Gold Coast Transit District
Technical Advisory Committee (TAC)
Wednesday, October 21, 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 September 2026 Meeting Summary**	**Action**
Item 6	**FY 26-27 Quarter 1 Fixed Route and Demand Response Report** Martin Rodriguez, Transit Planner Robbie Lucio, Mobility Management Coordinator	**Info**
Item 7	**Strategic Board Workshop Update** Cynthia Torres Duque, Director of Planning and Marketing	**Info**
Item 8	**Update to FY27 Annual Service Plan** Austin Novstrup, Planning Manager	**Info**
Item 9	**Future Agenda Items**	
Item 10	**Adjournment**	

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Item 5

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

Meeting Summary

TAC Members Present:
Susanna Arroyo, County of Ventura (Chair)
Matthew Litvinas, County of Ventura (Chair)
Eliceo Mendoza, County of Ventura (Chair)
Steven Almcrantz, City of Port Hueneme (Vice Chair)
Sergio Albarrán, City of Ventura
Steve Howlett, City of Oxnard
Aubrey Smith, VCTC (ex-office)

TAC Members Absent:
City of Ojai

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
Veronica Navarro, Finance and Grants Analyst

Members of the Public:
None

Item 1 **Call to Order/Introductions**
Chair Susanna Arroyo called the meeting to order at 10:03am

Item 2 **Public Comment**
None.

Item 3 **TAC Member Comments**
Chair Susanna Arroyo introduced Matthew Litvinas and Eliceo Mendoza from the County. She announced they will be taking over transit-related duties moving forward, including attending upcoming TAC meetings. Matt Litvinas will serve as primary TAC member and Eliceo Mendoza will serve as alternate.

Item 4 **GCTD Staff Comments**

Vanessa Raushcenburger announced that the October Board Meeting will host a strategic workshop to assess the service planning. Austin Novstrup shared that GCTD is still collecting response or the Bus Stop Maintenance Survey. Andrea Meza announced that GCTD is partnering with ArtWalk Ventura to provide free bus passes to community members who attend the event. She also shared that starting October, GCTD will begin their Spooky Bus Campaign. She added that riders would be able to upload a picture of themselves and enter for a chance to win a gift card.

Item 5 **Updates to Current Agenda & Approval of June 2026 Meeting Summary**

Austin Novstrup amended Item 8, "Update to FY27 Annual Service Plan," on the current agenda to an actionable item to approve the proposed changes to the FY27 Annual Service Plan.

Susanna Arroyo made a motion to approve the amended agenda and the June 2026 Meeting Summary. Sergio Albarrán seconded the motion.

The motion passed with one vote in favor, no votes opposed, and three abstentions.

Item 6 **Receive Presentation on FY25-26 Annual Fixed-Route and Demand Response Report**

Austin Novstrup presented the FY26 4th Quarter Fixed Route and Demand Response Report. He shared trends of the 4th quarter, which included a decrease of 3.9% year-over-year and an annualized decrease of 3.6%. Routes with high productivity included routes 4, 8, 17, and 23, while Route 15 continued to perform the poorest. He noted that 7 of the 16 routes met or exceeded the minimum service standard for passengers per hour.

Robbie Lucio shared the 4th quarter Flexible Services data. There was a 2.7% decrease compared to the same quarter in the previous fiscal year, which primarily comprises trips for seniors and Late Night Safe Rides. He also shared that while ridership for most services decreased, Sunrise Safe Rides increased by nearly 40%, indicating growing demand and popularity for the program.

Item 7 **Receive and File Presentation: Review of Transit Funding Trends**

Vanessa Rauschenberger shared a summary of future transit funding trends and its effects on the agency. She gave background on the TDA funding process and the federal funding process. She shared that staff is reviewing the District's operating budget, revenue assumptions, and funding allocation processes in response to the current financial situation the agency is facing.

She explained that GCTD receives federal and TDA funding through regional allocation and programming processes administered by the VCTC. She noted that the amount of funding available to GCTD may vary annually based on regional funding availability and explained that member agencies may claim a portion of GCTD's TDA allocation for local transit services and capital needs, with the base allocation adjusted annually according to the applicable Consumer Price Index (CPI).

She also shared how the review of the federal funding process works, including how formula funds are allocated regionally and programmed among eligible recipients through processes involving VCTC and its TRANSCOM committee.

She concluded by emphasizing that the presentation will help initiate dialogue with member agencies, and that no changes to the existing member agency allocation methodology were being proposed at this time.

Item 8 **Approve Changes to FY27 Annual Service Plan**

Austin Novstrup presented an update to the FY27 Annual Service Plan, outlining proposed service changes for January 2027 noting a proposed 5% reduction in systemwide revenue hours as an initial step to align service levels with available funding while minimizing impacts to riders.

He noted that the January service change would also incorporate Short-Range Transit Plan (SRTP) recommendations that were deferred from July 2026 due to infrastructure challenges. The changes include Routes 1, 6, 10, 11 and 16. The improvements are aimed to improve transfers and connections at the VTC and OTC despite the proposed service reductions.

Regarding the reduction in service, he explained that the proposal focuses on lower-performing trips and periods through adjustments to service frequency and span, including selected weekend, early-morning, and late-evening trips, while considering ridership patterns and ADA paratransit requirements.

He concluded that staff would present the plan at the October 7 Board Workshop for input, conduct public outreach regarding the proposed changes, and bring the final service plan to the Board in November

Sergio Albarrán made a motion to approve the changes to the FY27 Annual Service Plan. Chair Susanna Arroyo seconded the motion. The motion passed unanimously.

Item 9 **Future Agenda Items**

Vanessa Rauschenburger mentioned staff would bring funding items back to TAC in the future.

Item 10 **Adjournment**

Chair Susanna Arroyo adjourned the meeting at 11:16am.

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Item 6

DATE October 21, 2026

TO GCTD Technical Advisory Committee

FROM Martin Rodriguez, Transit Planner
Robbie Lucio, Mobility Management Coordinator

SUBJECT Fixed-Route & ACCESS Flexible Services Quarterly Update

I. EXECUTIVE SUMMARY

This quarterly report covers the 1st Quarter (July 1 through September 30) of Fiscal Year 2026-27. This report includes a summary of performance and operating statistics for both fixed-route and ACCESS Flexible services.

