Gold Coast Transit District
Technical Advisory Committee (TAC)
Wednesday, September 16, 2026
10:00am
GCTD Board Room
1901 Auto Center Drive, Oxnard, CA 93036

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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 June 2026 Meeting Summary**	**Action**
Item 6	**Receive Presentation on FY25-26 Annual Fixed-Route and Demand Response Report** Austin Novstrup, Planning Manager Robbie Lucio, Mobility Management Coordinator	**Info**
Item 7	**Receive and File Presentation: Review of Transit Funding Trends** Cynthia Duque, Director of Planning and Marketing Vanessa Rauschenberger, General Manager	**Info**
Item 8	**Update to FY27 Annual Service Plan** Austin Novstrup, Planning Manager	**Info**
Item 9	**Future Agenda Items**	
Item 10	**Adjournment**	

Item 5

Gold Coast Transit District
Technical Advisory Committee (TAC)
1901 Auto Center Drive, Oxnard, CA 93036
Wednesday, June 17, 2026
10:00am

Meeting Summary

TAC Members Present: Susanna Arroyo, County of Ventura (Chair)

TAC Members Absent: City of Ojai
City of Ventura
City of Port Hueneme
City of Oxnard

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
Christine Feng, CFO/ Assistant General Manager
Wesley Cooksey, Transit Planner
Robbie Lucio, Mobility Management Coordinator

Members of the Public: None

Item 1 **Call to Order/Introductions**
Chair Susanna Arroyo called the meeting to order at 10:06am.

Item 2 **Public Comment**
None.

Item 3 **TAC Member Comments**
None.

Item 4 **GCTD Staff Comments**
Austin Novstrup mentioned the countywide Tap2Ride will be launching soon and the GCTD fleet has been equipped with readers.

Cynthia Duque reported that Jess Segovia, known as the “ADA Guru,” was hired as a consultant to support ADA training and compliance. Segovia visited in

February to conduct interviews with staff and review service delivery and operations. Following the assessment, he developed two reports outlining findings and recommendations. He will present the reports soon, highlighting organizational strengths, areas for improvement, and recommendations for enhancing ADA compliance and service delivery.

Item 5 **Updates to Current Agenda & Approval of April 2026 Meeting Summary**
Vanessa Rauschenberger amended the agenda to postpone Item 7 to a future meeting when more TAC members are present. The item will include a discussion regarding the allocation of TDA funds.

Item 6 **Receive and File Short Range Transit Plan Implementation Update**
Martin Rodriguez summarized a timeline of work completed for the Implementation Plan of the Short Range Transit Plan from July 2025 to May 2026. He shared that Staff were prepared to execute Year 2 recommendations, including changes to the Routes 1, 6, 10, 11 and 16.

He added that during this time, infrastructure challenges were identified that affected portions of the proposed Route 10 re-alignment. He mentioned since the changes to this route were designed to function as part of the whole network, the also impacted the planned changes in Oxnard and Port Hueneme. As a result, route changes for Year 2 were postponed to a later service change date.

Martin then shared the proposed changes for Year 3, which include a route re-alignment to Route 2, 4, 5 and discontinuation of Route 19. Martin concluded that similar to the previous year, Staff will continue meeting with jurisdictional partners to implement proposed changes.

Item 7 **Receive Presentation on Final FY27 Operating Budget and Capital Plan**
The item was removed off the agenda.

Item 8 **Introduce and Review Bus Stop Maintenance Questionnaire**
Wesley Cooksey briefly summarized key takeaways from the 2025 Passenger Survey, which identified keeping bus stops clean and safe as a priority. The survey also indicated a gap between the importance passengers place on these aspects and their level of satisfaction.

In response, staff developed a bus stop maintenance questionnaire for GCTD's jurisdictional partners to better understand current maintenance practices and identify opportunities to improve bus stop facilities.

Susanna Arroyo asked whether the goal was to develop a bus stop maintenance improvement plan. Austin noted that an existing Bus Stop Improvement Plan is in place, but establishing a process for ongoing maintenance would be beneficial as new infrastructure and amenities are added to bus stops.
Wesley stated that the questionnaire will be shared with partners once finalized, with the goal of receiving responses by September.

Item 9 **Future Agenda Items**
None.

Item 10 **Adjournment**
Chair Susanna Arroyo adjourned the meeting at 10:46am.

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DATE September 16, 2026

TO Technical Advisory Committee

FROM Austin Novstrup, Planning Manager
Robert Lucio, Mobility Management Coordinator

SUBJECT Receive and File FY 2025-26 4th Quarter & Year-End Fixed Route & Demand Response Service Report

I. EXECUTIVE SUMMARY

This report covers the 4th Quarter (April 1 through June 30) of Fiscal Year 2025-26 and a year-end review of Fiscal Year 2025-26. This report includes a summary of performance and operating statistics for both fixed-route and flexible services.

II. FIXED ROUTE SERVICE SUMMARY

Overall, in FY2025-26 ridership fell to 3,453,030 unlinked passenger trips from 3,583,780 in FY2024-25, a decrease of 3.6%. The decrease of over 100,000 trips marks the end of the continuous post-Covid ridership recovery that began in 2021. The reversal in ridership began in early 2025, peaking in the second quarter of FY2025-26 before slowing in the latter half of the year. Ridership losses may be attributed in part to minor service reductions affecting weekend service that were implemented in July 2025. However, the most significant factor affecting ridership patterns is likely the impact of changes in federal immigration enforcement policies on passenger behavior, as well as potential changes in the size and demographics of the population within the district.

In FY2025-26, free fare programs, including 75+ Free, Youth Ride Free, and College Ride, continued to account for roughly half of overall ridership. The College Ride Program on GCTD services grew significantly year over year, while Youth Ride Free total ridership remained relatively unchanged. Use of cash as a payment method decreased during the fiscal year, with over 100,000 fewer cash boardings, and cash now accounts for less than 20% of all boardings. It is anticipated that, with the introduction of the Tap2Ride open-loop payment system, the trend away from cash payments will continue in the coming years.

In evaluating individual route performance, most routes recorded ridership losses in line with the system-wide average of -3.6%. Route 4 (North Oxnard), Route 8 (Oxnard College), Route 17 (Rose Avenue), and Route 23 (Ventura Road demonstration route) defied the trend, recording modest ridership growth or remaining relatively unchanged. The lowest-performing routes continue to be Route 5 (Seabridge), Route 10 (Telegraph Road), and Route 15 (Nyeland Acres), with 13, 11, and 8 passengers per hour, respectively. Regarding service reliability, GCTD operated 99.92% of all planned revenue hours, with on-time performance remaining unchanged at 84.4% for the year.

This fiscal year also marked the first year of efforts to implement the recommendations of the Short Range Transit Plan (SRTP). This process involved significant coordination with GCTD's jurisdictional partners, and extensive outreach to affected communities and neighborhoods, including multiple community meetings and participation in other community events. Aside from outreach dedicated to SRTP implementation, staff have continued to promote GCTD services by participating in numerous local events, including swap meets, festivals, bike rodeos, and community meetings.

