



FY 2026-27 Transit Needs Assessment

Ventura County
Transportation Commission



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Chapter 1: What is the Ventura County Transportation Commission?

The Ventura County Transportation Commission (VCTC) is the State-designated Regional Transportation Planning Agency (RTPA) for Ventura County. In this role, VCTC is responsible for overseeing how federal and state monies for transportation are spent and is responsible for developing transportation plans that identify the region's mobility options and priorities. VCTC is also the State-designated County Transportation Commission, carrying the responsibility of designating how local sales taxes are used for transportation. In addition, VCTC provides intercity bus service throughout Ventura County and VCTC Intercity is the second largest transit operator in the county after the Gold Coast Transit District (GCTD).

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Chapter 2: What is the Unmet Transit Needs Process?

The California State Transportation Development Act (TDA), passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian, and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance.

The California TDA provides two major sources of annual funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). As the RTPA for the Ventura region, VCTC administers the TDA within the region, allocating TDA funds to eligible claimants (the Cities, the County, and transit operators) within its jurisdiction.

Each year, pursuant to Senate Bill 203, VCTC staff facilitates an annual transit needs assessment to determine if there are any areas in the county where populations of less than 100,000 are not served by public transit to meet their daily transportation needs. The areas in Ventura County with populations under the threshold include City of Camarillo, City of Moorpark, City of Fillmore, and City of Santa Paula. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA funds on streets and roads and therefore they now participate in the process as well. To complete this process, VCTC adopts definitions of an “unmet transit need” and “reasonable to meet” criteria to determine if service requests collected during this process can be met by local transit operators or not.

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What is an Unmet Transit Need?

In 2014, the Commission established a definition for Unmet Transit Needs, with explicit examples to align with the Transportation Development Act (TDA) guidelines, which are more specific than the broader public perception. This definition includes a clear benchmark for "substantial" community support, with 15 requests needed for general public service and 10 for services aimed at the disabled community.

Building on this foundation, in 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 has been increased from 36 to 60 months, endorsing a more comprehensive approach to evaluating new service efficacy over an extended period.

The Definition is as follows:

UNMET TRANSIT NEED

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented.

Unmet transit needs identified in a government-approved plan that meet the definition of an Unmet Transit Need.

Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

An Unmet Transit Need Includes:

- *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, and major increases in service hours and frequency*

An Unmet Transit Need Excludes:

- *Operational changes such as minor route changes, bus stop changes, or changes in schedule*
- *Requests for extended hours or days of service*
- *Service for groups or individuals that is not needed by or will not benefit the general public*
- *Comments about vehicles, facilities, driver performance and transit organizational structure*
- *Requests for better coordination*
- *Requests for reduced fares and changes to fare restrictions*
- *Improvements funded or scheduled for implementation in the following year*
- *Future transportation needs*
- *Duplication or replacement of existing service*

What is 'Reasonable to Meet'?

Once a service request is received and has broad-based support (meeting the 15 or 10 comment threshold), it is further evaluated to determine how feasible it is for the transit operator to expand service. Figure 1 illustrates the criteria adopted by the Commission to evaluate the feasibility of requests to expand or significantly change service.

Figure 1 – 'Reasonable to Meet' Criteria

Outcome	Definitions	Measures & Criteria
Equity	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
Timing	The proposed service is in response to an existing rather than future transit need	Criteria: Proposed service is in response to an existing rather than future transit need; based on public input
Feasibility	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
Feasibility	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
Cost Effectiveness	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) Criteria: Fare revenue/ operating cost cannot fall below the operator's required passenger fare ratio.
Cost Effectiveness	The proposed service will meet the scheduled passenger fare ratio	Measures and criteria described below.

Outcome	Definitions	Measures & Criteria
	standards described in Attachment A	
Service Effectiveness	Estimated passengers per hour for the proposed service will not be less than the system-wide average after five years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 60 months of service.

**The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. Comparing unmet transit needs with the needs for streets and roads is not allowable in determining transit needs that are reasonable to meet.*

Chapter 3: Description of TDA-Funded Transit Providers Included in the Unmet Needs Process

VCTC Intercity service does not utilize TDA Article 8 funds for non-transit purposes; however, service requests for the regional service it provides are included in the process. The 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 Unmet Transit Needs process.

Camarillo Area Transit

Camarillo Area Transit (CAT) operates two fixed routes. One route runs seven days a week approximately every thirty minutes. The second route runs five days a week, approximately every hour. The routes are within the city and run approximately every half an hour. CAT also offers general public DAR service every day of the week, but it does not include school trips.

Moorpark City Transit

Moorpark City Transit (MCT) operates one fixed route with service Monday through Friday. The route is within the city and run approximately every hour. In addition, MCT provides senior DAR and ADA paratransit service Monday through Friday. The City of Moorpark contracts with Thousand Oaks to provide DAR services. MCT also operates an on demand microtransit program available Monday through Friday.

Thousand Oaks Transit

Thousand Oaks Transit (TOT) operates six fixed routes, with service Monday through Saturday. The routes are within the city and run a loop pattern every hour. Thousand Oaks Transit also provides senior Dial-A-Ride and ADA paratransit service seven days a week. In addition, a seasonal service to Zuma Beach and Ventura Harbor is provided during the Summer.

Valley Express Bus & Dial-A-Ride

Valley Express Bus & Dial-A-Ride serves the communities of Santa Paula, Fillmore, Piru and the unincorporated areas that make up the Heritage Valley. Fixed-route service consists of two community circulators, within the cities of Santa Paula and Fillmore, a route connecting the community of Piru with the city of Fillmore, and another connecting the cities of Fillmore and Moorpark. Each route is scheduled to make timed connections with the VCTC Intercity Highway 126 line (Routes 60).