II. FIXED-ROUTE DATA

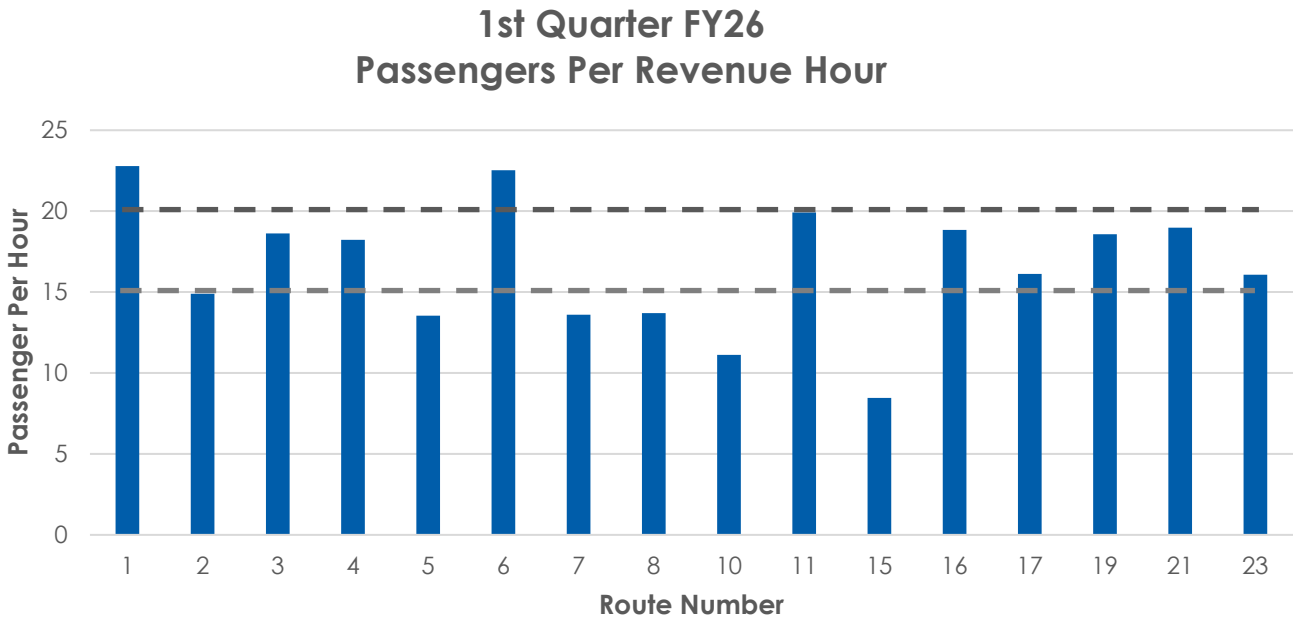
Ridership for the first quarter of FY 2026-27 increased by almost 2% compared to the same period last year. This is a shift from the previous year's 1st quarter where ridership continued to trend downward. The District also continues to benefit from the fare adjustments implemented in 2024, but fare revenue decreased in this quarter compared to the previous year.

1st Quarter FY 25-26
Systemwide Ridership & Performance

Fixed-Route Ridership	**1st Qtr FY 2026-27**	**1st Qtr FY 2025-26**	**Difference**	**% Change**
Total System Boardings	*868,507*	*854,921*	*13,586*	*1.59%*
Average Daily Passengers Weekdays	11,621	11,316	*305*	*2.70%*
Average Daily Passengers Saturdays	5,973	5,779	*194*	*3.36%*
Average Daily Passengers Sundays	5,466	5,317	*149*	*2.80%*
Wheelchair Boardings	6,966	6,598	*368*	*5.58%*
Bicycle Boardings	19,696	19,796	*-100*	*-0.51%*
Performance Measures				
Passengers Per Revenue Hour	19	19	0	0.0%
Fare Revenue Per Service Hour	$20.00	$20.05	-$.05	-0.25%
Total Fare Revenue	$913,656	$1,005,519	-$91,943.20	-9.1%
On-Time Performance	86.4%	85.6%	*Goal > 90%*	
% Systemwide Boarding as Free Transfers	10.4%	11.0%	*Goal < 20%*	

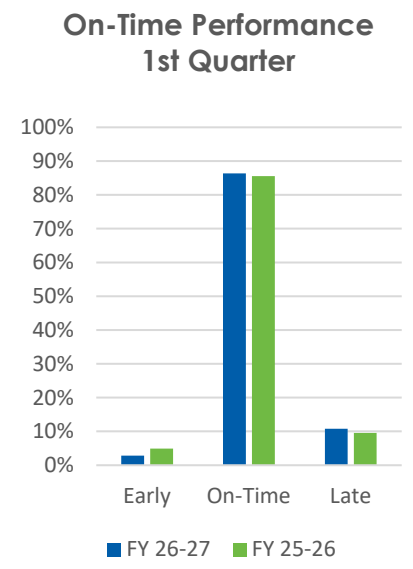
1st Quarter FY 26-27
Ridership by Route

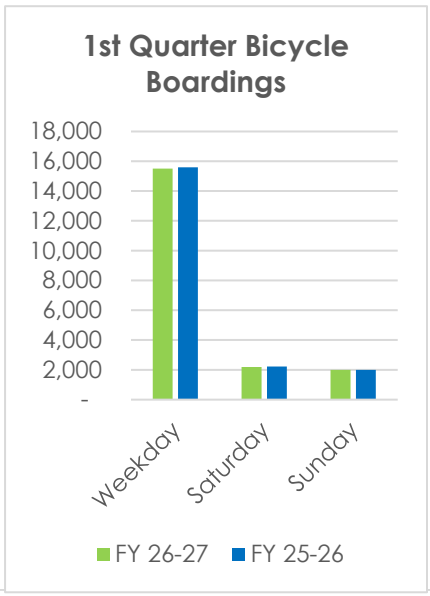
Route	Route Name	1st Quarter FY 2026-27 Unlinked Passengers	1st Quarter FY 2025-26 Unlinked Passengers	Change	% Change
1	Port Hueneme - Oxnard Transit Center	115,800	107,012	8,788	8%
2	Colonia - Downtown Oxnard	19,336	16,030	3,305	21%
3	J St - Centerpoint Mall - Lemonwood	32,216	30,855	1,361	4%
4	North Oxnard - Ventura Rd - St. John's	75,038	74,642	396	1%
5	Hemlock - Seabridge - Wooley	14,924	15,932	(1,008)	-6%
6	Oxnard - Ventura - Main St	202,854	215,026	(12,172)	-6%
7	Oxnard College - Centerpoint Mall	15,918	13,113	2,805	21%
8	OTC- Oxnard College - Centerpoint Mall	25,344	22,341	3,002	13%
10	Pacific View Mall - Telegraph -Saticoy	25,140	22,882	2,257	10%
11	Pacific View Mall - Telephone - Wells	65,764	65,320	445	1%
15	Esplanade - El Rio - St. John's	11,019	12,327	(1,307)	-11%
16	Downtown Ojai - Pacific View Mall	61,900	59,595	2,306	4%
17	Esplanade - Oxnard College	48,818	43,383	5,435	13%
18	Trippers	13,629	15,344	(1,715)	-11%
19	OTC- 5th St - Airport - Gonzales Rd	15,607	16,644	(1,037)	-6%
21	Port Hueneme - Ventura - Victoria Ave	73,537	77,177	(3,640)	-5%
23	Oxnard College - Naval Base - Esplanade	51,663	47,519	4,144	9%
Total GCTD System (no combined routes)		868,507	855,143	13,365	2%