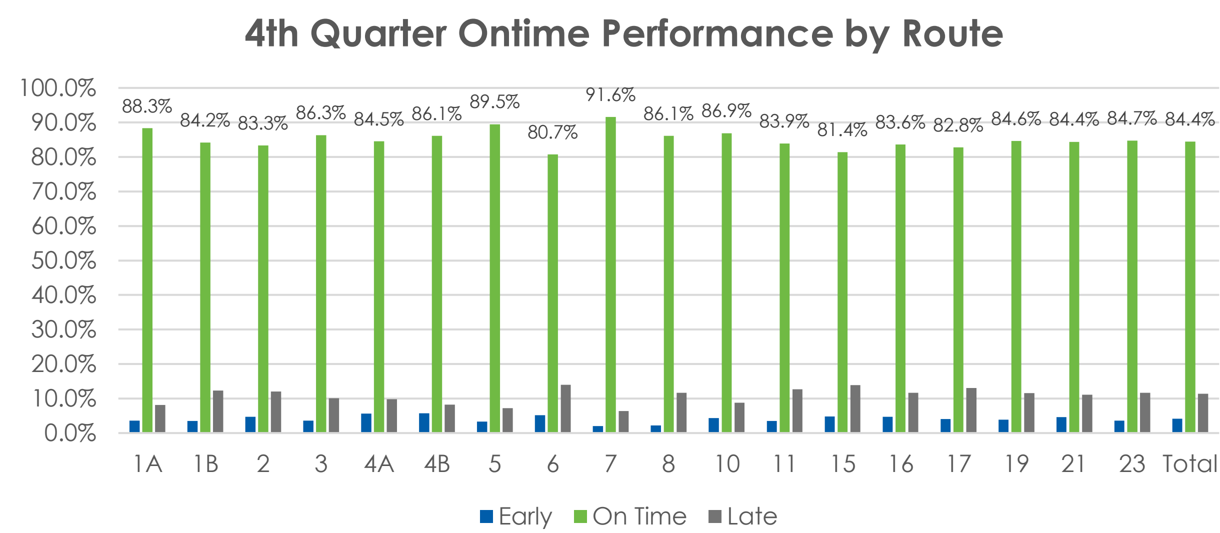
III. FIXED ROUTE SERVICE DATA

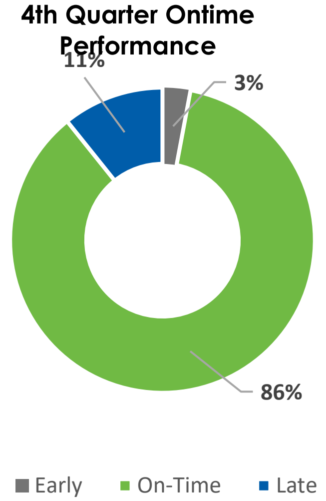
The tables and graphs below provide both the annual and 4th Quarter ridership and other performance indicators for GCTD's fixed route services in FY 2025-26.

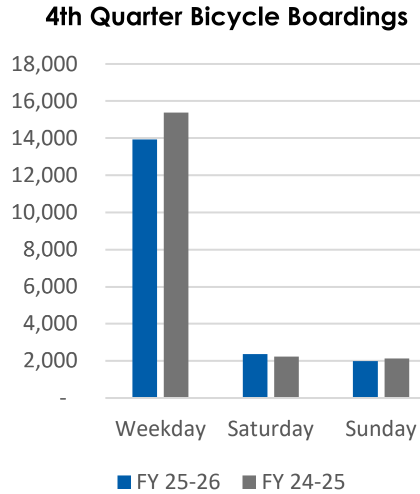
1. FY2023-24 4th QUARTER FIXED ROUTE SERVICE DATA

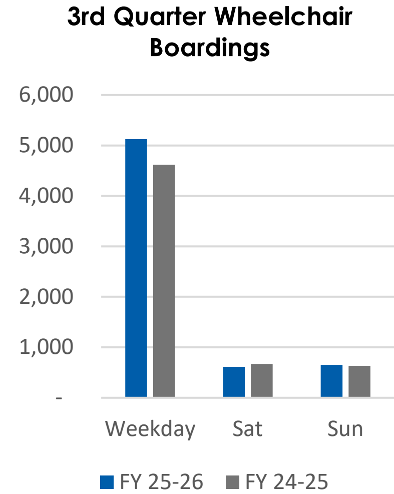
4th Quarter FY 25-26
Systemwide Ridership & Performance

Fixed-Route Ridership	**4th Qtr FY 2025-26**	**4th Qtr FY 2024-25**	**Difference**	**% Change**
Total System Boardings	874,763	910,192	-35,429	-3.9%
Average Daily Passengers Weekdays	11,408	11,909	-502	-4.2%
Average Daily Passengers Saturdays	6,344	6,217	127	2.0%
Average Daily Passengers Sundays	5,522	5,962	-440	-7.4%
Wheelchair Boardings	6,810	6,319	491	7.8%
Bicycle Boardings	18,300	19,744	-1,444	-7.3%
	874,763	910,192	-35,429	-3.9%
Performance Measures				
Passengers Per Revenue Hour	19	20	-0.78	-3.9%
Fare Revenue Per Service Hour	$22.67	$23.52	$(0.85)	-3.6%
Total Fare Revenue	$1,034,659	$1,073,505	$(38,846)	-3.6%
On-Time Performance	86.3%	85.6%	*Goal > 90%*	
% Systemwide Boarding as Free Transfers	10.5%	10.8%	*Goal < 20%*	









Route	Route Name	4th Quarter FY 2025-26 Unlinked Passengers	4th Quarter FY 2024-25 Unlinked Passengers	Change	% Change
1	Port Hueneme - Oxnard Transit Center	124,648	127,593	(2,945)	-2%
2	Colonia - Downtown Oxnard	20,069	19,440	629	3%
3	J St - Centerpoint Mall - Lemonwood	33,561	34,521	(961)	-3%
4	North Oxnard - Ventura Rd - St. John's	76,195	78,247	(2,052)	-3%
5	Hemlock - Seabridge - Wooley	16,960	18,312	(1,352)	-7%
6	Oxnard - Ventura - Main St	218,549	226,133	(7,584)	-3%
7	Oxnard College - Centerpoint Mall	16,189	16,026	163	1%
8	OTC- Oxnard College - Centerpoint Mall	23,256	23,087	168	1%
10	Pacific View Mall - Telegraph -Saticoy	23,284	24,075	(791)	-3%
11	Pacific View Mall - Telephone - Wells	66,357	67,002	(646)	-1%
15	Esplanade - El Rio - St. John's	12,839	15,483	(2,644)	-17%
16	Downtown Ojai - Pacific View Mall	63,625	69,220	(5,595)	-8%
17	Esplanade - Oxnard College	46,253	40,463	5,790	14%
18	High School Trippers	21,894	18,366	3,528	19%
19	OTC- 5th St - Airport - Gonzales Rd	17,518	18,869	(1,352)	-7%
21	Port Hueneme - Ventura - Victoria Ave	78,461	79,252	(791)	-1%
23*	Oxnard College - NBVC - Esplanade	50,535	44,626	5,909	13%
	TOTAL GCTD SYSTEM	**910,192**	**920,718**	**(10,526)**	**-1%**

*Route 23 operating in fourth year of a five-year demonstration project.

