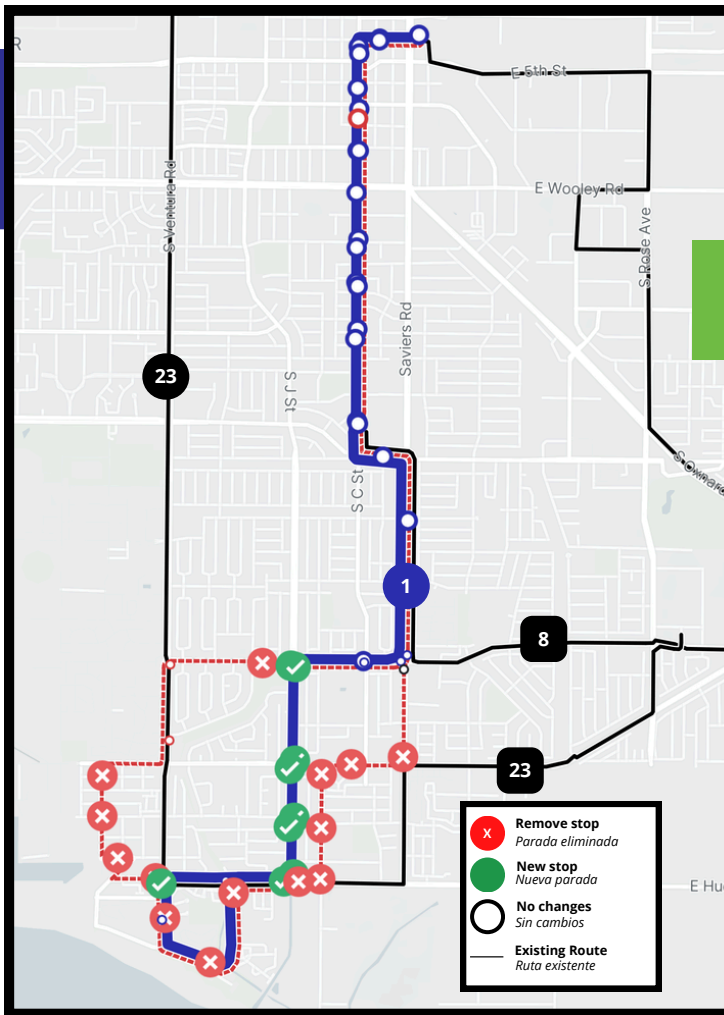


Better Routes. Better Connection.
Faster Service.



Route 1 Ruta 1

Proposed Re-alignment Propuesta de realineación



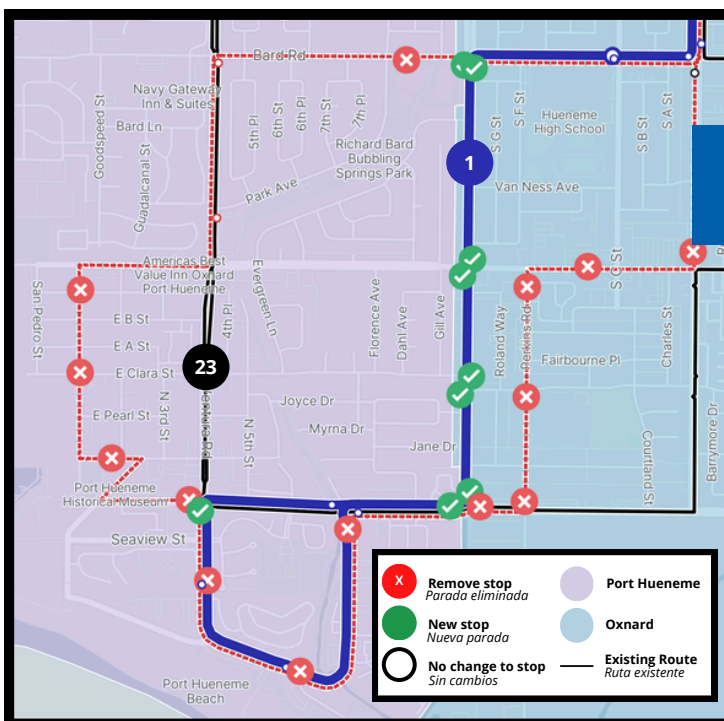
Route 1A/B will be combined into a simplified Route 1 creating more direct and reliable service. The new alignment will serve Bard Road, J Street and Hueneme Road in both directions.

Route 1 will no longer serve Bard west of J, Ventura Road or Pomona. These areas will continue to be served by Route 23. Route 1 service on Perkins will be discontinued with service to this area provided by the realigned Route 1 on J Street.

Las rutas 1A y 1B se combinarán en una sola Ruta 1, creando un servicio más directo y confiable. El nuevo recorrido prestará servicio por Bard Road, J Street y Hueneme Road en ambas direcciones.

La Ruta 1 ya no prestará servicio por Bard al oeste de J Street, Ventura Road ni Pomona. Estas áreas continuarán siendo atendidas por la Ruta 23. El servicio de la Ruta 1 por Perkins será eliminado; el acceso a esta zona se proporcionará a través de la Ruta 1 realineada por J Street.

Bus Stop Changes Cambios de paradas



Bus stop changes will reduce travel time by about 15 minutes and improve connections. Route 1 will continue as Route 6 at the Oxnard Transit Center — no transfer required, making trips across Oxnard even more convenient.

Los cambios en las paradas reducirán el tiempo de viaje en aproximadamente 15 minutos y mejorarán las conexiones.

La Ruta 1 continuará como la Ruta 6 en el Centro de Tránsito de Oxnard — sin necesidad de transbordo, haciendo los viajes a través de Oxnard aún más convenientes.

Schedule Improvements

Mejoras en el horario



Better Routes. Better Connection.
Faster Service.

▶ Route 1 and 6 / Ruta 1 y 6



Route 1 & 6 Sample Trips at Oxnard Transit Center/ Ejemplos de viajes de las rutas 1 y 6 en el Centro de Tránsito de Oxnard			
Current Schedules/ Horarios actuales		Proposed Schedule Changes/ Cambios de horario propuestos	
Route 1 Arrivals/ Llegadas de la ruta 1	Route 6 Departures/ Salidas de la ruta 6	Route 1 Arrivals/ Llegadas de la ruta 1	Route 6 Departures/ Salidas de la ruta 6
7:45am	8:15am	7:45am	7:55am
8:27am	8:50am	8:20am	8:35am
12:11pm	12:30pm	12:00pm	12:15pm
1:12pm	1:25pm	1:20pm	1:35pm
6:00pm	6:20pm	6:10pm	6:25pm
6:53pm	7:30pm	6:45pm	7:05pm