General Public Dial-A-Ride service is available within Fillmore, Santa Paula, Piru, and other unincorporated areas of the Heritage Valley. Seniors and ADA certified riders may use Dial-A-Ride to travel between Fillmore, Santa Paula, Piru and Saticoy.

VCTC Intercity

The Ventura County Transportation Commission operates VCTC Intercity, an intercity bus network that operates primarily within Ventura County, with service also extending into Santa Barbara and Los Angeles counties. VCTC Intercity currently operates six fixed routes that provide intercity service between, Woodland Hills, Thousand Oaks, Simi Valley, Moorpark, Camarillo, Oxnard, California State University Channel Islands (CSUCI), Fillmore, Santa Paula, Ventura, Carpinteria, Santa Barbara, and Goleta.

Metrolink Regional Rail

Metrolink is now operating eight round-trip weekday trains from Los Angeles Union Station to Moorpark, three of which extend to East Ventura, and two round-trip Saturday and Sunday trains between Union Station and East Ventura. Additionally, through the codeshare program an additional five round-trip trains are available to Metrolink ticket holders. Although Metrolink is a regional commuter rail service provider serving the five-county Southern California region including Ventura County, VCTC is a member agency which contributes TDA LTF funding to operate the Ventura County Line. The Ventura County Line serves six stations including Ventura Downtown/Beach, East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley, plus seven stations in Los Angeles County. Requests for expanded Metrolink service were included in this analysis because of its service to cities with populations of less than 100,000.

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Chapter 4: Public Input

The public comment period for the Fiscal Year 2026-2027 Unmet Transit Needs process was held between December 15, 2025 and February 15, 2026 with all comments collected throughout the year also included in this report.

Each year, VCTC uses a variety of channels to promote and solicit public comment for the Unmet Transit Needs 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. VCTC hosted three county-wide community meetings, virtual community meeting and a public hearing.

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.

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Chapter 5: Transit Needs Assessment & Findings

Unmet Transit Needs Analysis

Throughout the year and during the public comment period, VCTC received a total of 166 comments through the online survey, social media posts, email, phone calls, and public comments that were received at the community meetings and Public Hearing. Many of the comments received this year focused on general requests for increased service frequency, expanded service hours, and improved connectivity between transit operators. Additional comments included general concerns about existing bus service, requests related to bus stop locations or infrastructure, and broader city planning or transit operations matters. Several comments also requested service to destinations outside Ventura County, including Santa Barbara County and Los Angeles County which are not applicable to the Unmet Transit Needs process.

Comments of this nature, as well as those that did not meet the definition of an Unmet Transit Need, were not included in the formal Unmet Transit Needs evaluation but were forwarded to the appropriate transit operators for consideration as part of ongoing service planning efforts.

Comments regarding an expressed demand for new service in the applicable cities were assessed to determine if the request for service met the definition of an Unmet Transit Need using the Commission's adopted criteria. None of the 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.

The majority of transit improvement requests received this year emphasize improving connectivity between transit lines and operators, increasing service frequency, and expanding service hours across Ventura County. Comments most frequently identified the need for expanded service hours, representing the single largest comment category with 52 responses, followed by requests for better coordination between transit providers, more direct travel options between cities, and improved travel times to support work, school, and medical trips. 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. A notable number of comments also raised operational concerns, including unreliable arrivals, missed transfers, scheduling gaps, and capacity issues that affect the dependability of existing service. Operator review clarified that some perceived service issues were related to rider preferences rather than capacity constraints. In some cases, service adjustments have been made to address these operational challenges. For example, service to Dos Vientos and portions of the Newbury Park High School route were modified or discontinued due to consistently low ridership and their disproportionate impact on route mileage and on-time performance.

Several comments also highlighted regional connectivity needs beyond Ventura County. Overall, these requests reflect continued community interest in reliable, coordinated, and frequent transit service to better support everyday mobility needs.

A particularly notable trend this year is the continued and high volume of requests for expanded evening and Sunday service. Community members across multiple cities including Camarillo, Thousand Oaks, Ventura, Simi Valley, and Oxnard identified limited evening hours and the absence of Sunday service as significant barriers to accessing work, shopping centers, medical appointments, religious services, and leisure destinations. In Camarillo, Dial-A-Ride service is available to the general public seven days a week, which addresses some comments received regarding local service availability. These requests reinforce that evening and weekend mobility remains a vital and growing component of public transit across Ventura County.

Requests for transit connections to Santa Barbara, Goleta, and Carpinteria continue to reflect strong commuter interest in enhanced rail connectivity from Ventura County. Comments emphasized the need for restored pre-pandemic service levels, improved schedules tailored to work-related commuting, and expanded frequency along the Ventura–Santa Barbara corridor. In response to recent rider feedback, schedule adjustments were implemented on the Coastal Express route in February 2026 to address timing concerns, with additional adjustments planned for May 2026 to further improve reliability. Additionally, a new daily Amtrak Pacific Surfliner commuter service is scheduled to launch on May 4, 2026, providing morning northbound and afternoon southbound trips with stops throughout Ventura and Santa Barbara Counties. Although this service extends beyond Ventura County and does not qualify formally as an unmet transit need, its launch directly responds to one of the most persistently requested improvements identified through this process over multiple years.