2. FY2025-26 YEAR END FIXED ROUTE SERVICE DATA

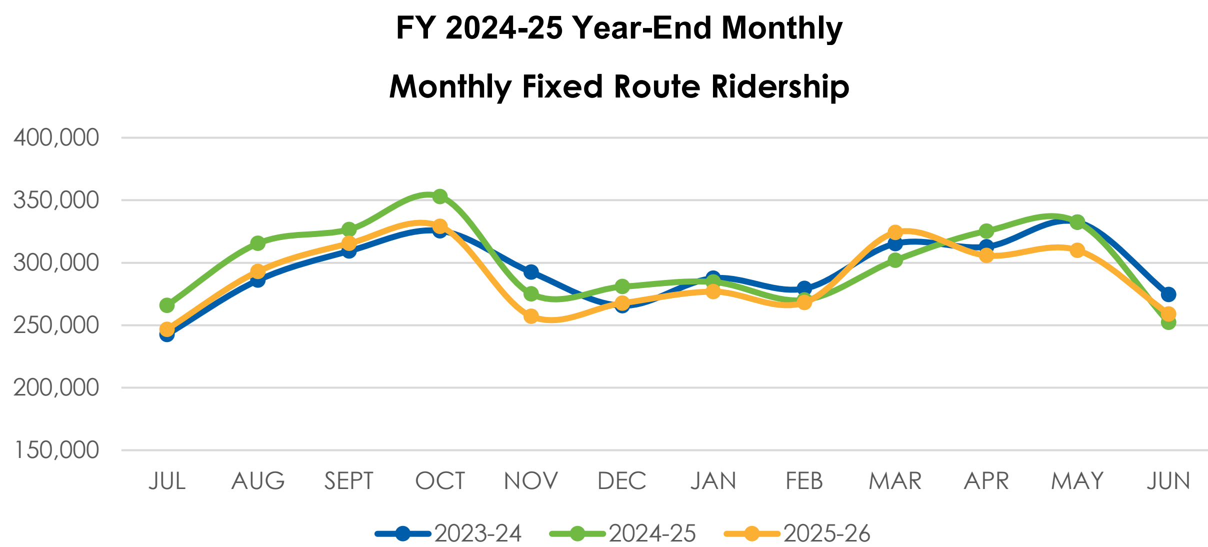
FY 25-26 Year End
Systemwide Ridership & Performance

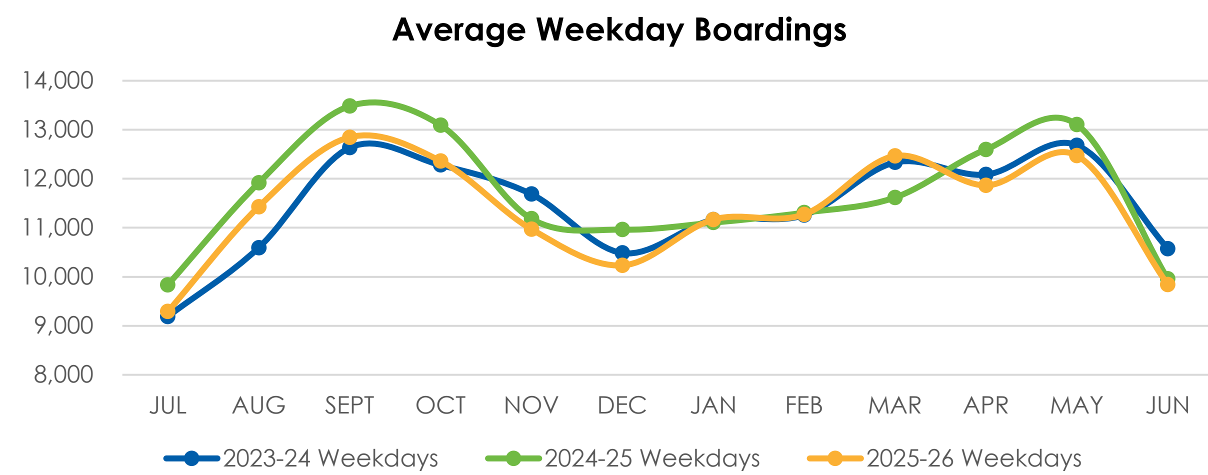
Fixed-Route Ridership	FY 2025-26	FY 2024-25	Difference	% Change
Total System Boardings	3,453,030	3,583,780	-130,749	-3.6%
Average Daily Passengers Weekdays	11,448	11,771	-322	-2.7%
Average Daily Passengers Saturdays	5,867	6,240	-372	-6.0%
Average Daily Passengers Sundays	5,278	5,711	-433	-7.6%
Wheelchair Boardings	29,590	24,639	4,951	20.1%
Bicycle Boardings	73,946	77,549	-3,603	-4.6%
Performance Measures				
Passengers Per Revenue Hour	19.0	19.7	-1	-3.8%
Fare Revenue Per Service Hour	$22.77	$22.29	$0.48	2.2%
Total Fare Revenue	$4,147,300	$4,054,811	$92,489	2.3%
On-Time Performance	84.4%	82.8%	*Goal > 90%*	
% Systemwide Boarding as Free Transfers	11.8%	13.3%	*Goal < 20%*	