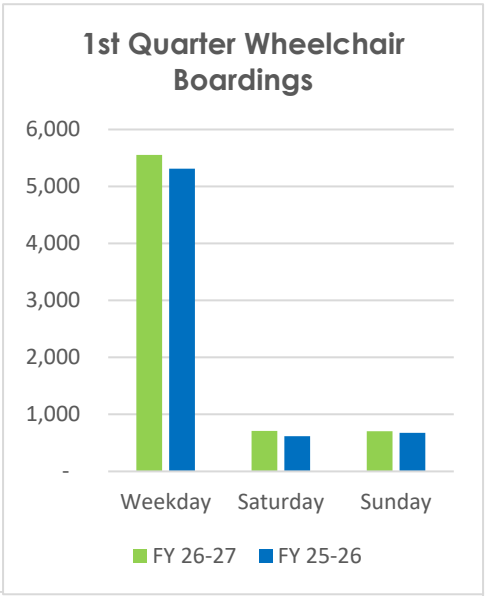


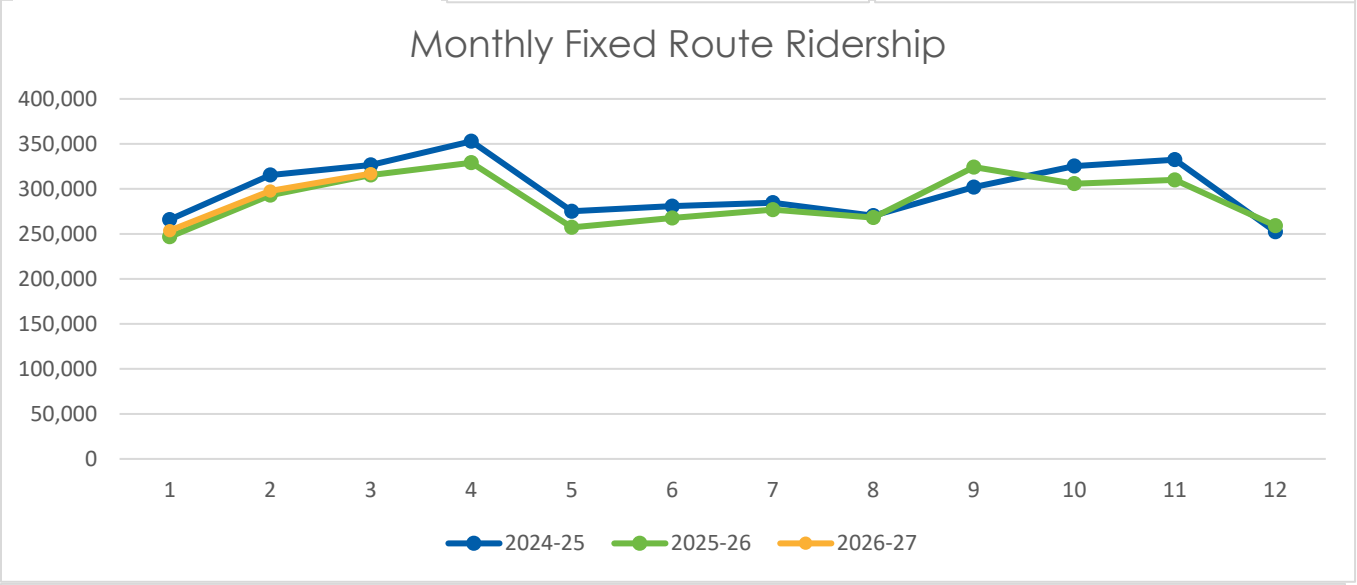
Notes: Route 18 (school trippers) not shown in graph.

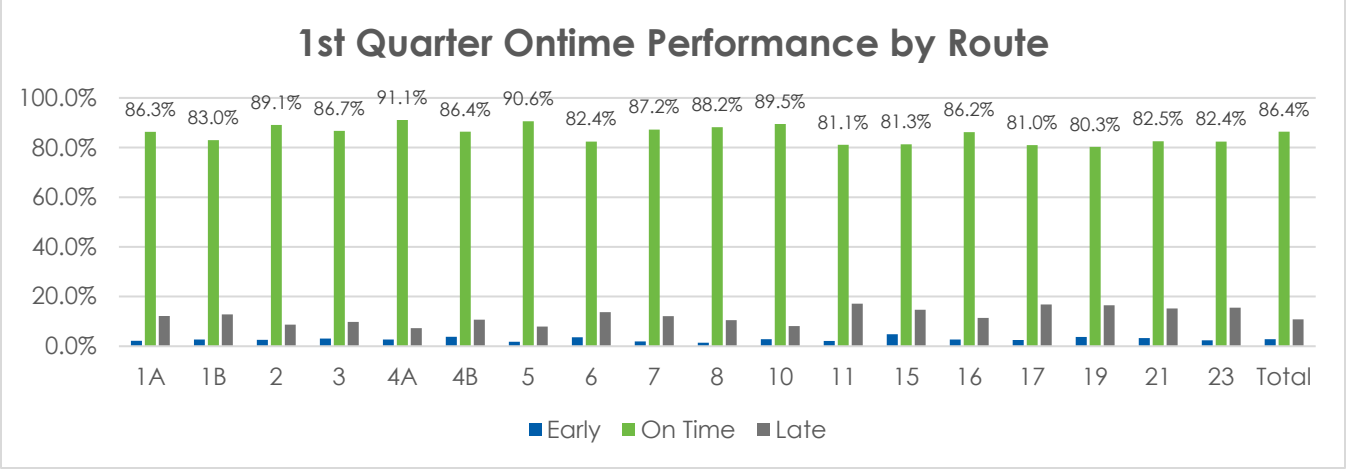
Local Route Minimum Standard > 15
Trunk Route Minimum Standard > 20

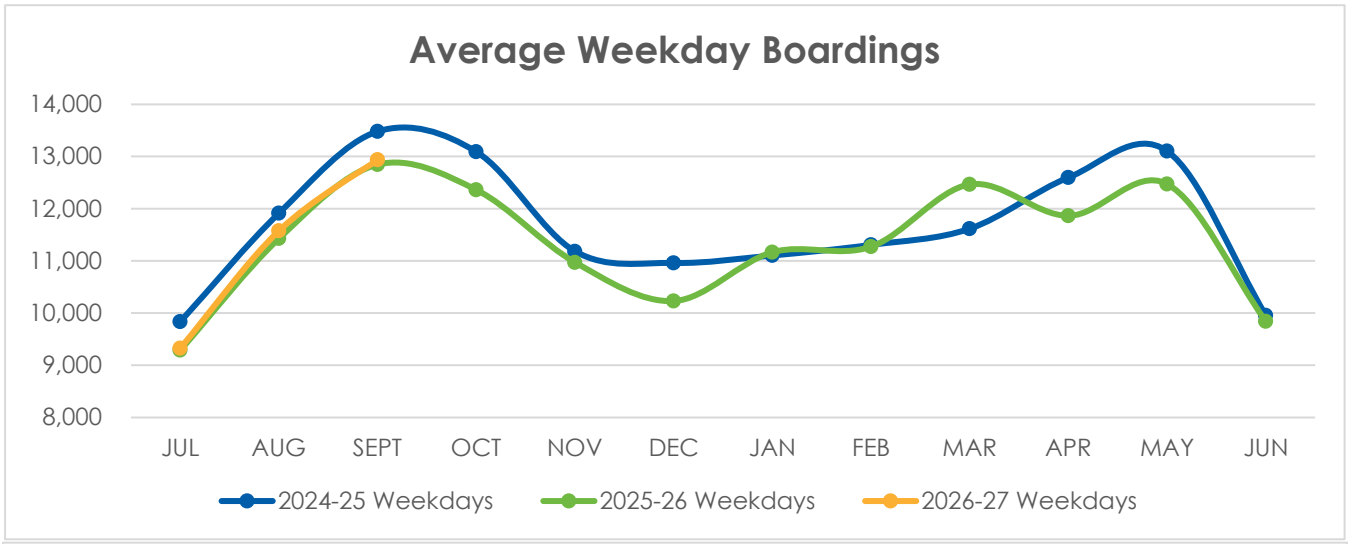

On-Time Performance
1st Quarter
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Early
On-Time
Late
FY 26-27
FY 25-26

