

CALIFORNIA RURAL COUNTIES TASK FORCE

CHARLES FIELD, CHAIRMAN
CHAIRMAN
AMADOR COUNTY TRANS. COMM.
COMM.
(209) 267-2282

SUSAN MORRISON, VICE

DEL NORTE CO. TRANS.

(707) 465-3878

DARIN GROSSI, SECRETARY
TUOLUMNE CO/CITIES AREA PLAN. COUNCIL
(209) 533-5601

Item 1

Proposed Draft

AGENDA

January 19, 2001

Department of Transportation Building
1120 N Street, Room 1420
Sacramento, California

12:30 p.m.	Item 1	Approval of Agenda (Any members who have brought questions or issues not otherwise shown on the agenda should bring them up during this part of the meeting to be sure time is made to discuss them.)	
12:40 p.m.	Item 2	Approval of Minutes from November 17, 2000	
12:45 p.m.	Item 3	Legislation	C Oldham
1:00 p.m.	Item 4	Loss of State-Only Funding for Local Road Rehab STIP Projects	J. Nicholas B. Buckley
1:30 p.m.	Item 5	Implementation of S 1608/HR 2389	J. Hoffman
2:00 p.m.	Item 6	Results of RPA Survey and Recommendations for Expenditure of Any Projected RPA Fund Balance	S. Scherzinger C. Field
2:30 p.m.	Item 7	Status Reports Concerning RCTF Issues/Objectives/Assignments	See Separate List
3:15 p.m.	Item 8	Election of Officers	
3:20 p.m.	Item 9	Set Meeting Dates for 2001	
3:30 p.m.	Adjournment		

DRAFT
California Rural Counties Task Force
November 17, 2000
Meeting Minutes

Meeting was called to order at approximately 12:35 p.m.

Attendance: See sign in sheet.

Item 1 and 2: Introductions, Approval of Agenda, Announcements and Approval of Minutes

Kevin Rosser (Tehama) referenced an inequity in statewide distribution of transportation dollars to rural counties. He reviewed information about the amount of transportation funds that are given to cities and counties and spent expeditiously by them. He asked if the RCTF has any comments about the inequity that has evolved in the amount of transportation funding available to rural county's streets and roads. Charles Field stated that Walt Allen and George Dondero have been working on a report concerning this subject and that this report will be presented later in this meeting or at a later RCTF meeting. The Rural Counties Task Force Annual Report states that this matter is a concern of the Task Force.

Phil Dow provided a brief report concerning the CTC's northern California STIP hearings. He indicated that Commissioner Bob Wolf stated that he would be surprised if there is not new legislation proposed that will amend the 75%/25% split of SB 45 funds to increase the State's share as a direct result of the amount of money being spent on local road rehab. Phil distributed a letter to the Commission to follow-up his comments at the hearings concerning this subject. He has advised the Commission about the significantly under funded local road rehab issue and that in some cities and counties rehab is a bigger need than State highways. He advised the CTC that they need to look at multiple STIPs (and a county's RTP) to understand the whole picture and not attack a county on its funding requests for a specific STIP cycle. He advised the CTC that until a substantial source of new funding for local road rehab is provided outside of the STIP, then local road rehab should remain fundable within the STIP program and SB 45 should not be amended. Phil Dow also stated that if there is to be another budget surplus effecting fiscal year 2001/02, then the RCTF should re-double efforts to increase the amount of funding available for local road rehab. It was agreed that Celia McAdam (Placer) would represent the RCTF regarding this issue at the legislative conference being held by the Metropolitan Transportation Commission in Oakland on the morning of December 15, 2000. All rural counties are urged to send representatives to the conference to help emphasize this area of need.

Charles Field asked if there were any small rural counties present who would be opposed to removing funding of rehab projects from the STIP if there was substantial new funding available for local road rehab outside of the STIP. There was no response. Chuck Oldham (CTC staff) said that the CTC is planning to reduce emphasis on local road rehab within the STIP as soon as enough money is made available to cities and counties from a source outside of the STIP.

Charles Field asked if any counties are having difficulty with the new DBE requirements. Celia McAdam discussed their county's failed attempts to have a regional DBE plan after Caltrans recommended such an approach. It was generally decided that it was too late in the DBE process to have a meaningful workshop or agenda item next month.

Celia McAdam raised the concern that the competitive planning grants approvals have not yet occurred. It was decided that a letter would be sent encouraging the final selection of grant funded projects.