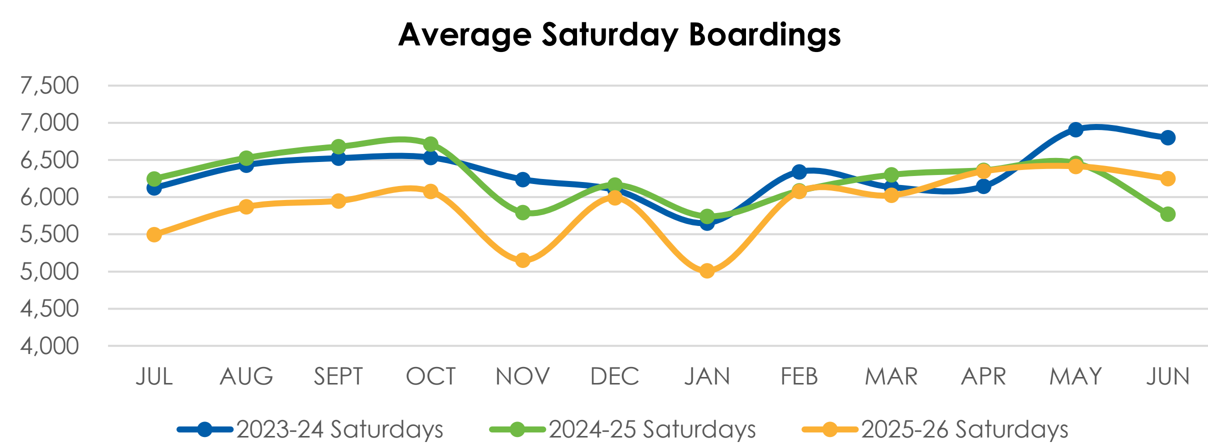
FY 25-26 Year End
Ridership by Route

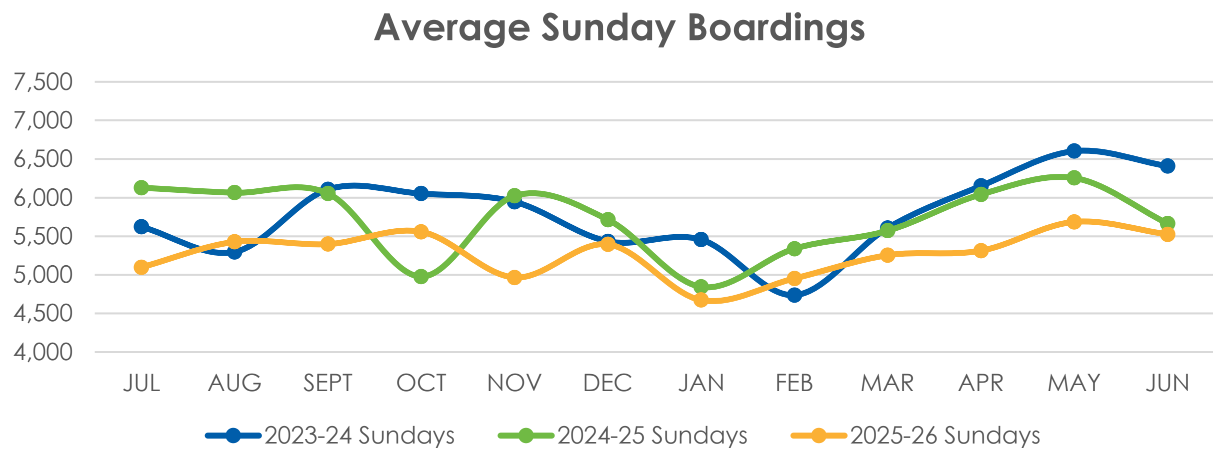
Route	Route Name	Year End FY2025-26 Unlinked Passengers	Year End FY2024-25 Unlinked Passengers	Change	% Change
1	Port Hueneme - Oxnard Transit Center	444,059	490,163	(46,104)	-9%
2	Colonia - Downtown Oxnard	70,639	74,630	(3,991)	-5%
3	J St - Centerpoint Mall - Lemonwood	125,793	130,704	(4,911)	-4%
4	North Oxnard - Ventura Rd - St. John's	303,384	303,938	(554)	0%
5	Hemlock - Seabridge - Wooley	59,426	70,106	(10,681)	-15%
6	Oxnard - Ventura - Main St	837,098	865,239	(28,142)	-3%
7	Oxnard College - Centerpoint Mall	57,782	59,089	(1,307)	-2%
8	OTC- Oxnard College - Centerpoint Mall	95,244	88,676	6,567	7%
10	Pacific View Mall - Telegraph -Saticoy	89,033	95,177	(6,143)	-6%
11	Pacific View Mall - Telephone - Wells	254,355	253,753	602	0%
15	Esplanade - El Rio - St. John's	44,688	51,696	(7,008)	-14%
16	Downtown Ojai - Pacific View Mall	238,608	254,512	(15,905)	-6%
17	Esplanade - Oxnard College	184,493	179,311	5,182	3%
18	High School Trippers	80,525	82,293	(1,768)	-2%
19	OTC- 5th St - Airport - Gonzales Rd	68,185	71,036	(2,851)	-4%
21	Port Hueneme - Ventura - Victoria Ave	303,184	316,950	(13,765)	-4%
23*	Oxnard College - NBVC - Esplanade	196,535	196,507	29	0%
	TOTAL GCTD SYSTEM	**3,453,030**	**3,583,780**	**(130,749)**	**-4%**

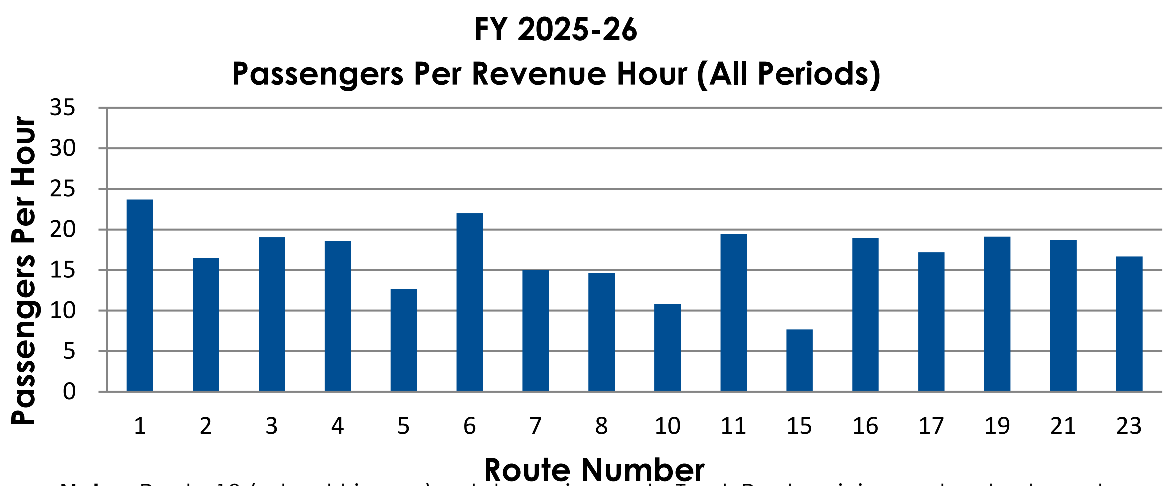
*Route 23 operating in the fourth year of a five-year demonstration project.


FY 2024-25 Year-End Monthly
Monthly Fixed Route Ridership
400,000
350,000
300,000
250,000
200,000
150,000
JUL
AUG
SEPT
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
2023-24
2024-25
2025-26


Average Weekday Boardings
14,000
13,000
12,000
11,000
10,000
9,000
8,000
JUL
AUG
SEPT
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
2023-24 Weekdays
2024-25 Weekdays
2025-26 Weekdays


Average Saturday Boardings
7,500
7,000
6,500
6,000
5,500
5,000
4,500
4,000
JUL
AUG
SEPT
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
2023-24 Saturdays
2024-25 Saturdays
2025-26 Saturdays





Notes: Route 18 (school trippers) not shown in graph. Trunk Route minimum standard greater than 20. Local Route minimum standard greater than 15.

IV. FLEXIBLE SERVICES QUARTERLY SUMMARY

In Q4 FY 2026, Gold Coast Transit District recorded 27,600 boardings, a 2.7% decrease compared to 28,369 in Q4 FY 2025. ADA paratransit service accounted for 36% of total ridership with 9,942 boardings, a 12% increase from the prior year. Senior-focused services showed mixed results: the Senior Nutrition Program decreased by 30% to 613 boardings, while general Senior Service declined by 7% to 11,401. Camarillo Direct Connect rose by 1% to 1,094 boardings, while Health Zones declined by 77% to 66 boardings.

SAFE RIDES

Late-Night Safe Rides, launched in 2021, provides General Public Dial-A-Ride service from 7 PM to midnight for all riders and was originally developed to serve late-shift essential workers. This quarter, the program served 3,208 passengers, down 13% from 3,707 the prior year. It maintained strong reliability with 85% on-time pickup performance and averaged over 1,000 trips per month.

Sunrise Safe Rides, introduced in July 2024 to connect early-morning commuters to essential destinations between 4;30 AM to 7 AM for a flat $5 fare, recorded 1,335 total boardings during the fourth quarter, up 39.4% from 958 boardings in the prior year. Both programs address critical transportation gaps during hours when fixed-route service is limited or unavailable.