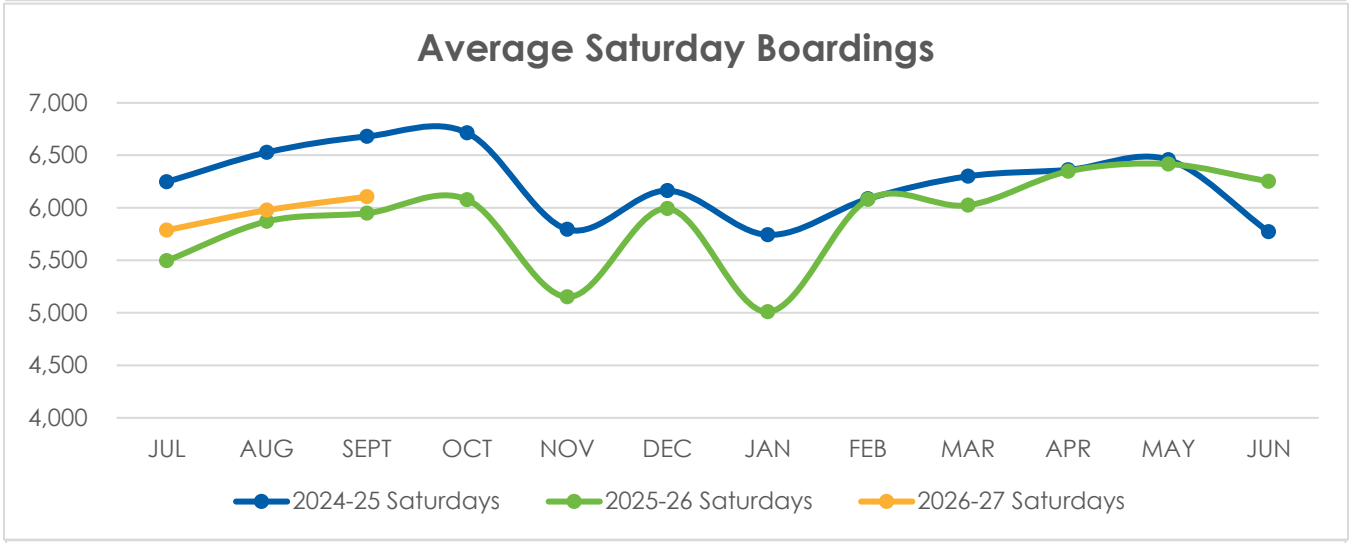

1st Quarter Bicycle
Boardings
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
-
Weekday
Saturday
Sunday
FY 26-27
FY 25-26

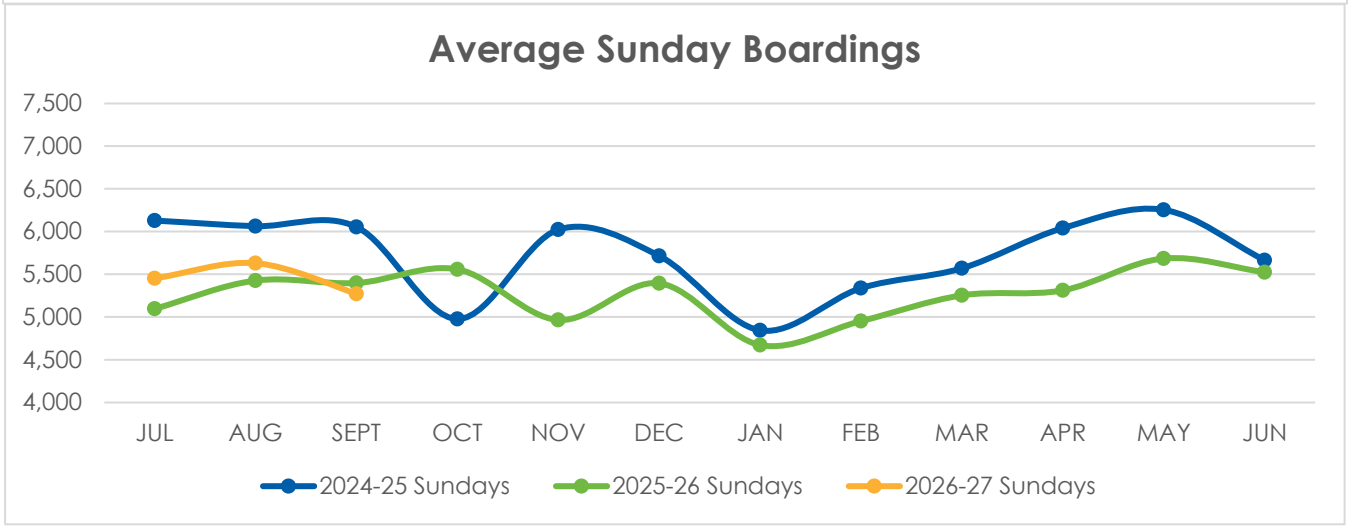

1st Quarter Wheelchair
Boardings
6,000
5,000
4,000
3,000
2,000
1,000
-
Weekday
Saturday
Sunday
FY 26-27
FY 25-26


Monthly Fixed Route Ridership
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
1
2
3
4
5
6
7
8
9
10
11
12
2024-25
2025-26
2026-27


1st Quarter Ontime Performance by Route
100.0%
80.0%
60.0%
40.0%
20.0%
0.0%
86.3%
83.0%
89.1%
86.7%
91.1%
86.4%
90.6%
82.4%
87.2%
88.2%
89.5%
81.1%
81.3%
86.2%
81.0%
80.3%
82.5%
82.4%
86.4%
1A
1B
2
3
4A
4B
5
6
7
8
10
11
15
16
17
19
21
23
Total
Early
On Time
Late


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
2024-25 Weekdays
2025-26 Weekdays
2026-27 Weekdays


Average Saturday Boardings
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
2024-25 Saturdays
2025-26 Saturdays
2026-27 Saturdays


Average Sunday 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
2024-25 Sundays
2025-26 Sundays
2026-27 Sundays

Type	*Issue*	*FY26-27 1st Quarter*	*FY25-26 1st Quarter*	*FY26-27 YTD*
Scheduling	On-Time Performance	1	1	1
Operations	Operator Conduct	29	9	29
	Driving Complaints	12	7	12
	Passed by	27	9	27
	Commendations	13	4	13
	Bus Stop Issues	9	1	9
Other	Other*	11	7	11
Totals		**102**	**38**	**102**

*Service suggestions, fare disputes, disturbances, bus did not show, or other system issues

III. FIXED-ROUTE SERVICE SUMMARY

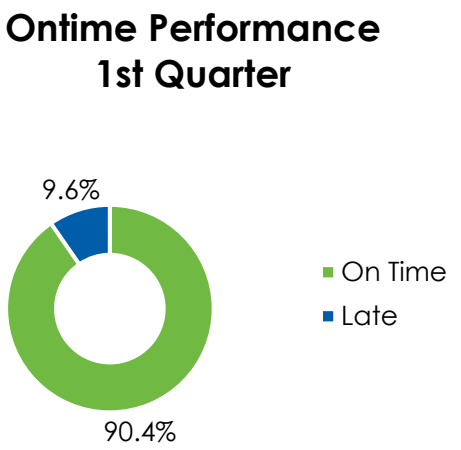
During the first quarter of FY 2026–27, GCTD had 868,507 systemwide boardings, an increase of approximately 2% compared with the first quarter of FY 2025–26. Average daily ridership increased across weekdays, Saturdays, and Sundays, which is counter to the previous year's 1st Quarter where ridership decreased.

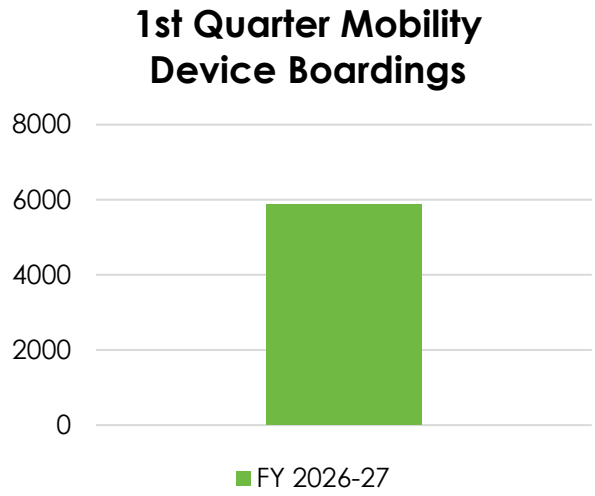
The route-level data for the first quarter of FY 2026–27 compared with FY 2024–25 similarly show an overall increase in ridership of approximately 2%. Ridership increased on most routes, with Routes 2 and 7 recording the largest percentage gains at 21%, followed by Routes 8 and 17 at 13%. Route 1 experienced the largest numerical increase, with nearly 8,800 additional passenger trips. These gains offset declines on six routes, most notably Route 6, which recorded more than 12,000 fewer passenger trips, and Route 21, which declined by approximately 3,600 trips. Route 15 remains at the bottom of the quartiles in terms of ridership and is continuing to see a decrease quarter after quarter. each recorded an 11% decrease.