A minor change to the September 15, 2000 meeting minutes was discussed. Phil Dow moved to approve and Celia McAdam seconded his motion. The Minutes were approved by the Task Force.

Item 3: Legislation

Chuck Oldham distributed a memorandum, dated November 16, 2000, summarizing results of the November 7, 2000 Election. Mr. Oldham discussed the need for Caltrans to outline how contracting out, pursuant to Proposition 35, would be accomplished. It was noted that, Alameda and Santa Clara Counties' Transportation Tax Measures had passed, perhaps putting off any urgency on a statewide sales tax measure. Changes in the Legislature were also reviewed.

Mr. Oldham discussed the Governor's three newest CTC appointments. John R. Lawson is from the Fresno area and is involved in the pavement construction industry. Diane McKenna is from Santa Clara County and has been very active in the transportation field ever since Santa Clara County's first sales tax measure was approved in 1984. Kirk Lindsay was the third CTC member appointed. Mr. Lindsay owns a trucking company and former associate of the California Trucking Association. It was noted that, there will be one opening beginning in December and two additional vacancies are scheduled in February. One person is already being considered for appointment in February.

Regarding potential new funding sources for transportation, Chuck noted that many different interest groups will be competing for funding next year to get funding the way transportation did last year. It was further noted that, A.B. 2928 diverted sales taxes on gasoline to transportation. The estimate on revenue from gasoline sales tax is actually much higher than the estimate used in developing A.B. 2928. Chuck indicated that there will be pressure to cap these revenues pursuant to old estimates and use excess revenues for other purposes. Rural counties will need to protect what they got last year programmed to future years in addition to going after new funds.

Phil Dow brought to the attention of the group that the next large urban county that needs to renew its sales tax won't be until the year 2006.

Charles noted that Caltrans will be looking at contracting out, per Proposition 35, on a project by project basis. It was noted that, when projects are more than 50% RTIP funded, the region has the choice of whether or not to contract out. If the State is paying more than 50%, then it is Caltrans' decision. Dan Landon noted that regions should be sensitive to getting pushed back in the project delivery process so that their Caltrans district engineers can design other high priority projects for other areas. A Caltrans representative noted that districts are sharing the workload, but, in total, have the personnel necessary to deliver the projects.

Charles raised the issue of the need to push legislation allowing 5% of STIP funds to be used for PPM. It was determined that the RCTF should work with DeAnn Baker, of CSAC, and continue looking for a legislator to sponsor the bill.

Item 4: Caltrans and Local Project Delivery

Chairman Field introduced Gary Otremba from Caltrans. Mr. Otremba distributed an overview of A.B. 1012 and focused on recommendations of the project delivery advisory team. Mr. Otremba also circulated a few copies of the full report on accelerated project delivery. Additional copies may be purchased or found on the Acceleration Web Site at <http://www.dot.ca.gov/hq/oppd/projaccel/index.htm>. The report emphasized the need to reform the environmental process particularly in regard to Federal documentation. The report also suggested streamlined processes through Local Assistance. Additionally, the report focused on the high level of paperwork and unnecessary board approvals. It was suggested that changes proposed in the report would take the support and active involvement of Federal, State, regional and local officials to change legislation and policies of various agencies. Scott White, of Caltrans, encouraged each County or RTPA to identify areas of the report and perhaps send letters to Caltrans or the appropriate agency identifying areas that are supported. Celia McAdam agreed to review the report, in addition to Charles, and provide a report back to the Task Force in January on the issues important to the Task Force.

Item 5: OWP Review and RPA Expenditures

Sharon Sherzinger, of Caltrans, distributed a status report of 2000/01 Rural Planning Assistance (RPA) funds, which showed each regional agencies allocated amount, encumbered amount, estimated expenditure and amount expended. Ms. Sherzinger encouraged regional agencies that have not submitted quarterly reports to please do so. A discussion ensued regarding how allocations of unspent RPA might be obtained by regions that need the funds before they lapse. A question was raised as to whether a region that could not use all their RPA funds could release the funds for other regions to use and receive credit toward the following year. The group did not concur with the concept, but two counties could work out a deal between themselves through Sharon Sherzinger. Additionally, it was decided that a regional representative for the seven areas of the State identified in the status sheet, would survey regions with their subareas to determine if each of the regions were using all their RPA and if there was likely to be any left over funds that could be used by regions that needed additional funding or could offset other previously programmed funds for planning activities. The representative would then forward the information to Sharon Sherzinger.