V. FLEXIBLE SERVICES ANNUAL SUMMARY

In FY 2026 year-to-date, Gold Coast Transit District's Flexible Services recorded 111,215 boardings, up 3.4% from 108,257 in FY 2025. The average cost per trip declined slightly to $48.45. Ridership rose 14% for ADA Paratransit and fell 11% for Late Night Safe Rides. On-time performance was strong across all services, reflecting the benefits of the new scheduling software, with on-time pickup performance exceeding 80% for every program and reaching or exceeding 90% for most programs.

ADA Paratransit accounted for 32.9% of total ridership, with 37,003 boardings, a 14% increase from 32,427 the prior year. Senior-focused services showed modest growth: Senior Nutrition grew 2% to 2,708 boardings, while general Senior Service increased 1% to 49,115. Camarillo Direct Connect rose slightly, up 1% to 4,327 boardings.

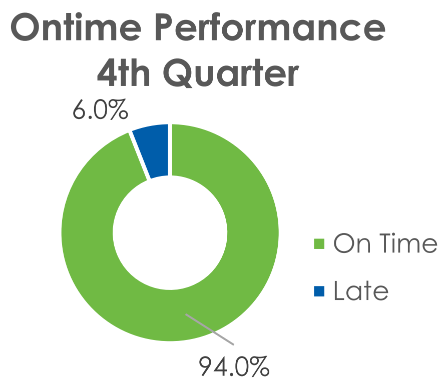
General Public Dial-A-Ride services also experienced declines in two programs: Health Zones dropped 52% to 500 boardings, and Late Night Safe Rides decreased by 11% to 13,179. The Sunrise Safe Rides pilot, launched in July 2024, completed its second year with 5,159 boardings, an increase of 110% from 2,452 boardings in its first year.

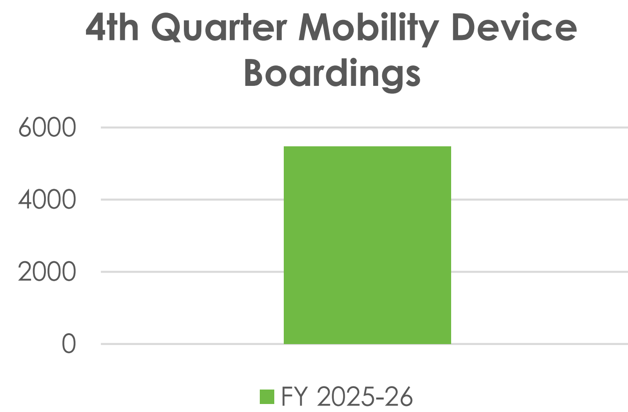
VI. FLEXIBLE SERVICES DATA

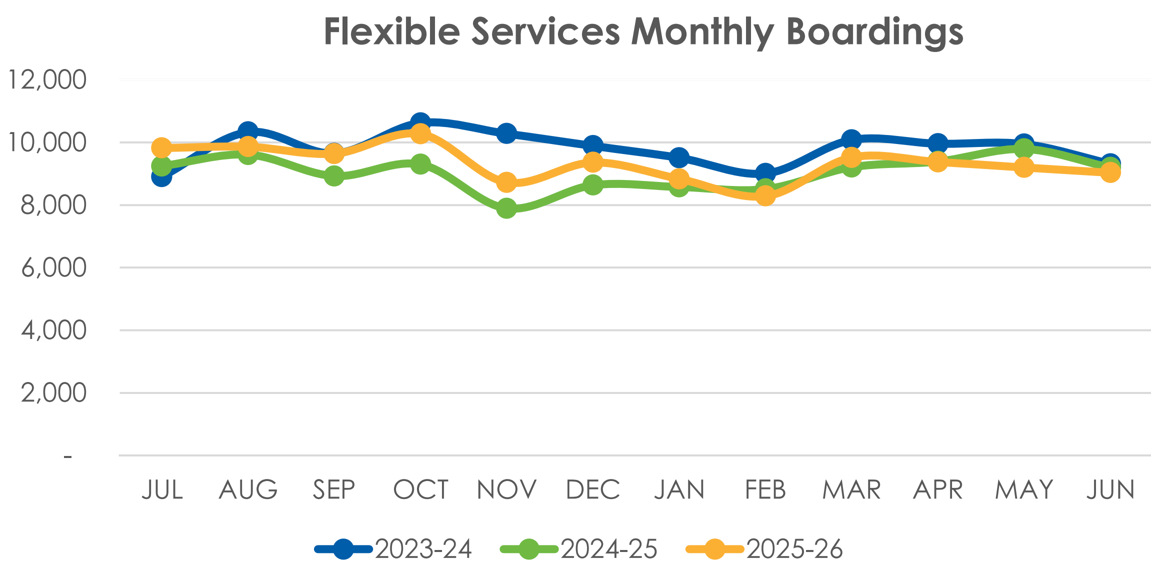
GO ACCESS provides flexible services, including the federally mandated ADA paratransit program, which complements Gold Coast Transit District's fixed-route network. In addition, the program also offers transportation for seniors age 65 and older, Senior Nutrition trips, Health Zones, and other specialized transportation services designed to meet community mobility needs. As an advance-reservation, demand-response service, GO ACCESS helps riders maintain their independence and remain active in the community, supporting mobility and quality of life. These services also contribute to an integrated transportation system that connects riders to essential destinations and opportunities throughout the community.

4th Quarter FY 2025-26
GO ACCESS Ridership & Performance

Paratransit Ridership	***4th Qtr FY 2025-26***	***4th Qtr FY 2024-25***	***Difference***	***% Change***
Total System Boardings	27,600	28,369	-769	-2.7%
Average Daily Passengers Weekdays	349	368	-19	-5.2%
Average Daily Passengers Saturdays	219	188	+32	+16.9%
Average Daily Passengers Sundays	186	173	+13	+7.7%
Performance Measures	***4th Qtr FY 2025-26***	***4th Qtr FY 2024-25***	***Difference***	***% Change***
Passengers Per Revenue Hour	2.04	1.99	+0.02	+2.5%
On Time Performance (Arrive within the window)	94.0%	92.3%	+1.7	+1.8%
Late (After end of pick-up window)	6.0%	7.7%	-1.7	-22.1%