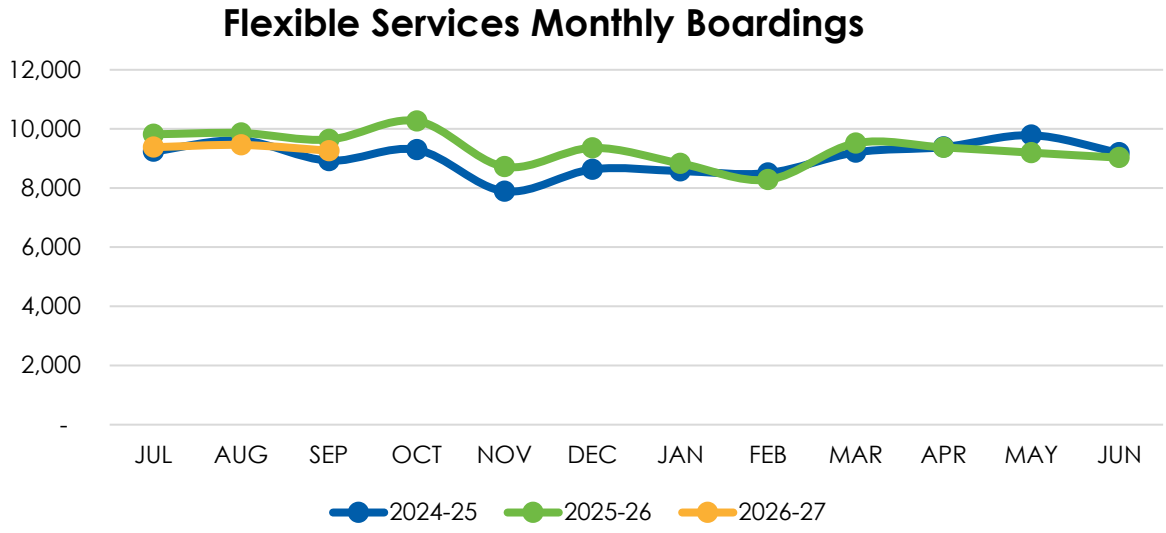
Systemwide operating performance remained relatively stable, with passengers per revenue hour holding at 19. Fare revenue per service hour declined slightly from $20.05 to $20.00, while total fare revenue decreased by approximately 9.1%, from $1.01 million to $913,656. The share of systemwide boardings recorded as free transfers declined from 11.0% to 10.4%, remaining below the established goal of 20%. On-time performance improved from 85.6% to 86.4%, although it remains below the systemwide goal of greater than 90%. Planning staff will continue monitoring ridership, fare revenue, and service reliability to identify opportunities to improve performance and better align service with passenger demand.

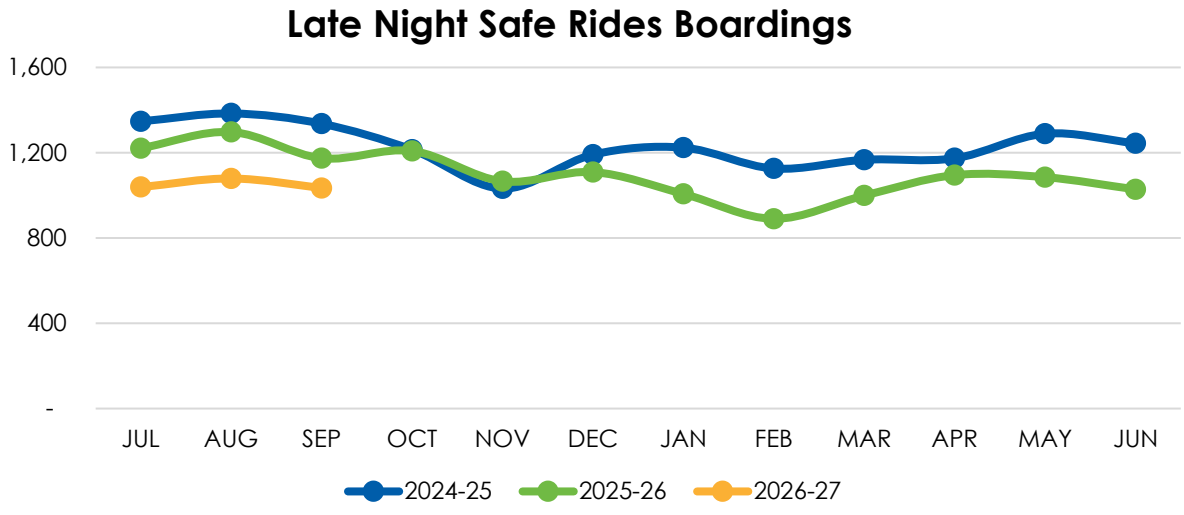
IV. FLEXIBLE SERVICES DATA

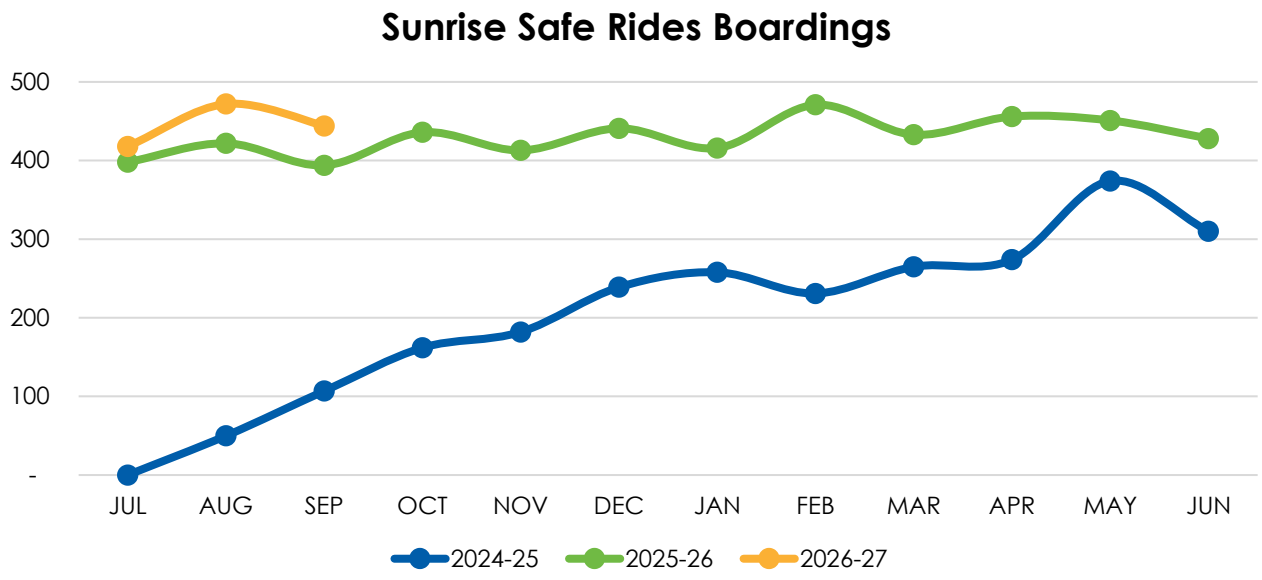
In the first quarter of FY 2026-27 (July-September), Flexible Services recorded 28,103 total boardings, an average of about 9,370 boardings per month. This is a 4.1% decrease (1,216 boardings) from the same period in FY 2025-26, which totaled 29,319 (about 9,770 average boardings per month). Weekday ridership drove the decline, with average daily passengers decreasing by 6.8%, from 379 to 353. However, weekend ridership grew: Saturdays rose 7.6% to 218 average daily passengers, and Sundays rose 6.0% to 197 average daily passengers.


