

TEXAS TRANSPORTATION INSTITUTE

# Rural Planning Organization Workshop

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Their Role in Transportation Planning and Project  
Development in Texas

Product : 0-6483-P2

Project number: 0-6483

*Rural Planning Organizations: Their Role in Transportation Planning and Project Development in Texas*

**March 2012**

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## **INSTRUCTOR GUIDE**



# Rural Planning Organization Workshop

<b>Overview &amp; Purpose</b> The purpose of this workshop is to provide transportation planning practitioners, local officials and policy leaders with an introduction to rural planning organizations and how they fit into the transportation planning process in Texas. The workshop can be presented in a 3- or 6-hour format.	<b>Instructors:</b> <b>Overman</b> <b>Frawley</b> <b>Ellis</b>
<b>Time Allocation</b>	<b>Option 1: 3 hour workshop</b> The 3-hour workshop includes a broad range of topics covering rural planning organization in Texas. The workshop is divided into three sessions. <ul style="list-style-type: none"> <li>• Introductions</li> <li>• Session 1 - Overview &amp; Context of RPOs</li> <li>• Session 2 - RPO Key Issues</li> <li>• Session 3 - Planning Rules and Discussion</li> </ul> <b>Option 2: 6-hour workshop</b> Option 2 in a 6-hour workshop and includes additional and more in-depth class room activities than the 3-hour workshop. It allows for additional time for activities, and more in-depth discussion on RPO topics and organizational assistance on an individual basis.
<b>Learning Objectives</b> (Specify skills/information that will be learned.)	At the end of this workshop, the participant should be able to: <ul style="list-style-type: none"> <li>• Identify the key transportation planning organizations in Texas</li> <li>• Describe how RPOs “fit” into the Transportation Planning Process</li> <li>• Describe Key Findings about RPOs</li> <li>• Describe changes in Texas demographics</li> <li>• Identify metropolitan and rural boundaries</li> <li>• Identify the key transportation planning organizations in Texas</li> <li>• Describe Programming and Project Prioritization</li> <li>• Define Goals, Objectives, and Performance Measures</li> <li>• Describe Successful Public Involvement</li> <li>• Explain Proposed Transportation Planning Rules</li> <li>• Describe Who does What in Transportation Planning</li> </ul>
<b>Instructional Method</b>	The instructor will use a combination of lecture and participant activities to achieve learning objectives. Each lesson will include a participant or learning activity that reinforces the learning objectives. These activities may include group or individual exercises or role-play activities.
<b>Verification</b>	Verification will be accomplished by reviewing learning objectives at the end of each lesson, conducting learning activities, and discussion with participants.