Sharon Sherzinger then distributed OWP guidance for 2001/02. The guidance provided anticipated RPA funding levels for each region, a content check list and the submittal schedule for OWPs. If a region needs assistance, they can contact Sharon or her staff. Dan Landon and the group acknowledged the efforts of Sharon to enhance both rural planning funds and guidance packages.

Ms. Sherzinger then provided an overview of comments from other states and organizations on the new Federal planning regulations.

Item 6: Status Reports Concerning RSTF Issues/Objectives/Assignments

Celia McAdam initiated discussion on a rural CTC representative. After discussion regarding the criteria required to be seated on the Commission, it was decided that regional representatives should look for candidates with the appropriate qualifications as well as work with the CTC on what they might be looking for in new representatives.

Some other key updates to the committee assignment included; Spencer Clifton being assigned to the Enhanced Training Committee, Darin Grossi being assigned to the FTA 5310 Committee and the Mass Transportation Advisory Committee as well as Celia McAdam and Dan Landon being assigned to tracking the next major Federal transportation funding reauthorization.

During committee discussions, it was clarified that attempts to increase PPM percentages from 2% to 5% of the STIP should remain optional for regions. Discussions also ensued regarding the interregional strategic plan and interregional improvement plan (ITIP). Some key discussion points regarding the ITIP were that; 1) while the State is not interested in locking funds into projects through written agreements, it is very interested in developing partnerships for improvements on the State Highway System, 2) while the strategic plan will be utilized as a guiding document for ITIP investments, non-emphasis and non-focus routes projects will be considered, 3) there is a considerable amount of unprogrammed funding available for possible partnerships that regions may work through districts to tap into and 4) once a major component of a project (after environmental) is programmed in the ITIP, the State utilizes a long term funding matrix to tentatively schedule future phases of the project for completion that assumes continued partnerships. Phil Dow pointed out the need for regional review of the ITSP well in advance of the next STIP cycle so that RTPs and RTIPs can propose partnerships in which the State is interested. It was decided that Darin Grossi should draft a letter to Jeff Morales for Charles Field's signature thanking him for the State's commitment of ITIP funds to non-focus and non-emphasis routes on the interregional road system.

Regarding the RTP/RTIP Rural County Performance Measures, Dan Landon distributed a list of potential performance measures, objectives, existing data fields and indicators. The proposed performance measures are consistent with new RTP guidelines and could be utilized without great difficulty.

Charles engaged the group regarding an annual rural counties meeting. After discussion, it was decided that Spencer Clifton would write up a two day training conference that could receive curriculum funding and capture the interest of Caltrans planners.

The meeting adjourned at 4:50 p.m.

**RCTF SIGN-IN
11/17/00 MEETING**

Charles Field	ACTC	209-267-2282
Kathie Jacobs	CTC	916-654-7179
Spencer Clifton	HCAOC	707-444-8208
Phil Dow	Lake/Mendocino COGs	707-463-1806
Kevin Rosser	TCTC	530-385-1462
Nancy Knofler	EDCTC	530-642-5260
Wes McDaniel	EDCTC	530-432-5801
Richard S. Dickson	Colusa County	530-458-0466
George Dondero	Calaveras COG	209-754-2094
John Jelcich	Trinity Co. RTPA	530-623-1351 ext. 7
Olin Woods	SACOG	916-733-3220
Coco Briseno	Caltrans NTR	916-654-6980
Jane Wegge	CT-D10	209-948-7112
Denix Anbiah	CT-HQ	916-653-3581
Terry L. Abbott	CT-Local Asst. HQ	916-653-1776
Kathy Grah	CT-D2	530-225-3236
Scott White	Caltrans, D2	530-229-0518
Jeff Damon	Psomas Engineering	916-929-7100
Chuck Oldham	CTC	916-653-2068
Dan Landon	Nev. Co. Trans. Comm.	530-265-3202
Darin Grossi	Tuolumne County/RTPA	209-533-5601
Celia McAdam	PCTPA	530-823-4030
Amy Roberts	Mariposa Co.	209-966-5356
Gary Otremba	Caltrans	530-225-3484
Gerry LeFrancois	Mono County LTC	760-924-5400
Thom Niesen	Caltrans District Director	530-225-3477

CALIFORNIA

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Item 3

January 5, 2001

TO: Rural Counties Task Force Participants

FROM: Charles F. Field, Chairman

SUBJECT: Legislation

It is expected that Chuck Oldham, CTC Deputy Director for Policy and Legislation, will provide a summary of current state level transportation legislative activity during the Task Force meeting on January 19, 2001. The Task Force should also discuss legislative priorities that have been developed by the RTPA group (see enclosed) and the results of a recent meeting between Task Force participants and representatives from the Regional Council of Rural Counties (RCRC). The Governor's staff is preparing next year's budget including expenditure of any additional surplus and, once again, rural counties are not being consulted.