Ontime Performance
1st Quarter
9.6%
90.4%
On Time
Late


1st Quarter Mobility
Device Boardings
8000
6000
4000
2000
0
FY 2026-27


Flexible Services Monthly Boardings
12,000
10,000
8,000
6,000
4,000
2,000
-
JUL
AUG
SEP
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
2024-25
2025-26
2026-27


Late Night Safe Rides Boardings
1,600
1,200
800
400
-
JUL
AUG
SEP
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
2024-25
2025-26
2026-27



1st Quarter FY 2026-27
GO ACCESS Ridership & Performance

Paratransit Ridership	***1st Qtr FY 2026-27***	***1st Qtr FY 2025-26***	***Difference***	***% Change***
Total System Boardings	28,103	29,319	-1,216	-4.1%
Average Daily Passengers Weekdays	353	379	-26	-6.8%
Average Daily Passengers Saturdays	218	203	+15	+7.6%
Average Daily Passengers Sundays	197	186	+11	+6.0%
Performance Measures	***1st Qtr FY 2026-27***	***1st Qtr FY 2025-26***	***Difference***	***% Change***
Passengers Per Revenue Hour	1.98	2.11	-0.13	-6.1%
On Time Performance (Arrive within the window)	90.4%	87.0%	+3.4	+3.9%
Late (After end of pick-up window)	9.6%	5.2%	+4.4	+83.4%

1st Quarter – Feedback

Type	***Issue***	***1st Quarter Comments***	***YTD 2025-26 Comments***
Scheduling	Travel Time	2	2
	Schedules	4	4
Operations	Driver/Operator	14	14
	Dispatch/Reservations	9	9
Other	Policies	2	2
	Commendations	1	1
	Other	7	7
Totals		**39**	**39**

V. FLEXIBLE SERVICES SUMMARY

Trends varied by service this quarter. ADA ridership increased 8% to 10,062 boardings (35% of the total), while Senior Service declined 7% to 11,869 boardings (41.6%). Among the smaller programs, Senior Nutrition declined from 847 to 636 boardings, while Health Zones decreased to 36 boardings. Camarillo Direct Connect increased 4% to 1,069 boardings.

Late Night Safe Rides declined 15% to 3,152 boardings but continued to average over 1,000 monthly boardings. Sunrise Safe Rides increased 10% to 1,334 boardings, averaging more than 440 per month. Booking trends also reflect a gradual shift toward online options, with app and website bookings increasing from 20.6% in July to 22.9% in September. Subscription bookings decreased from 20.2% to 17.9%, while call center bookings remained steady at approximately 59%.

Overall on-time pickup performance for Q1 was 90.4%, an improvement over the previous quarter. ADA and Senior Service achieved on-time pickup performance of 92% or better, with on-time drop-off performance of 93%. Productivity averaged 1.98 passengers per vehicle service hour for the quarter, increasing slightly to 2.03 in September. The average cost per trip was $47.10. Mobility device use remained steady, with 5,876 rides booked through the GO Flex Rides app.

Since implementing RideCo, GCTD has continued to see improvements in the management and delivery of its Demand Response and Flexible Services. Staff will continue to monitor performance and identify opportunities to improve service quality and operational efficiency.

IX. RECOMMENDATION

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

This report is for information only.

_____
General Manager's Concurrence

Attachment 1: *1st Quarter FY 2026-27 Fixed-Route Service Performance Evaluation*
Attachment 2: *1st Quarter FY 2026-27 Flexible Services Performance Evaluation*

Fixed Route Service Evaluation Report
FY 26-27 1st Quarter

Ridership Measure: Passengers Per Revenue Hour

Route #	Route Name	Service Type	Total Revenue Hours	Total Passengers	Passengers per Revenue Hour	Quartile
1	Port Hueneme - Oxnard Transit Center	Trunk	4,699	115,800	**25**	4
6	Oxnard - Ventura - Main St	Trunk	9,568	202,854	**21**	4
11	Pacific View Mall - Telephone - Wells	Trunk	3,292	65,764	**20**	4
16	Downtown Ojai - Pacific View Mall	Trunk	3,167	61,900	**20**	4
3	J St - Centerpoint Mall - Lemonwood	Local	1,663	32,216	**19**	3
4	North Oxnard - Ventura Rd - St. John's	Local	4,100	75,038	**18**	3
17	Esplanade - Oxnard College	Trunk	2,707	48,818	**18**	3
21	Port Hueneme - Ventura - Victoria Ave	Trunk	4,093	73,537	**18**	3
2	Colonia - Downtown Oxnard	Local	1,081	19,336	**18**	2
23	Oxnard College - Naval Base - Esplanade	Trunk	2,975	51,663	**17**	2
19	OTC- 5th St - Airport - Gonzales Rd	Local	910	15,607	**17**	2
7	Oxnard College - Centerpoint Mall	Local	969	15,918	**16**	2
8	OTC- Oxnard College - Centerpoint Mall	Local	1,638	25,344	**15**	1
5	Hemlock - Seabridge - Wooley	Local	1,176	14,924	**13**	1
10	Pacific View Mall - Telegraph -Saticoy	Trunk	2,061	25,140	**12**	1
15	Esplanade - El Rio - St. John's	Local	1,469	11,019	**8**	1

Excluded Routes

18	*High School Trippers*	*Booster*	*121*	*13,629*	***113***

Systemwide Performance Target & Description		Passengers per Revenue Hour Target
Trunk	Routes that link 2 or more major or regional commercial and employment centers and travel on arterial roads or highways.	20
Local	Routes that connect residential areas to major commercial and employment centers and travel on both arterial and residential streets.	15

Economic Measure: Subsidy Per Passenger

Route #	Service Type	Total Revenue Hours	Total Passnegers	Systemwide Operating Cost Per Hour	Total Cost	Cost Per Passenger	Average Fare Per Passenger	Subsidy Per Passenger	Quartile
1	Trunk	4,699	115,800	$ 166.20	$ 780,905	$ 6.74	$0.99	**$ 5.75**	4
6	Trunk	9,568	202,854	$ 166.20	$ 1,590,132	$ 7.84	$1.02	**$ 6.81**	4
11	Trunk	3,292	65,764	$ 166.20	$ 547,158	$ 8.32	$0.97	**$ 7.35**	4
16	Trunk	3,167	61,900	$ 166.20	$ 526,369	$ 8.50	$1.13	**$ 7.37**	4
3	Local	1,663	32,216	$ 166.20	$ 276,418	$ 8.58	$1.02	**$ 7.56**	3
4	Local	4,100	75,038	$ 166.20	$ 681,489	$ 9.08	$0.98	**$ 8.10**	3
17	Trunk	2,707	48,818	$ 166.20	$ 449,904	$ 9.22	$1.11	**$ 8.10**	3
21	Trunk	4,093	73,537	$ 166.20	$ 680,298	$ 9.25	$1.10	**$ 8.15**	3
2	Local	1,081	19,336	$ 166.20	$ 179,579	$ 9.29	$1.03	**$ 8.26**	2
23	Trunk	2,975	51,663	$ 166.20	$ 494,486	$ 9.57	$1.08	**$ 8.49**	2
19	Local	910	15,607	$ 166.20	$ 151,242	$ 9.69	$1.17	**$ 8.52**	2
7	Local	969	15,918	$ 166.20	$ 160,979	$ 10.11	$0.99	**$ 9.12**	2
8	Local	1,638	25,344	$ 166.20	$ 272,222	$ 10.74	$1.15	**$ 9.59**	1
5	Local	1,176	14,924	$ 166.20	$ 195,501	$ 13.10	$0.97	**$ 12.13**	1
10	Trunk	2,061	25,140	$ 166.20	$ 342,483	$ 13.62	$1.17	**$ 12.45**	1
15	Local	1,469	11,019	$ 166.20	$ 244,139	$ 22.16	$0.95	**$ 21.20**	1