<b>Activities</b>	<p><u>Activity 1:</u> Self introductions. Participants will answer the following questions.</p> <ul style="list-style-type: none"> <li>• What is your name?</li> <li>• Where do you work?</li> <li>• What are your primary job duties?</li> <li>• What do you expect from the workshop?</li> </ul> <p><u>Activity 2:</u> Participant Discussion on Key Issues. The participants should discuss the questions below and record their answers on flip charts. Instructors will reviews answers with the entire class.</p> <ul style="list-style-type: none"> <li>• What should be the role and purpose of RPOs in transportation planning in Texas?</li> <li>• Describe the most important issue for RPOs and transportation planning in your region?</li> <li>• Are there any issues or reasons to NOT have an RPO?</li> <li>• Use your flip charts to record your answers</li> </ul> <p><u>Activity 3:</u> The purpose of this activity to reinforce understanding of goals, objectives and performance measures. Participants will identify each item as a goal, objective or performance measure. For the 6-hour workshop, participants should also prepare a goal, objective, and performance measure for their region.</p> <ul style="list-style-type: none"> <li>– Protect the environment</li> <li>– Tons of NOx</li> <li>– Reduce emissions by 10%</li> <li>– Traffic fatalities</li> </ul> <p><u>Activity 4:</u> This activity will divide the participants into groups. For the 3-hour workshop each group will prepare one of the RPO items (e.g. Boundaries, public involvement plan). For the 6-hour workshop, each group will prepare all of the items. Both workshops will record their answers on flip charts and report back to the class.</p> <ul style="list-style-type: none"> <li>• Groups prepare RPO <ul style="list-style-type: none"> <li>– Boundaries and Organizations</li> <li>– Board and By-laws</li> <li>– Purpose, goals, objectives</li> <li>– Project prioritization</li> <li>– Public involvement plan</li> </ul> </li> <li>• Report back to entire class</li> </ul> <p><u>Activity 5:</u> In this activity, participants will complete the blank table on who develops and who approves the various planning activities at RPOs.</p> <ul style="list-style-type: none"> <li>• Take a few minutes, work together and...</li> <li>• Fill-in the table on the following page</li> <li>• We will review the results</li> </ul> <p><u>Activity 6:</u> This activity is optional based on time and availability of panelists. The panel would discuss in a moderated format the following topics:</p> <ul style="list-style-type: none"> <li>– RPO purpose: Forum for informed decision making</li> <li>– Funding</li> <li>– Interagency Coordination</li> <li>– Geographic Boundaries</li> <li>– RPO Organization</li> <li>– Project Prioritization/Selection</li> </ul>
<b>Resource material(s) &amp; References</b>	<p>The primary content source material is TxDOT Project 0-6483: Rural Planning Organizations: Their Role in Transportation Planning and Project Development.</p> <p>National Association of Development Organizations.(Rural transportation.org)</p>
<b>Materials Needed</b>	<p>At least four flip charts for class activities. Projector.</p>

# Rural Planning Organization Workshop

<b>Day 1</b>	<b>Introduction</b>	<b>60 min</b>
<b>9:00</b>	<b><u>Topics</u></b> <ul style="list-style-type: none"> <li>• Introductions</li> <li>• Review Workshop Agenda and Topics</li> <li>• Workshop Expectations</li> <li>• Review Workshop Learning Objectives</li> </ul>	40 min
	<b><u>Activity 1:</u></b> The participant activities for this session include: <ul style="list-style-type: none"> <li>• Each workshop participant will make self introductions. The participant introduction should include their name, where they work, and what they do.</li> <li>• Each participant will also have an opportunity to express their expectations for the workshop.</li> </ul>	20 min

<b>Day 1</b>	<b>Session 1: RPO Overview and Transportation Planning</b>	<b>60 min</b>
<b>9:20 - 10:00</b>	<b><u>Learning Objectives</u></b> <b>By the end of this session the workshop participant will be able to:</b> <ul style="list-style-type: none"> <li>• Describe Key Findings about RPOs</li> <li>• Describe changes in Texas demographics</li> <li>• Identify metropolitan (MPO) and rural (RPO) planning boundaries</li> <li>• Identify the key transportation planning organizations in Texas</li> <li>• List the key issues affecting RPOs</li> </ul>	
	<b><u>Topics</u></b> <ul style="list-style-type: none"> <li>• Key Findings about RPOs</li> <li>• Literature Review</li> <li>• Texas Demographic Summary</li> <li>• Transportation Planning in Texas</li> <li>• Key RPO Issues</li> </ul>	40 min
	<b><u>Session 1 Activity 2:</u></b> Small group exercise to discuss issues affecting RPOs. Participants answer questions below list on flip chart and report back to class, and save for later in Workshop. <ul style="list-style-type: none"> <li>• What should be the role and purpose of RPOs in transportation planning in Texas?</li> <li>• Describe the most important issue for RPOs and transportation planning in your region?</li> <li>• Are there any issues or reasons to NOT have an RPO?</li> <li>• Use your flip charts to record your answers</li> </ul>	20 min
<b>Break (15 minutes)</b>		