The Fillmore–Moorpark route, launched in August 2024 as a joint service between VCTC and Valley Express, has demonstrated strong ridership growth and continued community support in its first full year of operation. Comments received this year continue to reflect community interest in improved connectivity along this corridor. While these comments do not individually meet the threshold to qualify as an unmet transit need, they support continued attention to service enhancements as the route continues to grow.

Requests for transit connections between the Heritage Valley including Piru, Fillmore, Santa Paula and Santa Clarita continue to appear regularly, reflecting sustained community interest in regional connectivity along the Route 126 corridor. Eight comments this year specifically highlighted the need for direct transit links to Santa Clarita and Valencia for employment, medical, school, and shopping purposes, with several noting that current service only connects Piru to Fillmore and leaves riders without an onward connection. While these requests are

outside Ventura County and thus not formally classified as Unmet Transit Needs, the recurring nature of these comments indicates strong and consistent community interest. VCTC staff continues to plan for a potential partnership with Santa Clarita Transit to bring this service forward and has been working with them and a developer to pursue a grant to support this service.

Transit access to regional airports remains a consistent area of interest in the Unmet Transit Needs process. This year, eight comments requested direct or improved service to LAX, Santa Barbara Airport, and Burbank Airport, with trip origins primarily in Ventura, Camarillo, Ojai, and CSUCI. Riders emphasized the need for dependable, scheduled options that align with flight times, including both on-demand and fixed-route connections. As part of ongoing efforts to address this need, Coastal Express service was expanded to include service to the Santa Barbara Airport through a schedule change implemented in November. While these comments do not meet the threshold to qualify as an unmet transit need, they reflect a long-standing and recurring community request that warrants continued monitoring.

The most frequent comments this year are as follows:

- Requests for expanded evening and Sunday service across multiple operators and cities, including Camarillo, Thousand Oaks, Ventura, Simi Valley, and Oxnard, to accommodate work, medical, shopping, religious, and leisure trips.
- Expanded service to Los Angeles County and Santa Barbara County, including increased Metrolink and Amtrak Pacific Surfliner frequency and restored pre-pandemic rail schedules into and out of Ventura County. Notably, a new commuter rail service launching May 4, 2026 directly addresses this longstanding request.
- Requests for expanded transit service within and between Ventura, Camarillo, Oxnard, Moorpark, and Thousand Oaks, emphasizing a strong need for improved intra-county connectivity.
- Persistent requests for improved frequency and better coordination of services across local transit operators to enhance transfer reliability and overall transit efficiency.
- Ongoing community interest in improved airport connections to LAX, Santa Barbara Airport, Burbank Airport, and Oxnard Airport, emphasizing the importance of first mile/last mile transit options for long-distance travel.
- The Fillmore–Moorpark route continues to generate positive community response, with comments reflecting interest in further service enhancements building on the route's strong ridership growth.
- Continued requests for service between Piru and Santa Clarita/Antelope Valley along the Route 126 corridor highlight strong and persistent regional interest.
- Varying improvements to GCTD service, including extended evening hours beyond 6:00 PM, new routes to underserved neighborhoods in Ventura and Oxnard, and improved weekend frequency to better serve work, medical, shopping, and recreational trips.

All comments are essential to improving public transit in Ventura County. Comments that have decent support and have been brought up over the years are taken into consideration for future planning purposes. All comments submitted are included in Appendices B and C. Appendix B includes all comments received that could potentially be considered an Unmet Transit Need if support is increased and Appendix C includes all other comments received through the process.

Conclusion

Several comments received were evaluated by VCTC under the definition of an Unmet Transit Need in terms of public service not provided, or service that currently exists but requires significant route or frequency expansion. This year, no requests met the 15-comment threshold for fixed route service or the 10-comment threshold for dial-a-ride service, and therefore there are no Unmet Transit Needs.

All comments received through this process were forwarded to the operators, who take them into consideration for future planning purposes. VCTC and the operators continue to coordinate to work towards improved transit service including connectivity and transferability for cross-county travel. The comments highlight a community with a sustained need for 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, essential trips, and non-traditional work schedules. This year also marks a significant milestone, as the launch of the new Amtrak Pacific Surfliner commuter service on May 4, 2026 directly responds to one of the most persistently requested improvements identified through this process, demonstrating the value of sustained community engagement.

Although the comments received may not meet the “Unmet Transit Needs” and “reasonable to meet definitions,” VCTC and other transit operators in Ventura County, take these comments and all public input received into consideration and they are critical for transit planning efforts. VCTC and the County’s transit operators thank the public for their participation in this process.

PASSENGER FARE RATIOS

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the fifth year of operation. A passenger fare ratio of 10% is desired for special services (i.e., elderly and disabled) and rural area services*. More detailed passenger fare ratio standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit service both in urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

Urban Service	Rural Service	Recommended Action
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Sixty Months **		
Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed

**Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.*

***A review will take place after 54 months to develop a preliminary determination regarding the discontinuation of proposed services*