Excluded Routes

18	*High School Trippers*	*121*	*13,629*	*$ 166.20*	*$ 20,102*	*$ 1.47*	*$ 1.586*	***$ (0.11)***

FY2027 Q1 FLEXIBLE SERVICES EVALUATION TABLE

	ALL SERVICES			FY 2027	FY 2026	
	AVERAGE WEEKDAY BOARDINGS	AVERAGE SATURDAY BOARDINGS	AVERAGE SUNDAY BOARDINGS	MONTHLY BOARDINGS	MONTHLY BOARDINGS	COST/ TRIP
July	346	223	187	9,383	9,818	$ 47.13
August	353	209	200	9,459	9,860	$ 48.45
September	360	223	203	9,261	9,641	$ 45.71
			1st QTR BOARDINGS:	28,103	29,319	

SERVICE REQUIRED TO BE PROVIDED UNDER FTA REGULATIONS

Eligibility: Certification of mobility disability. Service started July, 1996

ADA	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	35%	1.85	8%	10,062	9,317	93%	93%

SERVICE AVAILABLE TO SENIORS/DISABLED NOT REQUIRED TO BE PROVIDED

Eligibility: 62+; no fare transportation to the nearest congregate meal site. Service started October, 1999

SENIOR NUTRITION PROGRAM	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	2.2%	2.44	-25%	636	847	82%	97%

Eligibility: 65+. Service started October, 1999

SENIORS	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	41.6%	1.89	-7%	11,869	12,809	92%	93%

Eligibility: ADA or 65+; CAMARILLO transfers started October 1999. SP DAR in 2001, TO in 2002

TRANSFERS	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	1.3%	1.42	1352%	363	25	95%	96%

Eligibility: ADA or 65+; Started in 2018

CAMARILLO DIRECT CONNECT	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	3.7%	1.29	4%	1,069	1,024	89%	95%

SERVICE AVAILABLE TO GENERAL PUBLIC NOT REQUIRED TO BE PROVIDED

Eligibility: Temporary medical or mobility impairment; No age restriction; Started in 2013

HEALTH ZONES	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	0.1%	1.18	-85%	36	247	93%	100%

Eligibility: Must be at least 16 to ride without an adult. Started in 2021

LATE NIGHT SAFE RIDES	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
	11.1%	2.12	-15%	3,152	3,692	85%	97%

Eligibility: Must be at least 16 to ride without an adult. Started in 2023

SUNRISE SAFE RIDES	% of TTL	Pass/VSH	% Change from prior FY	QTR 1 FY 2027 BOARDINGS	QTR 1 FY 2026 BOARDINGS	Pick-up OTP	Drop-Off OTP
Note: Pilot started July 2024.	4.7%	2.12	10%	1,334	1,214	79%	97%

Item 7

DATE October 21, 2026

TO GCTD Technical Advisory Committee

FROM Cynthia Duque, Director of Planning and Marketing

SUBJECT Receive and File: GCTD Strategic Choices Workshop

Summary

On October 7, 2026, the GCTD Board of Directors participated in a Strategic Choices Workshop to discuss the District's financial outlook and provide direction on service preservation priorities, long-term revenue opportunities, and potential operational efficiencies.

The workshop included staff presentations and a facilitated discussion led by Gary Hewitt of Transportation Management Design (TMD), the consultant responsible for developing GCTD's Short Range Transit Plan (SRTP). Interactive polling was used to gather Board feedback on service preservation priorities, long-term revenue opportunities, and potential operational efficiencies as GCTD prepares for anticipated budget shortfalls and the potential need to reduce its overall budget by 20% to align expenses with available funding. The extent of service reductions needed to achieve this target is still being evaluated.

For additional background and context, the Board staff report and presentation from the October 7, 2026, Strategic Choices Workshop are attached for reference.

1. Service Preservation Priorities

The Board generally expressed support for pursuing a financially constrained version of the Short Range Transit Plan (SRTP), rather than simply reducing existing service across the board. Several key themes were identified during the discussion:

- Frequency vs. Span of Service: Board members generally favored protecting service frequency over maintaining longer hours of operation, recognizing the importance of reliable and convenient service.

- High-Productivity vs. Lower-Performing Routes: There was support for prioritizing routes with higher ridership and productivity. However, Board members also expressed concern about the impacts of eliminating lower-performing routes and encouraged staff to explore alternatives to preserve essential connections.

- Weekday vs. Weekend Service: Feedback was somewhat mixed, with an overall preference for a balanced approach. Board members acknowledged that traditional

Monday–Friday commuting patterns have changed and that many residents rely on transit for weekend employment and other activities.

- Travel Speed and Bus Stop Spacing: The Board recognized the potential operating efficiencies associated with improving bus speeds and adjusting stop spacing. However, there were concerns about increasing walking distances, particularly for seniors and individuals with disabilities.

- Timing of Service Reductions: Although opinions varied, there was general support for implementing service reductions in phases rather than making significant changes all at once. However, it was also acknowledged that budget and service level reductions may need to be implemented together, while specific route realignments and bus stop changes could be phased in to allow time for coordination with member jurisdictions.

2. Demand-Response Service Priorities

As part of the District's efforts to address its financial challenges, GCTD will also need to evaluate demand-response services, including programs provided beyond federally mandated ADA paratransit requirements.

Potential strategies discussed for further consideration include:

- Prioritizing the preservation of federally mandated ADA paratransit service.

- Evaluating discretionary senior transportation programs and other services provided beyond ADA requirements.

- Considering adjustments to eligibility, service areas, operating hours, or service levels for non-mandated programs.

- Exploring fare increases for premium or specialized services to better offset operating costs.

- Considering reductions or discontinuation of discretionary programs where operating costs are no longer sustainable.

These options would require further evaluation of potential cost savings and community impacts before any recommendations are developed.

3. Long-Term Revenue Opportunities

The Board recognized that service reductions alone will not resolve the District's long-term structural funding challenges.

The discussion emphasized the importance of exploring additional local revenue sources that would give GCTD greater control over its funding. Potential opportunities included fare adjustments, partnerships with member cities, and evaluation of the feasibility of a GCTD-led local property or sales tax measure. At the same time, there was support for continuing to work with regional partners, including the Ventura County Transportation Commission (VCTC), to review regional funding policies and the allocation and distribution of local, state, and federal transportation funds.

There was a slightly greater preference for identifying opportunities for GCTD to become more financially self-sufficient, while also expressing general support for efforts to shape regional funding policies to improve long-term financial stability.

4. Innovation and Operational Efficiencies

The workshop also explored opportunities to reduce costs and improve productivity through technology, operational changes, and partnerships.

