



VENTURA COUNTY TRANSPORTATION COMMISSION

Citizen’s Transportation Advisory Committee (CTAC) /
Social Services Transportation Advisory Council (SSTAC)

Ventura County Government Center

Hall of Justice – Pacific Conference Room

800 S. Victoria Street, Ventura, CA

www.goventura.org

Tuesday, April 14, 2026

1:30 p.m.

AGENDA

(Action may be taken on any item listed on the agenda)

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENT

ITEM 3 PUBLIC COMMENT

Under the Brown Act, the committee/council should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee/Council members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

ITEM 4 MEETING MINUTES

Recommended Action:

- Receive and file

Responsible Staff: Cecilia Perez, Administrative Assistant

ITEM 5 ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON

Recommended Action

- Select from among the membership of this committee a Chairperson and a Vice Chairperson, who shall serve in their respective capacities for a term of one (1) calendar year.

Responsible Staff: Aubrey Smith, Program Manager – Regional Transit Planning

ITEM 6 FISCAL YEAR (FY) 2026/27 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) FINDINGS

Recommended Action:

- Approve the Fiscal Year 2026/2027 Unmet Transit Needs Findings

Responsible Staff: Dolores Lopez, Transit Planner

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

ITEM 7 DRAFT DEMAND-RESPONSE INTEGRATION PLAN (DRIP) UPDATE
Recommended Action

- Receive and file

Responsible Staff: Claire Grasty, Director of Public Transit, Aubrey Smith, Program Manager – Regional Transit Planning

ITEM 8 LOCAL AND MAJOR SPORTS UPDATE

Recommended Action:

- Verbal update

Responsible Staff: Claire Grasty, Director of Public Transit

ITEM 9 CHAIRPERSON'S REPORT

ITEM 10 MEMBER REPORTS

ITEM 11 FUTURE AGENDA ITEMS

- Overview of transportation programs in Ventura County

ITEM 12 ADJOURN TO TUESDAY, JUNE 9, 2026

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Tuesday, January 13, 2026

1:30 p.m.

MEETING MINUTES

CTAC MEMBERS PRESENT: Beverly Dransfeldt, Camarillo
Chaise Rasheed, Thousand Oaks
Sandra Aldana, VCTC at Large
Chera Minkler, City of Ventura
Bill Miley, Ojai

CTAC MEMBERS ABSENT: Marissa Rodriguez, Fillmore (Chair)
Miranda Patton, Camarillo (Vice-Chair)
Victor Kamhi, Thousand Oaks
Joey Juhasz-Lukomski, Fillmore
Susan Leech, Ojai
Rob Corley, City of Ventura
Manuel Minjares, Ventura County

CURRENT CTAC VACANCIES: City of Moorpark (2)
City of Oxnard (2)
City of Port Hueneme (2)
City of Santa Paula (2)
City of Simi Valley (2)
County of Ventura (1)
VCTC at Large (1)

SSTAC MEMBERS PRESENT: Esther Anaya, Arc of VC

SSTAC MEMBERS ABSENT: Tammy Glen, VC Caregivers
Jeff Lambert, Housing Authority
Shaun Prater, HELP of Ojai
Maricela Pardo, Area Agency on Aging
Jon Looney, ACTION VC

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Martha Shapiro, Senior Concerns
Clarissa Marostica, 211 Ride
Alexa Martin, ILRC-TRICO
Jennifer Martinez, ILRC-TRICO
Jennifer Hollowell, VC Caregivers
Brenda Craig, Mobility Management Partners

VCTC STAFF PRESENT: Aubrey Smith, Regional Transit Planning Manager
Dolores Lopez, Regional Transit Planner
Caitlin Brooks, Program Manager

1. CALL TO ORDER – Aubrey Smith called the meeting to order at 1:30 p.m. and announced that in the absence of the Chair and Vice Chair, a member of CTAC/SSTAC would need to be nominated to serve as Chair Pro Tem for this meeting only and requests a motion.

ACTION: Esther Anaya made a motion, seconded by Chera Minkler, to nominate Beverly Dransfeldt to serve as Chair Pro Tem for this meeting only. Motion passed unanimously.

2. INTRODUCTIONS & ANNOUNCEMENTS – No announcements

3. PUBLIC COMMENT

Bill Miley, member agency of Ojai, made a comment that there is a new pay structure for trolley drivers in Ojai as of January, citizens are lobbying to get benefits for drivers and a pilot program is starting this year. They also have a few full-time positions available.

