

PROPOSED GOLD COAST TRANSIT DISTRICT

**Briefing to the County of Ventura
Board of Supervisors**

December 11, 2012



Why a District?

- Provides a better structure for generating funding and enhances our ability to meet transit demand.
- Allows us to provide service where it is needed, rather than being restricted to how much money is available from each member.
- Makes us competitive for discretionary funds as it is easier to guarantee a local match.

What has been happening?

Summer, 2012 –

GCT Board directed staff to draft legislation to create the GCT District.

Board appointed an ad hoc working committee to draft language for the district.

- Directors MacDonald (Oxnard) & Sharkey (Port Hueneme) were named to the ad hoc working committee.
- Representatives of the Heritage Valley, CSUCI & Ventura County came to share ideas.

AHWC met four times to discuss issues and develop draft language.

Basic Considerations:

- Existing GCT JPA forms the basis of the draft district legislation.
- SB 716 is assumed to be the law regarding use of local transportation funds.
- Language from other districts, especially those that are most similar to the circumstances in Ventura County, was very helpful.
- Everyone agreed that membership in the District should have tangible benefits and something positive to offer, and ...
- Members should maintain control/oversight of related capital facilities (e.g.; OTC, VTC).

Highlights of proposed legislation:

- Assumes existing JPA members will be part of the GCTD and that other municipalities may join later, if desired.
- Enables entities that are not members of the District to contract with GCTD for service.
- Authorizes the Board to create one or more ex-officio and/or at-large members, as determined by vote of the members.

More highlights ...

- Board membership not weighted: each member agency appoints 1 member + 1 alternate.
- Weighted vote formula:
 - Members with <100,000 population receive 1 vote.
 - Members with population of **≥100,000** receive 2 votes vested in a single member.
- Voting is weighted only for key issues:
 - Annual budget
 - Mid-year budget changes & amendments
 - Capital expenditures **≥ \$5 million**

More highlights ...

- Members would maintain some TDA funds for local transit operations and maintenance of transit centers, stops, and facilities.
- By-laws would include a formula for allocating funding to the GCTD by member agencies.

And more highlights

- District gives us more options for revenue generation.
- Legislation is worded to not unreasonably constrain future actions.
- Enables the Board to establish standing & ad hoc committees via bylaws:
 - Recommended Standing Committees: Technical Advisory Committee, VISTA Oversight Committee, possibly others.
 - Board may also have non-District members participate on standing and ad hoc committees.

About the by-laws:

- By-laws will be developed by GCT members after the legislation is developed.
- By-laws will allow District to be responsive to member issues and allow flexibility to address changing external circumstances.
- By-laws will be easier to amend; will not need legislative action to do so.

By-laws: Topics

- Composition of the Board of Directors
- Appointment of the Executive Director
- Appointment of Legal Counsel
- Meetings
- Voting procedure
- Committees
- Budget Process
- Resolutions
- Appeals
- Amendment of By-Laws
- Requirements for membership

In summary ...

Membership in a GCTD would be completely voluntary.



SB 716 is assumed to be the prevailing legislation regarding use of local transportation funds.



Becoming a district is a distinct action and not directly related to transition of VISTA service from VCTC.