Public Comments Received for FY26-27 - Unmet Transit Needs

	Comment	Specific Type	Service Provider
1	Service requested for bus route from Camarillo (Springville area) to businesses along Flynn Road/Mission Oaks area; no fixed route currently serves this corridor. Needed by 8:00 am for work commute daily.	New Service	CAT
2	Service requested for Thousand Oaks Transit Sunday service for church attendance and social activities; rider has no other transportation options on Sundays.	Service Hours	TOT
3	Service requested for new bus stop near housing development before Fillmore on the Route 126 corridor; no stop currently serves this newer development for medical and social trips.	Operations	Valley Express
4	Service requested for transit service to all of Piru, Harvest development, and South Mountain area in Santa Paula; currently no bus service and Dial-A-Ride is a no-show or unavailable.	New Service	Valley Express
5	Service requested between Rancho Sierra Senior Housing on South Lewis Road and the Oxnard Transit Center/Metrolink Station to provide bus service during weekdays when Route 99 is not operating during school breaks (including the winter holiday period until late January), as seniors and persons with disabilities rely on this service for access to shopping and essential trips.	Service Hours	VCTC
6	Requests VCTC Route 99 service to remain available during winter break for CSUCI-to-Oxnard trips arriving by 8:00 am for work.	Service Hours	VCTC
7	Service requested to maintain VCTC Route 99 fixed-route service during CSU Channel Islands winter break to allow riders traveling between CSUCI and Oxnard to arrive by approximately 8:00 AM for work purposes.	Service Hours	VCTC
8	Service requested to have fixed-route bus service between the Camarillo Metrolink Station and CSU Channel Islands for students and OLLI program participants (age 50+), noting the previous route has been discontinued for the winter season. Rider notes enrollment is increasing, the new classroom is located near the bus stop, parking lots require a long walk that is difficult for some riders, and the \$6 daily parking cost creates a financial barrier. Service requested daily for school purposes.	Service Hours	VCTC

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
1	Service requested for more fixed-route bus service throughout Camarillo daily, noting current CAT trolley service does not reach key shopping destinations such as Hobby Lobby and Michaels. Service requested for CAT fixed-route service between Ralphs Plaza and retail destinations (Hobby Lobby and Michaels) in Camarillo for shopping purposes with morning service arriving by approximately 9:00 AM.	Expanded Service	CAT
2	Service requested for extended CAT fixed route hours to allow riders to attend evening events (6 pm+) and return home from performing arts venues, movie theaters, and entertainment destinations from Mission Oaks, Camarillo.	Service Hours	CAT
3	Service requested for additional CAT fixed route bus service and extended hours throughout Camarillo to serve work, medical, and shopping trips; rider notes lack of any fixed bus routes beyond the trolley.	Expanded Service	CAT
4	Service requested for more frequent and reliable CAT fixed route service daily. Limited hours (8:30 am–4:15 pm), geographic gaps, and inability to get to/from work shifts starting at 8:45 am or ending at 4:45 pm.	Frequency	CAT
5	Service requested for late night CAT fixed route service to allow rider to travel home from 999 Pizza (1980 Ventura Blvd) to 5351 Paseo Ricoso, Camarillo at 11:45 PM or 12:45 AM for 21+ evening events.	Service Hours	CAT
6	Service requested for CAT Dial-A-Ride and fixed route service to Camarillo Airport area church and for attending evening meetings at Camarillo City Hall; current service does not reach this area safely and ends too early (before 9:00 pm).	Expanded Service	CAT
7	Service requested for Camarillo Area Transit fixed-route service to provide a later afternoon trip after 3:50 PM near Camarillo High School to better accommodate student travel due to limited late afternoon service hours.	Service Hours	CAT

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
8	Service requested between Camarillo High School and the Camarillo Library/City Hall Community Center on Camarillo Area Transit fixed-route service to allow students and residents to attend City Council meetings at approximately 3:40 PM and 5:00 PM, and to provide return service from City Hall to areas near the high school, including later evening service for public comment participation.	Service Hours	CAT
9	Service requested for fixed bus routes in Camarillo beyond the CAT; rider notes city is not walkable or bikeable and transit is completely inadequate for getting anywhere without a car.	New Service	CAT
10	Service between Camarillo Station to Charter Oak Park daily.	Expanded Service	CAT
11	Service requested for earlier arrival of Moorpark City Transit Bus Route 2; current arrival after 8:10 am is too late for students with 8:00 am classes throughout the week.	Service Hours	MCT
12	Service requested for Simi Valley Transit Dial-A-Ride service on Sundays; rider needs transportation from home to church at 10:00 am.	Service Hours	SVT
13	Service requested for buses in Simi Valley to accommodate e-bikes; rider has no car and buses do not allow e-bikes on board. Needs access to closest beach by 9:00 am for summer recreational outings.	Operations	SVT
14	Service requested for bus or transit service from Wood Ranch/Long Canyon in Simi Valley to Royal High School and other school destinations by 7:30 am; single mother of children including one with autism who has no transportation options.	New Service	SVT
15	Service requested for improved bus service in Northeast Thousand Oaks (The Knolls, Lang Ranch, Westlake Canyon); insufficient frequency between Lang Ranch/Northeast T.O. and Kanan Rd/Westlake Promenade. Needed 3:30–8:00 pm and reverse direction 8:00 am–12:00 pm.	Frequency	TOT

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
16	Service requested for more frequent and express Thousand Oaks Transit routes; current routes are circuitous and take too long (e.g., Route 50 from TO Transit Center to Pacific View Mall takes 90 minutes vs. 30 min by car). Rider also stranded between return trips due to low frequency.	Frequency	VCTC
17	Service requested for improved Thousand Oaks Transit bus schedule coordination to allow transfers at The Oaks Mall; Bus #40 (Newbury Park) consistently misses connection to Bus #42. Rider was also stranded at the Transit Center at night.	Operations	TOT
18	Service requested for improved Thousand Oaks Transit bus service to accommodate student schedules at Thousand Oaks High School; last bus departs at 5:00 pm and does not serve students with after-school activities.	Service Hours	TOT
19	Service requested for extended Gold Coast Transit District service hours past 6:00 pm for work, shopping, and medical trips; rider notes buses do not run after 6:00 pm.	Service Hours	GCTD
20	Service requested for later night bus service in Ventura from Ventura Pier to Ventura Harbor; current service does not run late enough for recreational trips at any time of day.	Service Hours	GCTD
21	Service requested for more reliable and consistent Gold Coast Transit District service; rider reports waiting over an hour for buses with no predictability of arrivals.	Operations	GCTD
22	Service requested for transit service to industrial parks, warehouses, and Costco in Ventura and Oxnard; no late night buses available for swing shift and graveyard workers.	Service Hours	GCTD
23	Service requested for improved bus transit between Oak View Resource Center and Ventura High School for a 7:45 AM work trip; rider reports travel time is too long.	Operations	GCTD