4. MEETING MINUTES - The committee accepted the September 2025 meeting minutes.

5. MEETING SCHEDULE FOR 2026

Aubrey Smith reviewed the meeting schedule for 2026 with the committee members.

6. ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON

Per the advice of legal counsel, this item is deferred to next meeting.

7. GOLD COAST TRANSIT DISTRICT - GO ACCESS PRESENTATION

Cynthia Duque from Gold Coast Transit District (GCTD) provided a presentation and

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took questions regarding their fixed route buses, demand response paratransit services and travel training.

8. COMMUNITY TRAFFIC CALMING & PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Caitlin Brooks provided a Powerpoint regarding the Community Traffic Calming & Pedestrian and Bicycle Safety Program including the project schedule, temporary demonstrations and educational safety campaign.

9. SENATE BILL 707 OPEN MEETINGS – MEETING AND TELECONFERENCE REQUIREMENTS

Aubrey Smith gave information regarding Senate Bill 707 – Meeting and Teleconference Requirements beginning January 1, 2026, which would allow voting committee members with a disability to participate remotely. Staff will look further into this and will provide specific information to the committee.

10. CHAIRPERSON’S REPORT – Deferred

11. MEMBER REPORTS

Chaise Rasheed with Thousand Oaks reported that some bus stops have been updated with a push button audio feature to accommodate low vision riders and they also have a new bus route that services Newbury Park.

Beverly Dransfeldt stated that she is grateful for the presentation on e-bikes as that has been an ongoing issue at some parks in Camarillo.

Esther Anaya mentioned that the Arc of Ventura County has a collaboration with Ventura to assist in isolated areas during natural disasters or emergencies and also would like to thank GCTD for their collaboration in transportation training and employment of three people from their staff.

Sandra Aldana stated that she has a colleague who is a community advocate currently on the transportation committee for the Para-Olympics and is happy to see if he can present at the next meeting regarding progress and planning for Ventura County.

12. FUTURE AGENDA ITEMS

- Presentation on Para-Olympic information from community advocate
- Overview of transportation programs
- Unmet Transit Needs
- Senate Bill 707

13. MEETING WAS ADJOURNED AT 3:09 P.M.

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Item 5

APRIL 14, 2026

**MEMO TO: CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE (CTAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
(SSTAC)**

**FROM: AUBREY SMITH, PROGRAM MANAGER - REGIONAL TRANSIT
PLANNING**

SUBJECT: ELECTION OF OFFICERS

RECOMMENDATION

- Select from among the membership of this committee a Chairperson and a Vice Chairperson, who shall serve in their respective capacities for a term of one (1) calendar year.

BACKGROUND

The officers of the Citizen's Transportation Advisory Committee (CTAC) and Social Services Transportation Advisory Council (SSTAC) shall be selected from among the membership of this committee each year by its membership, who shall serve a one-year term.

The chairperson of this committee is responsible for:

1. Calling for meetings of this committee,
2. Presiding at the committee meetings,
3. Assisting with agenda preparation,
4. Reporting to the Commission when called upon to do so,
5. Establishing subcommittees as necessary, and
6. Other such duties as directed by VCTC.

The vice chairperson serves in the chairperson's absence and performs other duties as directed by them.



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Item 6

April 14, 2026

**MEMO TO: CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE (CTAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE
(SSTAC)**

**FROM: DOLORES LOPEZ, TRANSIT PLANNER
AUBREY SMITH, REGIONAL TRANSIT PLANNING PROGRAM
MANAGER**

**SUBJECT: FISCAL YEAR (FY) 2026/27 TRANSPORTATION DEVELOPMENT ACT
(TDA) UNMET TRANSIT NEEDS (UTN) FINDINGS**

RECOMMENDATION:

- Approve the Fiscal Year 2026/2027 Unmet Transit Needs Findings.

DISCUSSION:

As part of the annually required Unmet Transit Needs Findings, the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) is required to review and comment on the recommendations proposed to be presented to the Commission. The UTN Assessment is attached.

Pursuant to Senate Bill 203, the cities of Santa Paula, Fillmore, Moorpark, and Camarillo are subject to the UTN process. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA funds on streets and roads and they therefore now participate in the process as well. VCTC Intercity service does not utilize Article 8 funds for non-transit purposes; however, service requests for the regional service it provides are included in the process. The Gold Coast Transit District (GCTD), City of

Ojai and the City of Simi Valley do not utilize or claim TDA Article 8 funds for non-transit purposes and their service is not subject to the UTN process.