<b>Day 1</b>	<b>Session 2 – RPO Key Issues</b>	<b>45 min</b>
<b>10:15 - 11:00</b>	<p><b><u>Learning Objectives</u></b></p> <p><b>By the end of this session the workshop participant will be able to:</b></p> <ul style="list-style-type: none"> <li>• Describe RPO Key Issues</li> <li>• Describe Programming and Project Prioritization</li> <li>• Define Goals, Objectives and Performance Measures</li> <li>• Describe how RPOs “fit” into the Transportation Planning Process</li> <li>• Describe Successful Public Involvement</li> </ul>	<p><b>45 Minutes</b></p> <p>(additional time for 6-hour workshop)</p>
	<p><b>Activity 3:</b> The purpose of this activity to reinforce understanding of goals, objectives and performance measures. Participants will identify each item as a goal, objective or performance measure. For the 6-hour workshop, participants should also prepare a goal, objective and performance measure for their region.</p> <ul style="list-style-type: none"> <li>– Protect the environment</li> <li>– Tons of NOx</li> <li>– Reduce emissions by 10%</li> <li>– Traffic fatalities</li> </ul> <p><b>Activity 4:</b> This activity will divide the participants into groups. For the 3-hour workshop each group will prepare one of the RPO items (e.g. Boundaries, public involvement plan). For the 6-hour workshop, each group will prepare all of the items. Both workshops will record their answers on flip charts and report back to the class.</p> <ul style="list-style-type: none"> <li>• Groups prepare RPO <ul style="list-style-type: none"> <li>– Boundaries and Organizations</li> <li>– Board and By-laws</li> <li>– Purpose, goals, objectives</li> <li>– Project prioritization</li> <li>– Public involvement plan</li> </ul> </li> <li>• Report back to entire class</li> </ul>	<p>10 min each</p> <p>(20 minutes or longer for 6-hour workshop)</p>

<b>Day 1</b>	<b>Session 3 – RPO Planning Rules and Requirements</b>	<b>45 min</b>
<b>11:15 - 12:00</b>	<p><b><u>Learning Objectives</u></b></p> <p><b>By the end of this session the workshop participant will be able to:</b></p> <ul style="list-style-type: none"> <li>• Explain Proposed Transportation Planning Rules</li> <li>• Describe Who does What in Transportation Planning</li> </ul>	<p><b>45 Minutes</b></p> <p>(additional time for 6-hour workshop)</p>
	<p><b>Activity 5:</b> In this activity, participants will complete the blank table on who develops and who approves the various planning activities at RPOs.</p> <ul style="list-style-type: none"> <li>• Take a few minutes, work together and...</li> <li>• Fill-in the table on the following page</li> <li>• We will review the results</li> </ul> <p><b>Activity 6:</b> This activity is optional based on time and availability of panelists. The panel would discuss in a moderated format the following topics:</p> <ul style="list-style-type: none"> <li>• RPO purpose: Forum for informed decision making</li> <li>• Funding</li> <li>• Interagency Coordination</li> <li>• Geographic Boundaries</li> <li>• RPO Organization</li> <li>• Project Prioritization/Selection</li> </ul>	<p>10 min each</p> <p>(20 minutes or longer for 6-hour workshop)</p>

# AGENDAS

<b>3-Hour Agenda</b> <b>RPO Workshop Agenda (9 AM – Noon)</b>			
<b>9:00 - 9:20</b>	<b>Introductions</b>		20 minutes
<b>9:20 - 10:00</b>	<b>Session I Project Summary &amp; RPO Background</b>	RPOs Nationally (Lit Search) Texas Demographics Transportation Planning in Texas-Where do RPOs Fit? Key RPO Issues	40 minutes
<b>10:00 - 10:15</b>	<b>Break</b>		15 minutes
<b>10:15 - 11:00</b>	<b>Session II RPO Key Issues</b>	Outreach Summary Funding Organization Interagency coordination Boundaries Project Prioritization Success Factors	45 minutes
<b>11:00 - 11:15</b>	<b>Break</b>		15 minutes
<b>11:15 - 12:00</b>	<b>Session III</b>	TxDOT Planning Rules RPO Moderated Panel Discussion Workshop Summary	30 minutes 15 minutes