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
24	Service requested for stroller parking and charging stations (minimum 3) on Gold Coast Transit buses for riders with young children.	Operations	GCTD
25	Service requested for transit service in Ventura Keys and Pierpont neighborhood; no buses currently serve this area. Rider needs access to the mall by 9:00 am for shopping.	New Service	GCTD
26	Service requested for extended evening Gold Coast Transit Route 16 service between Ventura and Ojai until 9:00 pm or later; rider notes latest departure is currently 7:00 pm	Service Hours	GCTD
27	Service requested for evening transit service between Ventura College and the Ventura Transit Center (Telegraph and Mills Rd) with a 9:00 pm connection to Ojai for students attending evening classes.	Service Hours	GCTD
28	Service requested for no public transport in East Ventura; rider has never seen a bus in 28 years. Needs service from East Ventura to Downtown Ventura at 2:00 pm for shopping, museums, and dining.	Service Hours	GCTD
29	Service requested for direct Gold Coast Transit route from Downtown Oxnard to The Collection Oxnard; no direct route currently exists. Rider also requests smaller electric vehicles instead of large buses.	New Service	GCTD
30	Service requested for improved Route 15 evening connections at the Esplanade after 6:00 PM.	Service Hours	GCTD
31	Service requested for new GCTD route connecting Wells Center (Wells and Telegraph) to Oxnard Transit Center via Vineyard Ave; 60-minute headways on weekdays and 90-minute headways on weekends to serve Saticoy and East Ventura.	New Service	GCTD
32	Service requested for later evening GCTD service past 6:30 pm from Ventura High School (VHS); students with after-school activities and sports are unable to get home after the last 6:30 pm bus.	Service Hours	GCTD

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
33	Service requested for improved Gold Coast Transit weekend bus frequency; rider notes city buses take too long on weekends for shopping, medical, and social trips.	Frequency	GCTD
34	Service requested for Gold Coast Transit bus route or service near hiking trails in Ventura. No current route serves trail access for recreational riders.	New Service	GCTD
35	Service requested for Gold Coast Transit service to Oxnard beaches, western Channel Islands Harbor (Harbor Blvd.), and Ventura Harbor for social and recreational trips.	New Service	GCTD
36	Service requested for improved Gold Coast Transit connectivity between Riverpark and Wagon Wheel area. No early morning bus from Riverpark and unsafe pedestrian crossing of 101 on Oxnard Blvd.	Operations	GCTD
37	Service requested between the Amazon facility in Oxnard (near Sakioka Road and Rice Avenue) and nearby transit stops to add a bus stop closer to the worksite due to the current stop being approximately ¼ mile away, with safety concerns related to limited lighting and reported wildlife during early morning and evening work commute hours.	Operations	GCTD
38	Passenger notes no public transport within a few miles of home in the Ventura Keys neighborhood; would use transit if service reached the area. Needs access to Downtown Ventura and Ventura Harbor for shopping, sightseeing, and entertainment.	New Service	GCTD
39	Service requested for VCTC transit connection from Kaiser Medical Center, Ventura to Ventura Ave for pharmacy, clinic, and urgent care services daily.	New Service	GCTD
40	Service requested for connection from Hobert Park area (East Ventura) to train station, Harmon Canyon, Downtown Ventura, Ventura Hills Nature Preserve, and The Collection for recreation and shopping.	New Service	GCTD

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
41	Service requested for bus to Ventura Family YMCA on Telegraph Rd; rider needs service from Danny's Deli at 9:50 am (M/W/F) and noon (Tu/Th/Sat) for exercise classes.	New Service	GCTD
42	Service requested between the Ventura Transit Center and the Centerpoint area in Oxnard to add a drop-off stop at Victoria Avenue and Channel Islands Boulevard, as there is currently only a pickup stop and passengers cannot easily access the area from the nearest drop-off location at Hemlock daily.	Expanded Service	GCTD
43	Service requested between Ventura and Oxnard for general trips to add additional bus stops to improve access for Ventura residents traveling between cities.	Expanded Service	GCTD
44	Service requested within Ventura for new transit service along Harbor Boulevard to improve access to destinations.	Expanded Service	GCTD
45	Service requested within Ventura and Pierpont area for restoration of former Route 12 transit service along Harbor Boulevard and Spinnaker Drive.	Expanded Service	GCTD
46	Service requested between Mountain Vista Elementary School in Fillmore and other Fillmore destinations to adjust Valley Express service times to better accommodate student dismissal times, as the current bus arrives at approximately 2:09 PM while students are dismissed between 2:16 PM and 2:24 PM, with the next trip not until about 3:09 PM.	Service Hours	Valley Express
47	Service requested to improve Valley Express service in Fillmore to reduce travel times for students, as current routes require trips of over one hour due to looping service and the lack of timed stops, making trip planning difficult.	Operations	Valley Express