Adopted Criteria

In order for a request to be considered an Unmet Transit Need, it must receive at least 15-comment threshold for fixed route or the 10-comment threshold for dial-a-ride service and fall into one of the following categories:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs.
- Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, or major increases in service hours and frequency

If they fulfill the above criteria, the need must also be determined to be reasonable to meet (see attachment).

In December of 2023, the Commission refined the definition of Unmet Transit Need to bolster our dedication to advancing the UTN process, particularly for those in disadvantaged areas. By adopting the Median Household Income (MHI) standard for a low-income threshold, the Commission aims to not just maintain the 10 and 15 comment thresholds but to prioritize improvements that meet these criteria while giving special attention to requests from low-income areas that might fall below this threshold. Additionally, for comments that meet the 10 or 15 comment threshold but are considered "Unreasonable to Meet", the agency tasked will pledge to evaluate the proposed service and explore funding for a pilot. Furthermore, the timeline for assessing passenger per hour performance was increased from 36 to 60 months, endorsing a more comprehensive approach to evaluating new service efficacy over an extended period.

Public Input Process

The public comment period for the Fiscal Year 2026-2027 UTN process was held between December 15, 2025 and February 15, 2026 with comments received throughout the year, but outside of the public comment period included in the analysis.

Each year, VCTC uses a variety of channels to promote and solicit public comments for the UTN process including an online survey, social media advertising, eblasts, community meetings, and the GOVCbus app. Public notices were also printed in the Ventura County Star and VIDA News.

A total of 166 comments were received, primarily through surveys (135). Additional comments came via community meetings (11), email (8), social media (7) and phone (5), Individual respondents provided multiple comments within a single submission.

This year's total of 166 comments reflects continued and stable community engagement in the UTN process. Survey participation grew from 108 responses last year to 135 this year, reflecting increasing public awareness of and interest in the UTN process. Comments were received through a variety of channels including the online survey, community meetings, email, social media, and phone, reflecting broad community participation across multiple outreach methods. Additionally, VCTC's countywide Bus Stop Assessment, conducted in Fall 2025, gathered input from 430 riders across Ventura County on stop amenities and conditions. While that feedback was not included in this assessment as it did not meet the UTN criteria, it further reinforces the community's strong interest in improved transit infrastructure and service reliability.

Analysis

Staff assessed each comment received based on the criteria; no requests met the 15-comment threshold for fixed route or the 10-comment threshold for dial-a-ride service and therefore were not further screened to determine if the need was reasonable to meet.

Public feedback garnered through the current year's analysis demonstrated strong interest in expanding service hours, enhancing connectivity between transit lines and operators, and increasing service frequency throughout Ventura County. These comments consistently highlighted the community's desire for more connected, accessible, and frequent local transportation options.

One of the most notable trends in this year's feedback was the continued high volume of requests for expanded Sunday and evening service, representing the single largest comment category with 52 responses. Respondents from cities such as Thousand Oaks, Camarillo, Ventura, Simi Valley, and Oxnard expressed that the lack of service during these times presents a significant barrier to accessing employment, religious services, shopping, civic meetings, and recreational activities. Though there were 52 comments in this general category, no one particular request for increased service in a certain location had more than 15 comments.

Comments also emphasized the need for improved regional connections to Santa Barbara, Goleta, and Carpinteria, with a particular focus on restoring pre-pandemic rail schedules. While this is not considered an unmet need as it is for service that travels outside the county, staff have been working diligently with our rail partners and the Santa Barbara County Association of Governments (SBCAG) to implement a train that supports commute times traveling from Ventura to Santa Barbara County in the mornings. A new daily Amtrak Pacific Surfliner expanded service pilot is scheduled to launch on May 4, 2026, directly addressing one of the most persistently requested improvements identified through this process over multiple years.

The Fillmore to Moorpark route launched in August 2024 through a joint effort by VCTC and Valley Express, has demonstrated strong ridership growth in its first full year of operation, with ongoing community feedback reflecting continued interest in further service enhancements.

Requests for new service between Fillmore, Piru, and Santa Clarita continue to appear in public input, focusing on direct connections to Santa Clarita and Valencia for employment, medical, school, and shopping purposes. VCTC has been working with Santa Clarita Transit to bring this service forward and are partnering with them and a developer on including this in a grant request

Although these requests fell short of the required 15-comment threshold to be considered UTN, they indicate significant and sustained public demand. VCTC staff will continue to collaborate with partner agencies to explore potential service additions, aiming to address identified gaps and enhance overall transit accessibility.