<b>6-Hour Agenda</b> <b>RPO Workshop Agenda (9 AM – 3 PM)</b>			
<b>9:00 - 9:20</b>	<b>Introductions</b>		20 minutes
<b>9:20 - 10:00</b>	<b>Session 1 Project Summary &amp; RPO Background</b>	RPOs Nationally (Lit Search) Texas Demographics Transportation Planning in Texas Key RPO Issues	40 minutes
<b>10:00 - 10:15</b>	<b>Break</b>		15 minutes
<b>10:15 - 11:00</b>	<b>Session 2 RPO Key Issues</b>	Outreach Summary Funding Organization Interagency coordination Boundaries	45 minutes
<b>11:00 - 11:15</b>	<b>Break</b>		15 minutes
<b>11:15 - 12:00</b>	<b>Session 2 RPO Key Issues</b>	Goals, Objectives, Performance Measures Programming Project Prioritization / Selection Public Involvement	45 minutes
<b>12:00 - 1:00</b>	<b>Lunch</b>		60 minutes
<b>1:15 - 2:15</b>	<b>Session 3</b>	Planning Rules Who Does What? RPO Moderated Panel Discussion TxDOT	60 minutes
<b>2:15 - 2:30</b>	<b>Break</b>		15 minutes
<b>2:30 - 3:00</b>	<b>Summary and Review</b>	Success Factors Workshop Summary and Review	30 minutes





# **Rural Planning Organization Workshop**

**Rural Planning Organizations:  
Their Role in Transportation  
Planning and Project Development in Texas**



Good morning and welcome. We'd like to thank TxDOT for this opportunity to present information from this project on rural planning organizations.

My Name is John Overman and I will be leading the workshop today. Also Patti Ellis and Bill Frawley will be leading discussion on some of the topics

First I'd like to go thru the agenda and topics.

# RPO Workshop Agenda

- Introductions
- Session 1 - Overview & Context
- Session 2 - RPO Key Issues
- Session 3 - Planning Rules



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John

You have two agendas in the handouts - one in the table and one in bullet summary.

The workshop is divided into 3 sessions- Session 1 presents and Overview of the project and some background

Session 2 – we discuss more about a few key issues relating to RPOs

And Session 3 will be a moderated discussion that will give you an opportunity to ask questions about existing RPOs in Texas

# Workshop

- **Format**
  - Discussion and Review of RPOs
  - RPO Guidebook
- **Materials**
  - Workshop Slides – Participant Guide
  - Evaluations
- **Participation Encouraged**
  - You are important
- **Breaks and logistics**



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- The materials consist of the workshop slides. Some of the slides are really for reference, we will not cover every slide in detail.
- Name tents have been provided, please put your name on BOTH sides of the tent. This is a good way to learn everybody's name.
- The briefing book is provided as a background and resource material. We use this book as a supplement for two courses: Metropolitan transportation Planning and Statewide transportation planning. The book provides the basic information all planners, practitioners and policy makers should know. It is also available on-line at PLANNING. DOT.GOV.
- Evaluations – are important to us. We really want your feedback.
- ON participation, we welcome your comments. We will use your comments to adjust the guidebook and future workshops.

It's also a large group, so please use the mic and try to keep your comments brief so we can give more people an opportunity to contribute within the time we have.

ON breaks - we certainly we have a break after each session. We will conclude by noon.

# Introductions

- Project Team
  - TxDOT
  - TTI
- Participants
  - RPOs
  - MPOs
  - FHWA / FTA
  - COGs + Lead Agencies
  - Local officials
  - Elected Officials
  - Agencies, Associations, Organizations



Each Instructor or Project Team member should intro themselves and provide a short bio. Overman, Ellis, and Frawley.

Recognize TxDOT PMC, have PMC member stand and be introduced

Ask TxDOT participants to stand, recognize key Division leaders If your are a DE or Division Director stay standing.

Ask MPO participants to stand, recognize key leaders

Ask COG Participants to stand, Also include those who are Lead agencies or regional Coordination for Rural transit Coordination

Ask RPO participants to stand

Ask Agencies, associations, Organizations, universities participants to stand

Ask Elected Officials to stand and intro duce themselves.