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
48	Service requested between Moorpark College and the Fillmore bus stop for school purposes to provide late-night Valley Express service for a college student whose class ends at approximately 10:00 PM, as current service does not operate late enough to accommodate this trip.	Service Hours	Valley Express
49	Service requested between Isbell Middle School and the Boys & Girls Club in Santa Paula for after-school transportation on weekdays to provide Valley Express service or routing adjustments to better accommodate student travel to after-school programs.	Operations	Valley Express
50	Service requested for improved CAT Dial-A-Ride availability; rider notes long advance booking required (2+ weeks) and high demand leaves limited slots. Area around Camarillo Airport is unsafe to walk from nearest trolley/fixed route stop.	Frequency	CAT
51	Service requested for Dial-A-Ride improvements throughout Ventura County; rider reports no-shows, unavailability for evening trips, and limited scheduling flexibility for medical, shopping, and social trips.	Operations	Multi-Operator
52	Service requested for Dial-A-Ride earlier start times in Thousand Oaks; current Dial-A-Ride does not go to Royal High School and starts too late for school transportation needs.	Service Hours	SVT
53	Service requested for improved Camarillo Area Transit (CAT) Dial-A-Ride availability for seniors traveling to medical appointments due to limited scheduling flexibility. CAT is too occupied with college students and medical appointment time windows are very difficult.	Frequency	CAT
54	Service requested for improved CAT Dial-A-Ride availability; rider notes it is nearly impossible to secure a same-day ride and prefers fixed route.	Frequency	CAT

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	Comment	Specific Type	Service Area
55	Service requested for improved Camarillo Area Transit (CAT) Dial-A-Ride availability, as rider reports it is nearly impossible to secure same-day trips and existing service does not adequately meet transportation needs.	Frequency	CAT
56	Service requested for late night Metrolink/train service from Los Angeles to Oxnard; current last weekday train from Union Station departs at 10:30 pm and only goes to Moorpark, leaving Oxnard riders stranded.	Rail	Metrolink
57	Service requested for Metrolink service extended to LAX and Burbank Airport from Ventura; also requests Amtrak service to LAX and Burbank multiple times per day. Trip: Ventura Fairgrounds to LAX.	Rail	Amtrak / Metrolink
58	Service requested for earlier Amtrak/rail departure from Ventura to Downtown LA at a reasonable hour (9:00–10:00 am) for social activities and events.	Rail	Amtrak
59	Service requested for early morning Amtrak/Metrolink train to Santa Barbara arriving before 7:00 am for work commute.	Rail	Amtrak / Metrolink
60	Service requested for improved Metrolink schedules to accommodate 8-hour and 12-hour work shifts from Ventura County; current timetables require unreasonable layover time. Trip: Montalvo Metrolink Station to Northridge Metrolink Station, 6:00 pm departure for work.	Rail	Metrolink
61	Service requested for improved rail safety and more frequent Amtrak/Metrolink service from Ojai and Ventura County; rider's niece was assaulted on a train with no staff present. Requests restored Ojai train service and stop at Carpinteria.	Rail	Amtrak / Metrolink
62	Service requested for improved rail and transit frequency throughout Ventura County and coastal corridor; rider requests regional trains every 30 minutes during rush hours from Carpinteria to Ventura, Camarillo, Thousand Oaks, Los Angeles, and beyond.	Rail	Amtrak / Metrolink

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
63	Service requested for more frequent train service and improved hours throughout Ventura County including day and nighttime options.	Rail	Amtrak / Metrolink
64	Service requested for new or restored passenger rail service between Oxnard, Santa Paula, Fillmore, Piru, and Santa Clarita (including Six Flags) for commuting, tourism, and economic development purposes.	Rail	Multi-Agency
65	Service requested for additional Metrolink train departures to Los Angeles and improved connections to Ventura County throughout the day.	Rail	Metrolink
66	Service requested for late-night Metrolink connection from Oxnard to North Hollywood for concerts and events at the Hollywood Bowl; no evening connection currently available.	Rail	Metrolink
67	Service requested for VCTC Coastal Express capacity increase; buses are at full capacity during morning and evening rush hours every day.	Frequency	VCTC
68	Service requested for VCTC Route 80X (Chapala and Figueroa stop) to run on time; bus regularly arrives 30 minutes late (6:00 pm vs. scheduled 5:30 pm), resulting in riders arriving in Ventura after 7:00 pm instead of 6:15 pm.	Service hours	VCTC
69	Service requested for improved VCTC bus schedule reliability; buses frequently arrive 15 minutes early and pass stops before scheduled time, causing riders to wait an hour for the next bus. Service has worsened since the late 2025 schedule rework.	Service hours	VCTC
70	Service requested for more VCTC Intercity bus departures to address schedule change impact; November 2025 schedule change no longer meets rider needs, particularly requesting more times on the Route 16 bus line.	Service hours	VCTC