The most common comments that are not considered UTN this year are related to expanded service to Los Angeles County and Santa Barbara County locations and airports, rail service improvements, VCTC Intercity service improvements, and Gold Coast Transit District service improvements. Recent service changes also reflect efforts to address some of these concerns. Coastal Express service was expanded to include service to the Santa Barbara Airport as part of a schedule change implemented in November. Additionally, Coastal Express schedule adjustments were implemented in February 2026, with additional adjustments planned for May 2026. The comments highlight a community in need of transit services that are more frequent, reliable, accessible, and responsive to varied daily schedules and destinations. Among these, the demand for extended evening hours and Sunday service remains prominent, reflecting continued growth in transit use for leisure activities and accommodating non-traditional work schedules. All comments received are essential for future planning in Ventura County and comments with meaningful support that have been raised over multiple years are taken into consideration for future planning purposes.

RECOMMENDATION

At this time, staff is recommending that there are no Unmet Transit Needs that are reasonable to meet. Staff will present the recommendation to the Commission in May for approval and determination that Transportation Development Act funds can be allocated for streets and roads purposes in cities fewer than 100,000 persons and Thousand Oaks.



Item #7

April 14, 2026

**MEMO TO: CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE (CTAC) /
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
(SSTAC)**

**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT
PLANNING**

SUBJECT: DRAFT DEMAND-RESPONSE INTEGRATION PLAN (DRIP) UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Over the past several years, the Ventura County Transportation Commission (VCTC), in coordination with local transit operators and partner agencies, has undertaken a series of efforts to evaluate and improve the delivery, efficiency, and integration of public transit services throughout Ventura County. Central to this work is the *Transit Integration and Efficiency Study* (TIES), a countywide study initiated in 2021 at the direction of the VCTC Commission to assess opportunities to enhance coordination among the region's multiple transit providers while improving rider experience and managing long-term operating costs.

The TIES process included extensive stakeholder engagement and technical analysis, including individual Commissioner interviews, Operator Working Group meetings, completion of an Existing Conditions Report, surveys of riders and stakeholders, meetings with city managers, and presentations to city councils. The study evaluated fixed-route and demand-response services, governance structures, operational practices, and fare and customer service policies across Ventura County's transit systems.

At subsequent Commission meetings, staff presented updates on key findings and alternatives developed through TIES. These alternatives ranged from enhanced coordination among operators to varying degrees of service and governance consolidation, with a particular focus on improving the efficiency and sustainability of demand-response services, including ADA paratransit and dial-a-ride programs. Commission discussions emphasized the need to balance regional coordination with local control, while addressing rising unit costs, service fragmentation, and inconsistent rider experiences.

In parallel with the policy and governance analysis conducted through TIES, VCTC and several transit operators began implementing near-term, operational improvements aligned with the study's findings. A key effort has been the phased implementation of RideCo, a dynamic scheduling and dispatch platform for demand-response services. RideCo is intended to improve trip scheduling efficiency, reduce duplication across jurisdictional boundaries, support better data collection, and enhance the rider experience through more reliable and flexible service delivery. These implementation efforts are consistent with TIES recommendations to leverage technology and shared systems as foundational steps toward improved integration, regardless of long-term governance decisions.

Additional coordination and efficiency initiatives undertaken during this period have included continued operator collaboration through working groups, data sharing and performance monitoring, and exploration of service standardization opportunities related to eligibility, fares, and customer information. Collectively, these efforts represent an incremental, multi-year approach to advancing the goals identified in TIES, improving service quality, enhancing regional connectivity, and ensuring the fiscal sustainability of Ventura County's public transit network.

As a parallel effort to the Ventura County Short Range Transit Plan (SRTP), VCTC initiated the development of the Demand Response Integration Plan (DRIP) to explore how local transit providers can work together to make ADA paratransit service more seamless, efficient, and cost-effective. Paratransit provides essential transportation service for riders with disabilities, but today each local operator manages its own system. This can make countywide travel challenging, especially when trips cross city or service boundaries. The DRIP examines how bringing services together could:

- Enhance the rider experience with consistent policies and scheduling
- Improve trip coordination and regional connectivity
- Identify potential opportunities to achieve cost savings
- Support more unified data collection, reporting, and planning

The DRIP is intended to provide a foundation for decision-makers and local bus operators to consider how best to move forward. VCTC will continue to refine the draft DRIP with its' partners and the community to identify the most effective path to improve the rider experience.