During the last RCTF meeting (November 17, 2000) Kevin Rosser (Tehama County) provided graphics from the State Controller's reports showing the State's declining investment in the existing infrastructure of local roads. A copy of these graphics (chart 1 and chart 2) are reproduced with this memo. In addition, George Dondero (Calaveras County) has prepared a brief written summary concerning this same subject (also enclosed). It is important that all Task Force participants review and comment on this information during the Task Force meeting on January 19, 2001. Task Force participants then need to use this information to contact their legislators (by voice and mail) to see that something is done this legislative session while the economy is still in fairly good condition.

CF/nc

DRAFT

**Proposal for Unified
RTPA Legislative Program**

State Transportation Improvement Program

1. Preserve the existing SB 45 STIP formulas.
2. Oppose the diversion of funds “off-the-top” of the STIP.

Sales Tax on Gasoline

3. Make permanent the shift of the sales tax on gasoline to transportation purposes.
4. Retain the 40% local road maintenance, 40% STIP, 20% State Transit Assistance formula, regardless of the projected revenues.

New Revenues

5. Continue to work to reduce the voter threshold for local transportation sales tax measures (especially needed by smaller or less urbanized areas).
6. Dedicate an ongoing source of revenue to meet growing road maintenance needs.

Project Delivery

7. Enact state and/or federal legislation, where necessary, to streamline the project delivery process.
8. Continue to work on administrative ways to streamline the project delivery process.

Motorist Aid

9. Create a statewide callbox program in a manner that holds harmless existing regional programs.

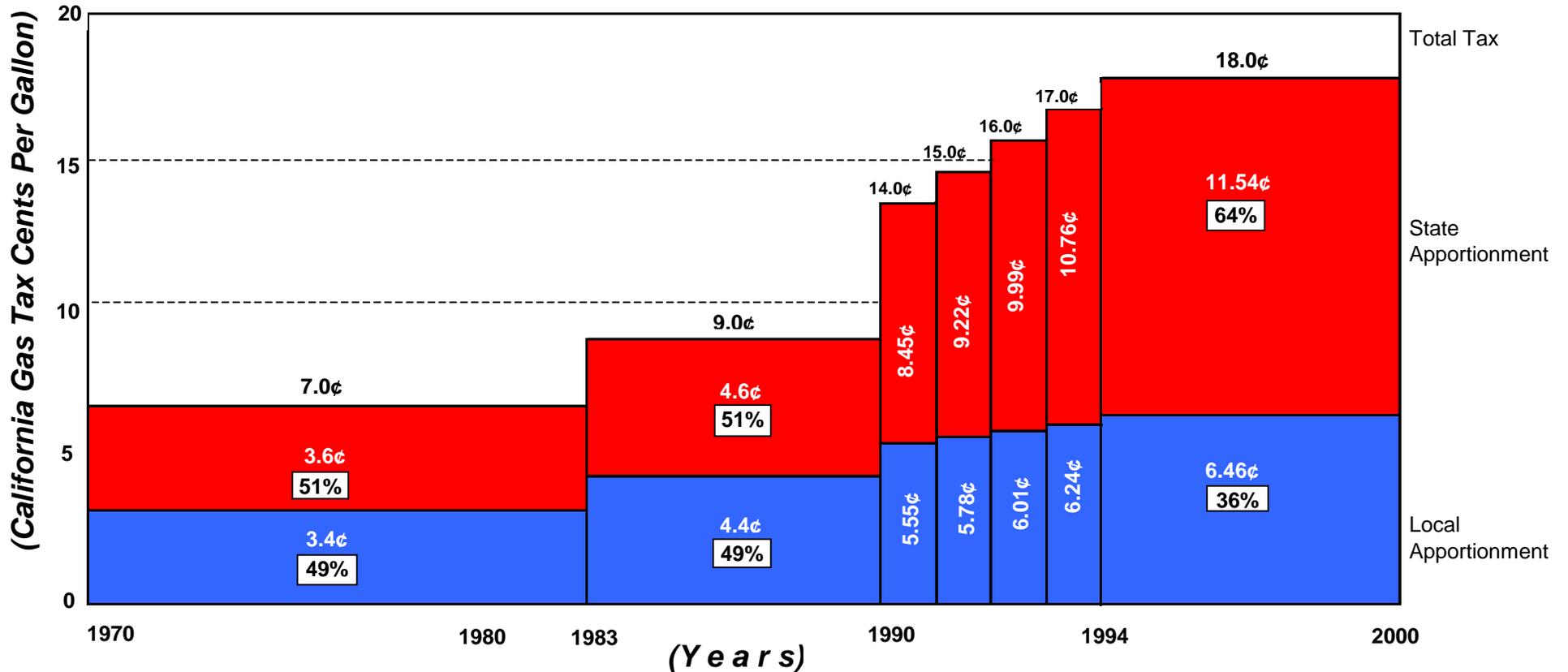
Rural Counties Task Force Report
Concern For Inequities of the Distribution of State Gas Taxes and the
Investment in Existing Local Road Infrastructure
December 5, 2000