Ontime Performance
4th Quarter
6.0%
94.0%
On Time
Late


4th Quarter Mobility Device Boardings
6000
4000
2000
0
FY 2025-26


Flexible Services Monthly Boardings
12,000
10,000
8,000
6,000
4,000
2,000
-
JUL
AUG
SEP
OCT
NOV
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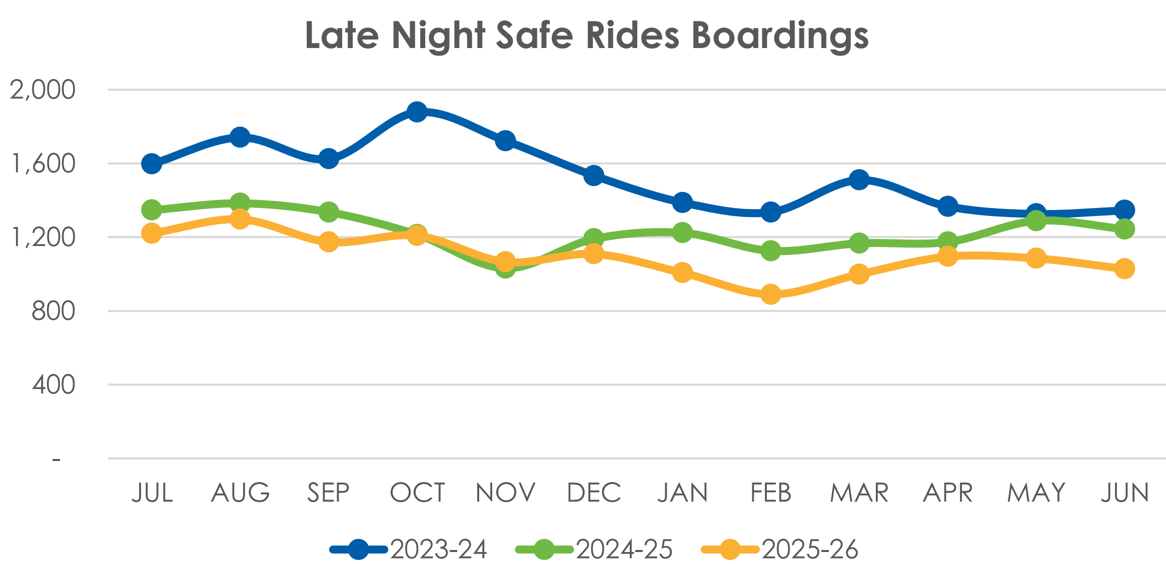
JAN
FEB
MAR
APR
MAY
JUN
2023-24
2024-25
2025-26


Late Night Safe Rides Boardings
2,000
1,600
1,200
800
400
-
JUL
AUG
SEP
OCT
NOV
DEC
JAN
FEB
MAR
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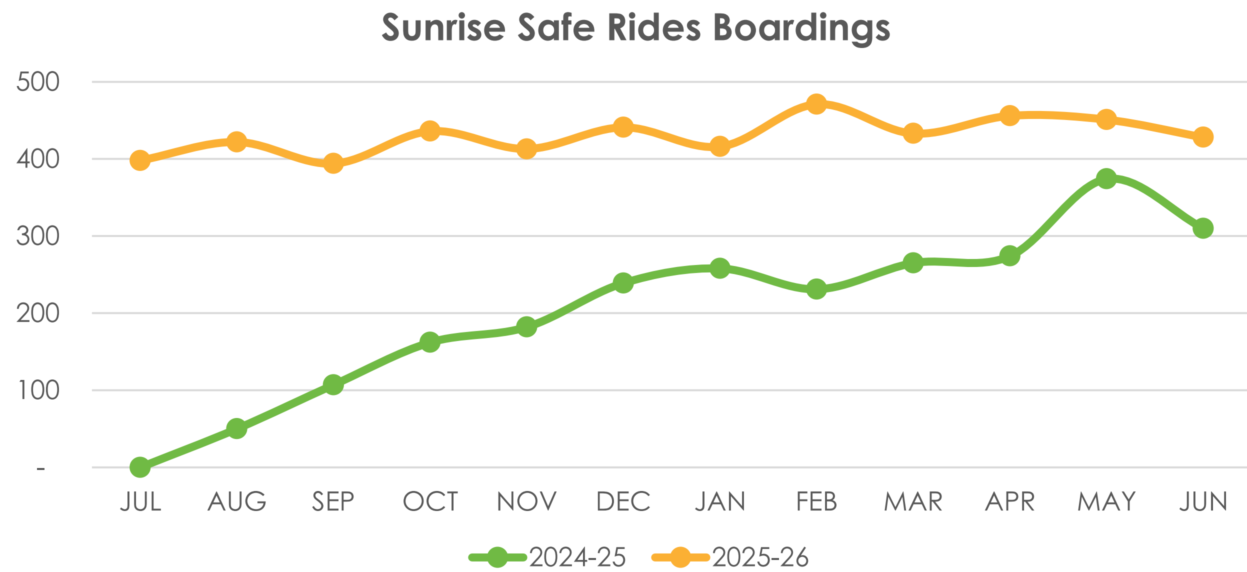
MAY
JUN
2023-24
2024-25
2025-26



4th Quarter – Customer Inputs

Type	*Issue*	*4th Quarter Comments*	*4th Quarter Verified Comments*	*FY 2025-26 Verified Comments*
Scheduling	Travel Time	2	1	4
	Schedules	8	3	19
Operations	Driver/Operator	13	9	24
	Dispatch/Reservations	3	2	9
Other	Policies	5	2	3
	Commendations	3	3	10
	Other	20	4	12
Totals		**54**	**24**	**81**

FY 2024-25 Year End
GO ACCESS Ridership & Performance

Paratransit Ridership	***FY 2025-26***	***FY 2024-25***	***Difference***	***% Change***
Total System Boardings	111,215	108,257	+3,643	+3.4%
Average Daily Passengers Weekdays	355	353	+2	+0.7%
Average Daily Passengers Saturdays	212	183	+29	+15.6%
Average Daily Passengers Sundays	183	165	+18	+11.0%

Performance Measures	***FY 2025-26***	***FY 2024-25***	***Difference***	***% Change***
Passengers Per Revenue Hour	2.03	2.00	-0.1	-4.7%
On Time Performance (Arrive within the window)	90.4%	85.0%	-6.0	-6.6%
Late (After end of pick-up window)	5.9%	9.2%	+2.6	+39.4%

VII. RECOMMENDATION

It is recommended that the GCTD Technical Advisory Committee receive and file this report. This report is for information only.

Attachment A: 4th Quarter FY 2025-26 Fixed-Route Service Evaluation
Attachment B: Year-End FY 2025-26 Fixed-Route Service Evaluation
Attachment C: 4th Quarter FY 2025-26 Flexible Services Service Evaluation
Attachment D: Year-End FY 2025-26 Flexible Services Service Evaluation

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Item 7

DATE September 16, 2026

TO GCTD Technical Advisory Committee

FROM Cynthia Duque, Director of Planning and Marketing
Vanessa Rauschenberger, General Manager

SUBJECT **Receive and File Presentation: Review of Transit Funding Trends**

SUMMARY

Given GCTD's current financial forecast, District staff are conducting a review of GCTD's operating and capital commitments, revenue assumptions, and funding allocation processes to ensure they remain aligned with available resources and GCTD's long-term financial outlook. As part of this broader review, staff believes it is appropriate for the TAC to review the regional funding processes that determine the amount of Federal and Transportation Development Act (TDA) funding available to GCTD, as well as historical trends in the allocation of TDA funding to GCTD member agencies. The purpose is to provide greater transparency regarding how these funding decisions affect the resources available to support GCTD operations and member agency transit needs.

Under the current funding framework, GCTD receives both Federal and TDA funding through regional allocation and programming processes administered by the Ventura County Transportation Commission (VCTC). The amounts available to GCTD may change from year to year based on regional funding availability, statutory requirements, and regional allocation and programming decisions. Additionally, under the District Bylaws, member agencies may claim a portion of GCTD's TDA allocation for local transit needs, with the base allocation adjusted annually based on the applicable Consumer Price Index (CPI).

These two processes operate independently. Regional Federal and TDA allocations to GCTD are not necessarily adjusted based on CPI, while the member agency TDA base allocation is. Consequently, the amount and proportion of TDA funding remaining available to support GCTD operations may vary from year to year based on both regional funding decisions and member agency allocations. Understanding these trends is particularly important as GCTD evaluates its long-term financial outlook.