Progress Over the Last 15 Years – Foundational Regional Coordination

Formation of the East County Transit Alliance (ECTA):

The creation of ECTA represents one of Ventura County's earliest efforts to provide cross-jurisdictional demand-response service. Through an interagency agreement among east county jurisdictions, ECTA established a shared operational model for intercity dial-a-ride and ADA paratransit trips, allowing riders to travel point to point across city boundaries without navigating multiple local systems. The City of Thousand Oaks serves as the fiscal agent and operator, demonstrating early consolidation of administrative and operational functions while preserving local participation.

Premium Direct Camarillo-Gold Coast Service and other Regional Connectivity Improvements:

The City of Camarillo elected not to fully participate in ECTA cost sharing but instead implemented direct ADA and senior dial-a-ride service for eligible Camarillo residents traveling to Simi Valley, Moorpark, and Thousand Oaks. This approach reduced the need for vehicle transfers and improved rider convenience while maintaining local operational control. Camarillo and GCTD established procedures allowing ADA-certified riders and seniors to travel deeper into the GCTD service area from Camarillo and vice versa for GCTD ADA certified riders and seniors, using coordinated dispatch and transfer points. While still requiring coordination, these measures represented incremental progress toward more seamless regional trips.

Implementation of RideCo for Demand-Response Services:

Building on TIES findings, VCTC and local operators initiated implementation of RideCo, a shared dynamic scheduling and dispatch platform. RideCo supports same-day scheduling, improved vehicle utilization, and better data consistency across agencies, representing a tangible, near-term step toward operational integration without requiring immediate governance changes.

Policy Alignment Driven by RideCo Implementation and Operator Experience

As RideCo has been implemented across participating operators, VCTC and local operators have used the platform as a practical tool to identify and address long-standing policy inconsistencies that affect both riders and operations. Through regular coordination, including recurring operator working meetings and RideCo implementation calls, agencies have surfaced real-world issues related to trip scheduling, negotiated pick-up times, no-show and late cancellation policies, dwell time expectations, reservations, and transfer coordination. These discussions, grounded in operational challenges have informed incremental policy alignment across agencies, particularly in areas where inconsistent rules created confusion for riders or limited the effectiveness of dynamic scheduling. RideCo has enabled agencies to see where differing policies directly impact on-time performance, productivity, and customer experience, creating momentum for greater consistency and enforcement of shared standards as a precursor to broader integration efforts.

Staff distributed the draft DRIP to the operators and brought it for discussion at Transcom in July 2025.

DISCUSSION:

Since receiving comments back from all operators in July and August 2025, staff has worked with AMMA and Fehr & Peers on path forward, met with the commissioners to update them and met with staff at each of the operators. Staff has been working to identify areas where there is most alignment and agreement between operators and the Commission, areas that are easiest to accomplish and in particular, areas that will have the biggest impact on improvements to riders.

Based on feedback from the operators, the report has been modified to phase in improvements. This phased approach will focus on passenger facing items in the near term, which will be done within the existing operator and agency structure (without transitioning to a single paratransit agency). The attached VC Demand-Response Customer Experience Plan draft, which is part of the larger Demand Response Integration Plan focuses on the following items in the near term:

- Promoting and facilitating existing fixed-route services
- Countywide ADA eligibility
- Embracing Dynamic Scheduling
- One Mobile Application
- One Phone Number
- Localized Dispatching
- Service Branding
- Uniform policy and policy alignment
- Regional Service Model Evaluation (one seat rides throughout the county)
- Contract Enforcement and Centralized Reporting
- Role of TRANSCOM
- Developing a Memorandum of Understanding

VCTC will be procuring a Client Representative to help support the implementation of these efforts. Once all the aforementioned have been implemented and are in effect for one year, then the operators and VCTC will reevaluate whether there is a need to integrate into one agency or whether the implementation of the passenger-facing items is sufficient. Additionally, as these principles are enacted, they will each be evaluated based on applicable performance metrics.

A forthcoming document includes the existing conditions, as well as a plan to follow on how to integrate into one agency if it is determined this is desirable in the future after the items in the Demand Response Integration Plan have been implemented. This has previously been sent to the operators and is being updated to reflect the new direction based on operator feedback. Both will be brought to the Commission as a draft at the May meeting. The final is expected to be brought at the July meeting.