RCTF members feel that the number one priority needing action would be a change in the formula for disbursing state gas taxes back to the counties. The current formula is weighted in favor of urban areas. While the urban areas are certainly more heavily populated, the amount of *road mileage per capita* in rural areas is much greater. Furthermore, in 1990 the formula shifted to favor the State over local apportionment. Prior to 1990, locals received 49% of the state gas tax; since that year, locals have been receiving only 36%. In essence, the rurals have taken a double hit, with no new revenues available to maintain local systems.

Finally, as many rural counties find their economic base shifting from traditional extractive industries toward tourism. For these communities, the peak periods of congestion occur on weekends and holidays, during seasonal peak flows of visitor traffic. Those visitors come mostly from urban areas, yet the rural counties are somehow expected to finance a road network to meet the demands of a growing tourist economy.

As the compounding of decades of deferred maintenance continues to erode local streets and roads, many Public Works directors will soon be deciding which local *paved* roads should revert to *gravel*. Rural counties have long known that this situation needs to be addressed. This would be our number one priority for change in the way transportation is funded in California.

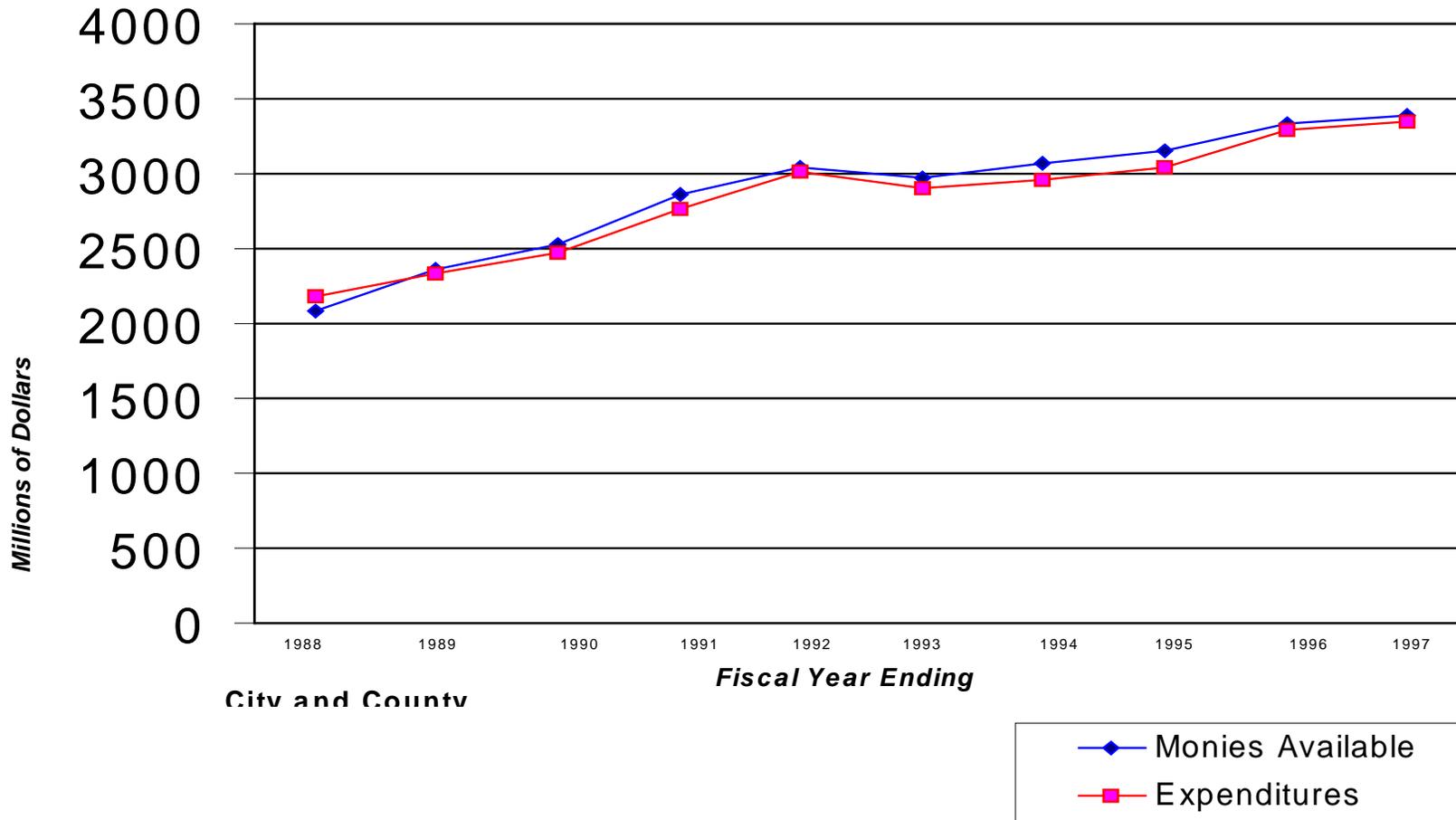
Restore Equity in Distribution of the State Gas Tax