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
71	Service requested for improved VCTC Coastal Express frequency and stops at Ventura Transit Center (VTC); rider (Lucinda Wehrkamp) notes few buses stop at VTC and the recent schedule change is a major challenge. Trip: Ventura Transit Center to Santa Barbara Transit Center at 8:30 am for work.	Service hours	VCTC
72	Service requested between Saticoy and Thousand Oaks for medical, shopping, and social trips to increase VCTC Intercity (Vista) bus frequency as current service is insufficient.	Frequency	VCTC
73	Service requested between Saticoy and Thousand Oaks Mall and Kaiser Hospital in Woodland Hills for medical and shopping trips to provide direct or express transit service.	Expanded Service	VCTC
74	Service requested for restoration of VCTC Route 86 from Ventura to Goleta; route was cancelled and the replacement (Route 85) runs less frequently. Trip: Downtown Ventura to Goleta, 8:00 am for work.	Service hours	VCTC
75	Service requested for VCTC bus schedule to accommodate 9-to-5 hospital shift changes at Cottage Goleta Valley; routes 85 and 87 were drastically reduced. Trip: VC Government Center or Main Street Park & Ride to Cottage Goleta Hospital around 8:30 am daily.	Service hours	VCTC
76	Service requested for VCTC Route 99 to run later than 5:00 pm to allow students to return to Ventura from CSUCI after school; last bus at approximately 5:00 pm forces students to arrange other transportation.	Service hours	VCTC
77	Service requested for VCTC Route 80 or 82 pickup at Foothill Technology High School after school. Current bus arrives 10 minutes before school ends. New schedule eliminated the 4:05 pm bus, requiring students to walk from school to transit center in 15 minutes.	Service hours	VCTC

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
78	Service requested for VCTC weekend bus departures to Santa Barbara to be moved earlier; prior Saturday/Sunday northbound departure was 7:25 am, changed to 8:40 am. Need to arrive at work in Santa Barbara on time from Ventura Government Center.	Service hours	VCTC
79	Service requested for VCTC Intercity bus service later than 3:30 pm from Goleta for commuters who work in Goleta on a standard workday schedule.	Service hours	VCTC
80	Service requested for weekend Coastal Express early morning route to be restored for work, errands, and medical appointments to Carpinteria; rider appreciates added weekday trips but needs weekend early AM service back.	Service Hours	VCTC
81	Service requested for additional VCTC Intercity buses between downtown Oxnard and downtown Santa Barbara/Goleta corridor; rider notes VCTC is great but wishes for more frequency. Needed at 7:45–8:00 am from Oxnard Transit Center for work.	Service hours/Frequency	VCTC
82	Service requested for Route 50 (Carmen SB/NB) to operate around Las Posas back to the Metrolink station, including service near Charter Oak and the police station daily.	Expanded Service	VCTC
83	Service requested for Route 50 northbound from the Metrolink station to include a stop at the police station, continue to Carmen Drive and the Camarillo Outlets, and operate via Arneill Road with a right turn at Las Posas Road near Charter Oak daily.	Expanded service	VCTC
84	Service requested for Route 99 between CSUCI and the Camarillo Station Transit Center (CST) to operate along Rose Avenue to serve Oxnard College, then turn onto Bard Road to loop past the college before continuing the route daily.	Operations	VCTC
85	Service requested for Route 80 to add a stop at Esplanade near Wagon Wheel on the return trip at the end of the day daily.	Operations	VCTC

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
86	Service requested for Route 50 to add a stop at Kaiser Village Square near Arneill Road and Las Posas Road.	Expanded Service	VCTC
87	Service requested between Rancho Sierra Senior Apartments (1724 S. Lewis Road) and Camarillo, Oxnard, and other connecting cities to add a regular VCTC Intercity bus stop to improve daily access for seniors who do not drive and rely on transit for general trips.	Expanded Service	VCTC
88	Service requested between Ventura and Simi Valley for work purposes to provide service that arrives by approximately 7:30 AM on weekdays, as current Route 77 service does not accommodate early morning work.	Service Hours	VCTC
89	Service requested between the Collection at RiverPark in Oxnard and Goleta for work purposes to reinstate the Coastal Express Route 86 stop at the Collection to allow access to the 6:15 AM trip for commuting on weekdays.	Service Hours	VCTC
90	Service requested for Route 99 to add a stop near the new apartments at Lewis Road and Pleasant Valley Road (Camarillo area) to improve access for residents to fixed-route transit service.	Expanded Service	VCTC
91	Service requested for VCTC Intercity bus schedule adjustment to accommodate commuter hours (8:00 am–5:30 pm); current schedule does not align with rider's work hours. Trip: Camarillo to Moorpark, depart 7:30 am.	Service Hours	VCTC
92	Service requested for preservation of the Leisure Village stop in Camarillo; rider notes VCTC is threatening to eliminate this stop. Rider needs mid-morning to mid-afternoon service to Old Town Camarillo, groceries, and medical.	Operations	VCTC
93	Service requested for transit service from Santa Paula area via Route 60 on VCTC; route runs only once per hour to Saticoy/Santa Paula/Fillmore area and is unreliable. bus 60 eastbound is always late and very inconsistent.	Operations	VCTC

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	Comment	Specific Type	Service Area
94	Service requested for later evening VCTC bus service between Camarillo and Ventura after 8:00 pm; VCTC Route 50 currently departs Camarillo at 7:28 pm. Rider needs to depart Camarillo Metrolink Station after 8:00 pm for religious services on weeknights.	Service Hours	VCTC
95	Service requested for early morning VCTC Coastal Express service to Santa Barbara arriving by 6:30 am for work, and late evening return from Santa Barbara at 7:30 pm. Trip: Ventura Ave to Santa Barbara.	Service Hours	VCTC
96	Service requested for CAT service from Camarillo to CSU Channel Islands; last bus from CSUCI to Camarillo Metrolink departs at 5:00 pm, requiring students to leave evening mandatory classes early. Rider needs 9:30 pm service.	Service Hours	VCTC
97	Service requested for more bus routes from Camarillo Amtrak/Metrolink Station to CSUCI; service cuts are impacting students.	Service Hours	VCTC
98	Service to Los Robles Hospital in Thousand Oaks for medical appointments from Camarillo.	Expanded Service	VCTC
99	Service requested for later evening (past 8:00 pm) on VCTC routes. People who rely on public transit to get home from work are stranded after 8:00 pm.	Service Hours	VCTC
100	Service requested for Route 60 bus stops at Rite Aid and Carl's Jr. in Santa Paula to reduce walking distance for rider with arthritis in both knees.	Operations	VCTC
101	Service requested for restoration of VCTC Route 86 express bus service (cancelled) from Ventura Government Center to Goleta (Castilian and Cortona); prior schedule pickup at 5:52 am with 4:14 pm return. New Route 85 adds an hour each way and is overcrowded.	Service hours	VCTC
102	Service requested between Thousand Oaks Library bus stop and Moorpark Metrolink Station for commuter connections to Ventura County Line Routes 104 and 106 with a requested arrival by 6:00 AM on weekdays.	Service Hours	VCTC