This item is intended to introduce the issue and begin a dialogue with member agencies about Federal and TDA funding trends, the regional processes through which those funds are allocated, and the potential implications for future GCTD budgets. No changes to the existing member agency allocation methodology are being proposed at this time. Member agencies are encouraged to remain engaged throughout the review and to participate in regional Federal and TDA funding discussions through VCTC's TRANSCOM.

BACKGROUND

TDA Funding Allocation Process

Annually, GCTD receives Transportation Development Act Local Transportation Fund (TDA/LTF) revenues through the Ventura County Transportation Commission (VCTC). VCTC is responsible for administering and allocating TDA/LTF revenues within Ventura County consistent with applicable state law and regional funding decisions. As part of GCTD's annual budget process, a portion of GCTD's allocated TDA/LTF revenues is allocated to member agencies for eligible locally owned, maintained, and operated transit services and capital needs.

Article 8 of the GCTD Bylaws establishes the process for incorporating member agency funding into GCTD's overall annual budget. The Bylaws establish Fiscal Year 2014/15 as the TDA Funds Base Year, adjusted annually based on the Los Angeles-area CPI. Member agencies may submit proposed expenditures of up to ten percent above the adjusted base year as part of GCTD's annual budget development process.

GCTD submits a claim to VCTC for its LTF allocation, inclusive of funding for GCTD transit operations and approved member agency claims. GCTD receives and accounts for the LTF funds and subsequently distributes approved amounts to member agencies in accordance with the established claims process.

Because the member agency allocation methodology and the regional TDA allocation process are separate, changes in GCTD's overall TDA allocation do not necessarily correspond to changes in the amount allocated to member agencies. Over time, this can change the proportion of GCTD's total TDA allocation available to support District transit operations.

Attachment A provides historical information regarding regional TDA funding allocated to GCTD and the corresponding amounts allocated to member agencies. The attachment also illustrates changes in the amount and proportion of TDA funding available to GCTD for transit operations after member agency allocations. The information is provided to give member agencies context regarding how these allocations have changed over the past 10 years.

The historical information is intended to help distinguish between changes resulting from the regional allocation of funding to GCTD and changes resulting from the District's existing member agency allocation methodology. Reviewing both trends provides a more complete picture of the funding available to support GCTD's regional transit responsibilities.

No change to the member agency allocation process is being proposed as part of this item. Staff is bringing the issue forward so member agencies are aware of the considerations underlying GCTD's financial review and have an opportunity to participate in evaluating potential alternatives if changes are determined to be necessary.

Federal Funding Process

GCTD receives federal transit funding primarily through Federal Transit Administration (FTA) formula programs, including the Section 5307 Urbanized Area Formula Program. Unlike some state and local funding sources, these federal formula funds are generally apportioned to an Urbanized Area (UZA), rather than directly to an individual transit operator. Once funding is apportioned to the UZA, a regional process is used to determine how the available funding is programmed among eligible recipients and projects.

FTA guidance provides that, in a large UZA with multiple recipients, the amount available to individual direct recipients is determined cooperatively by the transit providers, Metropolitan

Planning Organization (MPO), and Designated Recipient. In the Oxnard-Ventura UZA, VCTC serves an important regional role in this process. In Ventura County, federal transit funding recommendations are reviewed through VCTC's TRANSCOM as part of the development of the regional Program of Projects.

Although Federal funds and TDA/LTF revenues are governed by different statutory and regulatory frameworks, both regional allocation processes can affect GCTD's overall financial position.

NEXT STEPS

As GCTD addresses its projected financial challenges, understanding and participating in regional funding decisions will become increasingly important.

Active engagement in these discussions through VCTC's TRANSCOM will be important to ensure member agencies remain informed and have an opportunity to provide input on regional Federal and TDA funding priorities and allocation decisions.

The issues presented in this report will also help inform the October 7, 2026 Special Board Strategic Planning Workshop, which will focus on GCTD's current conditions, five-year financial outlook, service priorities, and opportunities to address the District's projected operating deficit. TAC members are encouraged to attend the workshop and participate in this broader discussion.

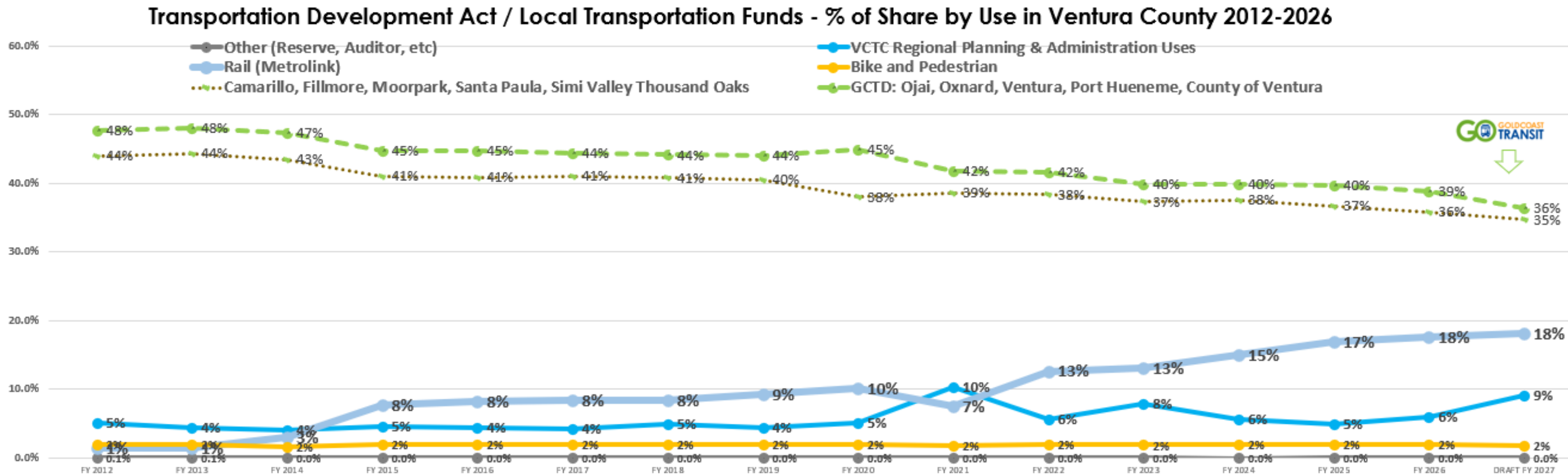
Staff will continue evaluating the existing member agency allocation methodology, historical allocation information, regional funding trends, and potential alternatives with input from member agencies. Feedback received from TAC and discussion at the October 7 Board Workshop will help inform this ongoing review. Staff will return to TAC with additional analysis and options for further discussion before any recommended changes are advanced through the GCTD review and approval process