History of California Gas Tax Apportionments:

Mileage Inventory (1997)	
State Highways:	15,200
Local Highways:	134,600
County:	66,300
City:	68,300

Transportation Dollars for Preservation - A "SMART" Investment



City and County
Summary of Revenues, and Expenditures
For Streets and Roads*
10 Year History California

*Taken from Annual Reports of Financial Transactions Concerning Streets and Roads of Cities and Counties of California, State Controllers Office

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Item 4

January 5, 2001

TO: Rural Counties Task Force Participants

FROM: Charles F. Field, Chairman

SUBJECT: Loss of State Only Funding for Local Road Rehab STIP Projects

During the RTPA and CTC meetings held in Riverside on December 5 and 6, 2000, Caltrans and the CTC considered an amendment to STIP policies that will affect State-only funded projects beginning with the 2000 STIP. The intent is that after March 31, 2001 projects programmed in the 2000 STIP that requested or assumed they would receive State-only funding may, instead, be given Federal funds. The intent is to focus State-only funds on the most cost effect projects (i.e., those less likely to be delayed by Federal regulations such as NEPA). This means that rural county rehab projects (costing over or under \$750,000) may become federalized after March 31, 2001 unless they are already out to bid or under contract by that date. Caltrans Programming is to develop more specific guidance as well as an analysis of what projects will be effected by this decision. Caltrans Local Programs is to provide guidance to rural counties that can help streamline federal requirements on local road rehab projects. Caltrans Programming and Caltrans local assistance will be available to discuss this matter further during the Task Force meeting on January 19, 2001.

CF/nc

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Item 5

January 5, 2001

TO: Rural Counties Task Force Participants

FROM: Charles F. Field, Chairman

SUBJECT: Implementation of S 1608/HR 2389

Rural counties who have traditionally received timber receipts to fund local road maintenance and schools recently received a limited and conditional shot in the arm by the federal government through the "Secure Rural Schools and Communities Self-Determination Act of 2000" (S 1608/HR 2389). This piece of legislation requires that rural counties carry out specific actions in accordance with a specific schedule in order to receive new federal funding for local road rehabilitation purposes. John Hofmann from the Regional Council of Rural Counties (RCRC) has provided an outline summary of the measure (see attached). John has also offered to attend the Task Force meeting on January 19, 2001 to advise us specifically what each rural county should do by when in order to receive these supplemental local road rehab funds.

CF/nc



Chair – Edward T. Bamert, Amador County
First Vice Chair – Robert Meacher, Plumas County
Vice Chair – Linda Arcularius, Inyo County

Secretary – Brian Dahle, Lassen County
Treasurer – Bill Merriman, Lake County
RCRC Staff - Marcia L. Basque, President

Item 5

January 3, 2001

Secure Rural Schools and Community Self-Determination Act of 2000

Election of Payments

- County decision made by September 30, 2001
 - Default is 85% for schools and roads and 15% returned to US Treasury.
- A decision to receive the traditional 25% payment is effective for 2-years.
- A decision to receive the full payment amount is effective for 6-years.