Public Comments Received for FY26-27 - All Other Comments

	Comment	Specific Type	Service Area
103	Rider notes transit in Ventura County is slow and inefficient; travel to Carpinteria takes 2 hours each way by bus, making it unusable for full-time workers with children in school. Requests significant system improvements.	Additional Service	VCTC
104	Service requested for VCTC connection from CSUCI to Fillmore/Santa Paula for volunteer activities.	New Service	VCTC
105	Service requested for improved VCTC frequency between Ventura and Camarillo in the evening; rider needs service from Eastman Ave, Ventura to Paseo Camarillo, Camarillo at 5:00 pm for work commute home.	More Service	VCTC
106	Service requested for route from Camarillo Springs area to Moorpark College; needed by 9:00 am for class attendance.	New Service	VCTC
107	Improve operations and coordination to prevent southbound Airbus vehicles from blocking Route 80 buses and to ensure buses wait an adequate amount of time for passenger connections.	Operations	VCTC
108	Service requested between Fillmore, Moorpark, and Thousand Oaks to improve Saturday East County bus connections, including consideration of additional stops such as the Princeton flag stop to improve transfers to Route 70 and reduce long wait times for passengers traveling for general purposes.	Service Hours	VCTC
109	Fix all the potholes in the City of Fillmore.	Infrastructure	N/A
110	Service requested for accessible restroom facilities current bathrooms are too small for riders with certain disabilities.	Infrastructure	Multi-Agency
111	Service requested for bike locker infrastructure in Ventura to support bike-to-bus commuting connections.	Infrastructure	Multi-Agency
112	Service requested for improved transit parking infrastructure and maintenance at the Camarillo Metrolink Station.	Infrastructure	Multi-Agency

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	Comment	Specific Type	Service Area
113	Address delivery trucks parking at the Coastal Express stop near Wagon Wheel in the morning, which prevents the bus from accessing its designated stop, with a suggestion that trucks park across the street where there is wide one-way parking and ample parking available.	Infrastructure	N/A
114	Service requested for transit service from Fillmore to Santa Clarita Bus Station; no current connection exists. Needs access for medical appointments.	New Service	Valley Express/LA Metro
115	Service requested for more frequent and direct transit connections from Ventura County to Los Angeles, including Metro connections; rider notes public transit is too slow for a 2-hour one-way commute to Carpinteria/LA area.	Connectivity	VCTC / LA Metro
116	Service requested for transit connection from Ventura County to Santa Clarita via Route 126 corridor through Fillmore and Piru; no current service links Heritage Valley to Santa Clarita/Metrolink.	New Service	Valley Express / LA Metro
117	Service requested for direct transit route from Oxnard/Ventura to Kaiser Permanente in Woodland Hills; no direct connection exists between Ventura County and this major medical destination.	Expanded Service	VCTC / LA Metro
118	Service requested for more frequent and affordable transit options between Ventura County and Los Angeles including Metro connections; rider notes current transit is too infrequent and costly for regular commute.	Expanded Service	VCTC / LA Metro
119	Service requested for CAT trip from Camarillo to UCLA/Stein Eye Institute in Calabasas for medical eye appointment; rider cannot drive due to eye drops administered during appointment.	Expanded Service	VCTC / LA Metro
120	Service requested for transit service from Oxnard to Malibu/Santa Monica area via Highway 1 for recreational beach and hiking trips; no route currently serves this corridor. Mid-morning or noon departure preferred.	New Service	VCTC / LA Metro

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	Comment	Specific Type	Service Area
121	Service requested for transit service along Highway 1 (PCH) connecting Oxnard and Malibu/Trancas Canyon via PCH at night; rider needs a late night connection home using PCH corridor similar to the 101 and 118.	New Service	VCTC / LA Metro
122	Service requested for transit from Point Mugu Navy Base to Ventura at 9:00 am for business and pleasure; no current service in this corridor.	New Service	VCTC / LA Metro
123	Service requested for more VCTC buses and improved frequency between Ventura and Northern LA (Telegraph Ave to LA) by 1:30 pm for work, personal, and medical trips.	Expanded Service	VCTC / LA Metro
124	Service requested for improved VCTC bus reliability via real-time tracking and schedule transparency; buses arrive much earlier than posted times with no way for riders to know if the bus has already passed.	Operations	VCTC
125	Requested bus stop benches at Hemlock and Santa Clara St., in Ventura to include a bench.	Infrastructure	Multi Agency
126	Rider requests smaller, right-sized vehicles (e.g., smaller electric vans) for transit routes with low ridership rather than large empty buses.	New Service	Multi-Operator
127	Service requested between Ventura and Los Angeles along Pacific Coast Highway (PCH) for general trips to provide new transit service.	New Service	Ventura/ LA Metro