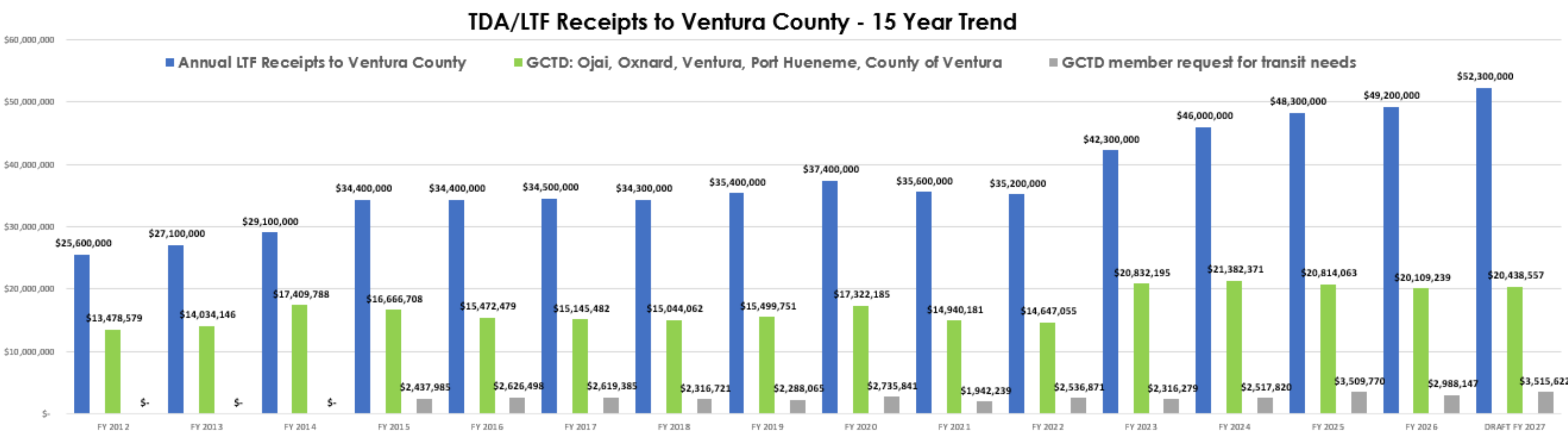
This item is for information only.

ATTACHMENTS

Attachment A: Historical GCTD and Member Agency TDA Allocations

Attachment A





Item #8

DATE September 16, 2026

TO Gold Coast Transit District Technical Advisory Committee

FROM Austin Novstrup, Planning Manager

SUBJECT **Update to FY27 Annual Service Plan**

SUMMARY

GCTD's current financial forecast indicates that the District will begin experiencing a significant operating funding shortfall beginning in FY 2027/28. While staff continues to evaluate opportunities for additional funding, operational efficiencies, and other cost-saving measures, current projections indicate that existing service levels cannot be sustained over the longer term without additional revenue.

Rather than defer service adjustments until the full financial impact is realized, staff recommends beginning a measured and incremental approach to reducing operating costs. As an initial step, staff is developing a proposed service adjustment of approximately 5% of current service hours, targeted for implementation in January 2027, midway through the current fiscal year.

The proposed January adjustment is intended to provide near-term operating savings while avoiding a larger and more abrupt service reduction in the future. Staff will prioritize changes that minimize impacts to riders, preserve the District's most productive and essential services, maintain appropriate geographic coverage, and provide sufficient time for public outreach and rider notification.

The proposed 5% adjustment should be viewed as the first phase of GCTD's response to the projected fiscal cliff rather than a complete solution to the District's longer-term financial challenge. Staff will continue working with the Board, member agencies, regional partners, and other stakeholders to identify potential funding and cost-saving opportunities.

As part of the development of the FY 2027/28 budget, staff will update the District's financial forecast and evaluate whether additional service reductions are necessary. If sufficient ongoing funding is not identified, additional service adjustments may be required beginning in FY 2027/28.

Taking an incremental approach provides GCTD with an opportunity to begin aligning service levels with available resources while preserving flexibility should the District's financial outlook improve.

BACKGROUND

FY27 Annual Service

This report updates the FY27 Annual Service plan to reflect planned changes for the January 2027 service change. The upcoming adjustments are being designed to achieve two primary objectives:

1. Implement Short-Range Transit Plan (SRTP) Recommendations: Incorporate key system optimization recommendations originally deferred from the July 2026 service change.
2. Implement a 5% System-Wide Revenue Hour Reduction: Respond to current budget constraints and operational realities by strategically scaling back overall revenue hours by approximately 5%.

Staff will utilize targeted reductions in service frequency and service span across lower-performing services to minimize impact on core transit-dependent riders and preserve key coverage corridors.

Implement SRTP Recommendations

The FY27 Annual Service Plan included implementation of SRTP recommendations in July 2026. These changes were deferred to January 2027 in order to address infrastructure challenges. The SRTP recommendations modified for the January service change are outlined below:

Route 1

The new alignment will combine the 1A and 1B routes 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. Route 23 will continue to serve these areas. This will increase peak frequency from 40 minutes to 20 minutes through South Oxnard and Port Hueneme. These changes will also 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 now serve Saticoy. Route 10 will have timed connections with Route 11 at Wells Center.

Route 11
The Route 11 alignment will now change to serve Saticoy on every other trip. Route 11 will have timed connections with Route 10 at Wells Center.

Route 16
The Route 16 schedule will be modified to improve connections at the Ventura Transit Center.

Addition of 5% Revenue Hour Reduction
To address the forecasted budget shortfall in future years, staff is recommending beginning to reduce operational expenses to match projected revenues. Implementation of 5% overall reduction in system revenue hours is proposed in January with additional reductions likely to be proposed to ensure long-term fiscal sustainability while maintaining core transportation services throughout the District's member jurisdictions.

To achieve the required 5% reduction in revenue hours while integrating deferred SRTP updates, GCTD staff is focusing on two primary levers:

Reductions in Frequency (Headways)

- Peak vs. Off-Peak Adjustments: Headways on select routes with lower peak-period productivity will be widened (e.g., shifting 15-minute peak service to 20- or 30-minute intervals).
- Weekend Adjustments: Frequency on Saturdays and Sundays will be calibrated on routes where demand drops significantly outside of standard weekday commute periods.

Reductions in Service Span

- Early Morning & Late Night Trips: Trim low-ridership trips at the extreme ends of the service day (e.g., trips departing before 6:00 AM or after 9:00 PM with consistently low passenger counts).
- Span Standard Alignment: Standardize morning start and evening end times across the GCTD fixed route system.

Impact Analysis & Mitigation
GCTD staff is analyzing system-wide ridership data (APC data, peak loads, and trip-by-trip and stop-level boardings) to ensure equity and maintain service quality:

- **Focusing on Low-Productivity Trips:** Reductions will disproportionately target trips and time periods with the lowest passenger-per-hour metrics.
- **Paratransit (GO ACCESS) Impact:** Adjustments to fixed-route spans will be reviewed against complementary ADA paratransit service area and span requirements.

Public Outreach and Notification

To give riders and the community enough time to understand and prepare for the proposed changes, GCTD staff will conduct public outreach before the January 2027 implementation.

Following TAC approval, GCTD will share this plan with the Board at the October 7th Board Workshop to get their input and direction; then staff will release detailed information regarding the proposed service changes and provide opportunities for public comment consistent with GCTD's adopted public participation and service change policies. GCTD will bring a final service plan back to the Board at the November meeting for approval.

Staff's goal is to provide member jurisdictions and riders with as much advance notice as practicable, with final service information available several weeks before implementation so customers can plan for trip changes.

RECOMMENDATION

Approve staff recommendation to modify FY27 Annual Service Plan.