Expenditure Allocations

- Traditional 25% payment
 - 50% for schools
 - 50% for roads.
- Full payment method
 - 40% – 42.5% for schools
 - 40% - 42.5% for roads
 - 15% - 20% for community, forests or US Treasury
 - 50% of funds expended on forest resources dedicated to road maintenance, decommission, obliteration, or stream and watershed restoration.

Resource Advisory Committee

- Selected by Secretary
- Appointed for 3-year terms, optional extension of 3 years
- Appointed by April 29, 2001
- No compensation
- 15 members
 - 5 represent organized labor, developed outdoor recreation, off highway vehicle use, commercial recreation, energy and mineral development, commercial forest products, or land use permittees within the area
 - 5 represent nationally recognized environmental groups, regionally or locally recognized environmental groups, dispersed recreational activities, historical interests, nationally or regionally recognized wild horse and burro interests
 - 5 represent state elected office, county or local elected office, Indian tribes within or adjacent to the area, public at large, or are school officials or teachers
- Members reside within the State and to the extent practical, the local area

- Established for part of, one or more units of Federal lands
 - Ensure each federal land unit has access to committee
 - Sufficient interest in participation exists
 - Membership can be balanced in terms of points of view and functions
- May use existing advisory committees
- Duties
 - Improve collaborative relationships
 - Provide early and continuous coordination
 - Provide frequent opportunity for public participation
 - Provide advice and recommendations consistent with purposes of the Act
 - Propose projects
 - Review Title II and Title III projects
 - Approve and submit Title II Projects to the Secretary by September 30, 2001 and each September 30 thereafter.
 - Execute agreement with Secretary
 - Schedule for project completion
 - Total cost of project
 - Level of agency overhead to be charged
 - Estimated cost of the project for each fiscal year
 - Remedies for Secretary failure to comply with terms of the agreement

Title II Projects – Forest Resources

- Proposed by public, county or resource advisory committee
- Reviewed and approved by resource advisory committee
- Submit proposals annually to the Secretary by September 30
- Authorized by the Secretary
- Project purposes
 - Protection, restoration and enhancement of fish and wildlife
 - Maintain existing infrastructure
 - Implement stewardship objectives that enhance forest ecosystems
 - Restore and improve land health and water quality.
 - Cooperative agreements with federal, state and local agencies, and private landowners
 - Federal land
 - Non-federal land where federal land is benefited
- Funding Sources
 - Funded by single or multiple county full payments allocations
 - State and local government funds
 - Private funds
 - Cannot use funds appropriated for similar work
 - Environmental documents paid by County if so requested
- Project description
 - Purpose of the project
 - How the project will meet the purposes of the Act
 - Anticipated duration of the project
 - Anticipated cost
 - Proposed funding source
 - Expected outcomes – ecological conditions, maintenance objectives, stewardship objectives, forest products, forage and jobs
 - Detailed monitoring plan

- Public interest assessment
- Merchantable material contracting pilot program
 - Harvesting merchantable material
 - Sale of merchantable material
 - 15% in FY 2001
 - 25% in FY 2002-2003
 - 50% in FY 2004-2006
 - Secretary Decision to use pilot contracting
 - All Appropriated funds available to assist pilot project
 - Report due September 30, 2003 from the Comptroller General

Title III Projects – Community

- Proposed by public, county or resource advisory committee
- Reviewed by resource advisory committee
- Approved by participating county
- Categories
 - Search, rescue and emergency services
 - Community service work camps
 - Easements for nonmotorized access to public lands
 - Conservation easements
 - Forest related educational opportunities
 - Fire prevention and county planning to reduce impacts on adjacent Federal lands
 - Community forestry

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Item 6

January 5, 2001

TO: Rural County Task Force Participants

FROM: Charles F. Field, Chairman

SUBJECT: RPA Survey and Recommendations for Expenditure of any RPA Fund Balance

During the RCTF meeting on November 17, 2000 it was agreed that the RCTF would conduct its own survey of rural counties to find out if there were going to be any rural counties unable to spend all of the RPA funds allocated to them during the current fiscal year. I have heard back indirectly from approximately one-half of the rural counties. I am being told that nearly all rural counties expect no problem spending all of their RPA funds. There is an indication that some counties will find it difficult. I am frustrated by the lack of responsiveness to our survey so I have developed a chart which I will use in conjunction with Caltrans planning to more directly monitor rural counties expenditure of RPA funds over the next few months (see enclosed).