Potential strategies discussed included scheduling improvements, transit priority measures, demand-response efficiencies, technology and automation, and better utilization of existing facilities and resources.

These concepts will require additional analysis to determine potential savings, feasibility, and impacts on service delivery.

5. Next Steps

The workshop provided valuable direction for the next phase of GCTD's service and financial planning. While no specific service reduction plan was adopted, the Board's feedback will help guide the evaluation of alternatives.

Given the District's financial outlook, service reductions will be unavoidable, and difficult decisions will need to be made about how best to preserve service within available resources.

Staff will continue working with the planning consultant to develop service scenarios that reflect the Board's priorities, including protecting frequency, maintaining essential connections, balancing weekday and weekend service, and considering phased implementation.

In addition to fixed-route service, staff will evaluate demand-response programs to identify opportunities to improve efficiency, adjust discretionary service levels, and prioritize federally mandated ADA paratransit service.

The anticipated timeline for the next phase of planning includes:

- December 2026: Staff will develop initial draft service reduction and financial plans and return to the Board for consideration.

- January–April 2027: Public outreach and hearings will be conducted, along with continued budget development in advance of the FY 2027–28 budget adoption.

- Long-Term: GCTD will continue pursuing sustainable funding opportunities to help stabilize service levels and support future transit needs.

Throughout this process, GCTD will continue coordinating with the Technical Advisory Committee and member jurisdictions to review potential service changes, evaluate community impacts, and gather feedback before bringing recommendations back to the Board.

While additional revenue opportunities will continue to be explored, there is no immediate solution to the District's structural funding challenges. Planning decisions must therefore be based on currently available and reasonably anticipated resources.

Recommendation

Receive and File.

Attachments (Links):

A. October 7, 2026 – Strategic Choices Workshop, Board Staff Report

B. October 7, 2026 – Strategic Choices Workshop, Complete Board Presentation

Item #8

DATE October 16, 2026

TO Gold Coast Transit District Technical Advisory Committee

FROM Austin Novstrup, Planning Manager

SUBJECT **January 2027 Service Change Preparation**

SUMMARY
In September, the GCTD Technical Advisory Committee reviewed and approved an update to the FY 2027 Annual Service Plan. The plan update included implementing the modified SRTP recommendations and an approximately 5% reduction in fixed-route service beginning in January 2027. The modifications to the SRTP recommendations were necessary due to infrastructure challenges that delayed implementation earlier in the year while. The planned service reductions represent the first phase of reductions in response to GCTD's projected operating deficits.

This report provides additional information on the planned changes to GCTD's fixed route service that are planned for implementation in January 2027.

BACKGROUND

FY27 Annual Service
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.

JANUARY 2027 SERVICE CHANGE SUMMARY

Implement SRTP Recommendations

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 a consistent 20-minute frequency during peak service hours. 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.

Implement 5% Revenue Hour Reduction

To achieve this reduction in revenue hours while integrating deferred SRTP updates, GCTD staff is focused on:

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).

GCTD Fixed-Route: Current vs. Planned January 2027				
Route	**Route Name**	**July 2026 Service Span**	**January 2027 Service Span**	**January 2027 Frequency Changes**
1	Port Hueneme – OTC – Ventura	Weekday: 4:50 AM–9:47 PM Weekend: 6:05 AM–9:43 PM	Weekday: 5:15 AM–20:55 PM Weekend: 6:05 AM–20:53 PM	Early morning and evening frequency reduced
2	Colonia – Downtown Oxnard	Weekday: 5:21 AM–7:46 PM Weekend: 7:25 AM–7:29 PM	Weekday: 6:35 AM–7:26 PM Weekend: 8:00 AM–7:29 PM	
3	J St – Naval Base – OTC	Weekday: 5:35 AM–7:03 PM Weekend: 7:11 AM–7:07 PM	Weekday: 6:24 AM–7:07 PM Weekend: 9:05 AM–7:11 PM	
4	North Oxnard / Ventura Rd Loop	Weekday: 6:03 AM–8:36 PM Weekend: 6:10 AM–8:31 PM	Weekday: 6:45 AM–7:42 PM Weekend: 7:00 AM–7:52 PM	4A frequency increasing to every 30 minutes and 4B reduced to every 30 minutes
5	Channel Islands Harbor – OTC	Weekday: 6:50 AM–7:54 PM Weekend: 6:50 AM–7:54 PM	Weekday: 4:45 AM–9:25 PM Weekend: 6:00 AM–9:15 PM	
6	Oxnard – Main St – Ventura	Weekday: 4:50 AM–10:12 PM Weekend: 5:15 AM–10:02 PM	Weekday: 5:20 AM–9:56 PM Weekend: 6:10 AM–9:34 PM	Early morning and evening frequency reduced
7	Oxnard College – Bard Rd	Weekday: 6:55 AM–6:56 PM Weekend: 10:14 AM–5:44 PM	Weekday: 6:55 AM–6:04 PM Weekend: 10:14 AM–5:44 PM	
8	OTC – C St – Oxnard College	Weekday: 6:40 AM–7:56 PM Weekend: 7:45 AM–7:47 PM	Weekday: 6:40 AM–7:56 PM Weekend: 7:45 AM–7:47 PM	
10	Pacific View Mall – Saticoy – Wells	Weekday: 6:10 AM–8:57 PM Weekend: 6:10 AM–8:57 PM	Weekday: 6:05 AM–8:47 PM Weekend: 6:25 AM–8:49 PM	
11	VTC – Telephone Rd – Wells Center	Weekday: 6:00 AM–9:22 PM Weekend: 6:00 AM–8:37 PM	Weekday: 6:00 AM–8:55 PM Weekend: 6:00 AM–8:34 PM	
15	Esplanade – El Rio	Weekday: 8:25 AM–6:34 PM Weekend: 9:40 AM–5:36 PM	Weekday: 8:25 AM–6:34 PM Weekend: 9:40 AM–5:36 PM	
16	VTC – Ojai	Weekday: 5:10 AM–8:50 PM Weekend: 6:05 AM–8:50 PM	Weekday: 4:55 AM–9:05 PM Weekend: 6:05 AM–9:01 PM	
17	Esplanade – Oxnard College	Weekday: 6:36 AM–9:00 PM Weekend: 7:15 AM–8:29 PM	Weekday: 6:50 AM– 7:54 PM Weekend: 7:15 AM–8:28 PM	Evening frequency reduced

GCTD Fixed-Route: Current vs. Planned January 2027 cont.				
Route	**Route Name**	**July 2026 Service Span**	**January 2027 Service Span**	**January 2027 Frequency Changes**
19	Gonzales Rd Corridor	Weekday: 5:55 AM–7:55 PM Weekend: NO SERVICE	Weekday: 5:55 AM–7:03 PM Weekend: No Service	
21	Pacific View Mall – Victoria – OTC	Weekday: 5:40 AM–8:20 PM Weekend: 7:05 AM–8:29 PM	Weekday: 5:55 AM–20:15 PM Weekend: 6:00 AM–9:15 PM	
23	OTC – Port Hueneme via Ventura Rd	Weekday: 6:50 AM–9:00 PM Weekend: 6:40 AM–8:15 PM	Weekday: 4:45 AM–9:25 PM Weekend: 7:15 AM–8:24 PM	Evening frequency reduced

Public Outreach and Notification

To provide riders and the community with sufficient time to understand and prepare for the proposed changes, GCTD staff will conduct public outreach in advance of the January 2027 implementation.

The public outreach efforts are beginning this month with changes included on rider alerts posted on all buses. In November, stop closure notices and stop coming notices will be posted at affected locations, and additional rider alerts will again be posted onboard all buses.

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 changes to their trips.

RECOMMENDATION

Receive and file the report and presentation.