In the meantime, I have heard of only two proposals for use of any RPA funds that are left unspent near the end of the fiscal year. First, Spencer Clifton (Humboldt County) and Walt Allen (San Benito County) are working on an agenda for a rural agency transportation planning/programming (/and delivery?) retreat. Leonard Turnbeaugh (Alpine County) has also suggested that leftover RPA funds could be used to test the "RAPID" concept. The "RAPID" concept (Rural Agencies for Advancing Projects and Improving Delivery) proposes to form a multi-rural county organization to share resources and increase authority to help expedite delivery of federally funded local projects.

CF/nc

**RCTF ISSUES AND OBJECTIVES *
Reports for January 19, 2001**

ISSUE/OBJECTIVE

ASSIGNED

CTC Representative	Susan Morrison, Del Norte LTC
Local Road Rehab Funding & STIP Protection (Gov.'s Initiative)	Celia McAdam, Placer CTPA/Phil Dow, Lake & Mendocino
Formulas for Distribution of Local Road Funds	Walt Allen, San Benito/George Dondero, Calaveras COG
Increase PPM Funds	Dan Landon, Nevada CTC
Clarify/Improve OWP Process	Charles Field, Amador CTC
Interregional Transportation Strategic Plan (ITSP)	Darin Grossi, Tuolumne CAPC/Charles Field, Amador CTC
HBRR/HES Exchange	---
Federal Aid Project Streamlining and other project delivery improvement efforts (inc. AB 1012)	Celia McAdam, Placer CTPA
SB 45 Project Monitoring/Reporting Database	Walt Allen, San Benito
City/County/Caltrans FHWA Coordinating Group and Local Assistance "Enhanced Training Committee"	Spencer Clifton, Humboldt CAG
Committee to Review Changes to Local Assistance Procedures and Guidelines Manuals	Liz Levine, Madera CTC
RSTP/CMAQ/TEA Project Delivery Committee	Dan Landon, Nevada CTC
RTP/RTIP Rural County Performance Measures	Dan Landon, Nevada CTC
California Transportation Investment Strategy (CTIS)	George Dondero, Calaveras COG
2000/01 RCTF Biannual Meeting/Retreat	Walt Allen, San Benito
Intelligent Transportation Systems (ITS) COG Applicability to Rural Counties	Phil Dow, Lake & Mendocino/George Dondero, Calaveras
TEA Advisory Committee	Phil Dow, Lake & Mendocino
California Aviation System Plan Steering Committee	Dan Landon, Nevada CTC
Rural Transit (FTA 5310, Welfare to Work, CalACT, etc.)	Darin Grossi, Tuolumne CAPC
State Planning Guidelines Development Quality Team	Charles Field, Amador CTC
Civil Rights Review Title 9	Celia McAdam, Placer CTPA
RCTF Dues	Dan Landon, Nevada CTC
TEA-3 Federal Reauthorization	Celia McAdam, Placer CTPA

*Verbal reports or discussion of any item listed may occur during the meeting regardless of whether or not a written report is included with this agenda packet.

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Item 8

January 5, 2001

TO: Rural County Task Force Participants

FROM: Charles F. Field, Chairman

SUBJECT: Election of Officers

During the RCTF meeting on January 19, 2001, it will be appropriate to hold an election of new officers. Nominations have already been discussed by the past and present RCTF chairmen as follows:

Chair: Celia McAdam, Placer County Transportation Planning Agency
Vice Chair: Darin Grossi, Tuolumne County & Cities Area Planning Council
Secretary: Walt Allen, Council of San Benito County Governments

Each one of these potential nominees are in the process of conferring with their Boards or Commissions regarding the commitment of time and funds necessary to serve. It is entirely appropriate for other persons to be nominated to serve in any of the positions listed above, however, all nominees should be aware of the cost and time commitment that is required.

CF/nc

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Item 9

January 5, 2001

TO: Rural Counties Task Force Participants

FROM: Charles F. Field, Chairman

SUBJECT: RCTF Meeting Dates for 2001

During the Task Force meeting on January 19, 2001, it will be recommended that the Task Force continue to meet on the third Friday of every month for the 2001 calendar year. This would mean that our meeting dates should be as follows:

January 19, 2001
March 16, 2001
May 18, 2001
July 20, 2001
September 21, 2001
November 16, 2001

Unless decided otherwise, it will be assumed all meetings will continue to be held in Room 1420 in the Sacramento Caltrans offices. It has been recommended that the Task Force consider holding some of its meetings in Northern California. (Redding? Chico?) This could make things more convenient for some of our far northern counties. This subject should be discussed.

CF/nc