Depending on the size of the workshop have each participant introduce themselves and provide

What is your name?

Where do you work?

What do you do?

## Self Introductions

- What is your name?
- What is your position / role in RPOs?
- What are your primary responsibilities?
- What do you expect from this workshop?



# Workshop Learning Outcomes

At the end of this workshop, you should be able to:

- Identify the key transportation planning organizations in Texas
- Describe:
  - the current status of RPOs
  - key issues affecting RPOs
  - TxDOT Transportation Planning rules
  - How RPOs “fit” into the Transportation Planning Process



Here are our desired outcomes for this morning.

# Session 1

RPO Overview & Context



# Workshop Session I

- Describe Key Findings about RPOs
- Describe changes in Texas demographics
- Identify metropolitan and rural boundaries
- Define non-metropolitan
- Identify the key transportation planning organizations in Texas



The instructor should state:” At the end of this session you will be able to”

Describe Key Findings about RPOs

Describe changes in Texas demographics

Identify metropolitan and rural boundaries

Identify the key transportation planning organizations in Texas



## Key Findings National RPO Scan / Review

- Rural transportation planning is linked to economic development
- RPOs are frequently “housed” in COGs / RDOs
- Planning practitioners (staff) and stakeholders share interest in both economic development and transportation



I will cover these slides fairly quickly. You guys can read them as well as I can, and two, this is basic background material.

## RPO Scan / Review (cont'd)

- RPOs face similar challenges
  - There is no established funding sources or allocation to support RPOs.
  - State DOTs generally use State Planning and Research (SPR) funds and most require some form of local match. Funding for RPO varies among the states.



## RPO Scan / Review (cont'd)

- Most RPOs have policy and technical committees similar to MPOs.
- Interagency coordination and multiple funding programs is a common challenge.
- Most RPO boundaries align with COG/RPC/RDO/EDO but exclude areas inside MPO boundaries.



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John

## Review (cont'd)

- NADO (2009):
  - In 1998, 17 state DOTs have agreements with RPO-like organizations
  - In 2005, 25 (or more) states with RPOs
  - In 2010, 30+ (?) States with RPOs



## Summary

- Most RPOs are organized and operate similar to MPOs.
- States commonly use RPOs to “consult” with rural and local officials.



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A few comments about the “C” words. These have specific meaning in the planning rules. And you should know the difference.

**Consultation** – means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking actions(s), considers the views of the other parties in making a decision or determining a course of action.

**Cooperation** – means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordination** – means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs and schedules to achieve general consistency, as appropriate.

Other terms used in cooperation include:

Continuing – means the process is on-going and the plan is continuously updated.

Comprehensive – the process and the plan are multi-modal and consider other plans.

## Texas RPO Summary

- No current legislation enabling RPOs in Texas from 80<sup>th</sup> and 81<sup>st</sup> Texas Legislatures
- TxDOT Rules define role of RPO
  - 43 TAC Chapter 16  
Planning and Development of Transportation Projects
  - More on rules later



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As you know the last legislative session was another interesting session and things changed at the last minute. But at the end of the day there is no state legislation on RPOs.

There are proposed rules and we will discuss those briefly later in the session.

Now I'd like to turn it over to Bill Frawley.

## Federal Summary

- Proposed federal legislation 2009
  - by Oberstar, (defeated in 2010)
  - recognize RPO's existence
  - directs states to coordinate with RPOs in statewide transportation planning
  - State DOTs fund RPOs to conduct rural transportation planning.
- No signs federal legislation is moving



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John

Nothing is really happening on federal legislation. Last summer legislation was proposed from Oberstar's Transportation subcommittee.

It is not a priority in congress right now. So anything we say is subject to change and becomes outdated as soon as the words leave your mouth.

## *Texas Census Preview*

- Selected Findings from...
  - TxDOT Research Project No. 0-6199
  - Estimates for 2010 Census and impact on Texas Transit Funding Formula
  - The University of Texas at San Antonio Institute for Demographic & Socioeconomic Research (IDSER)
  - Texas Transportation Institute (TTI)



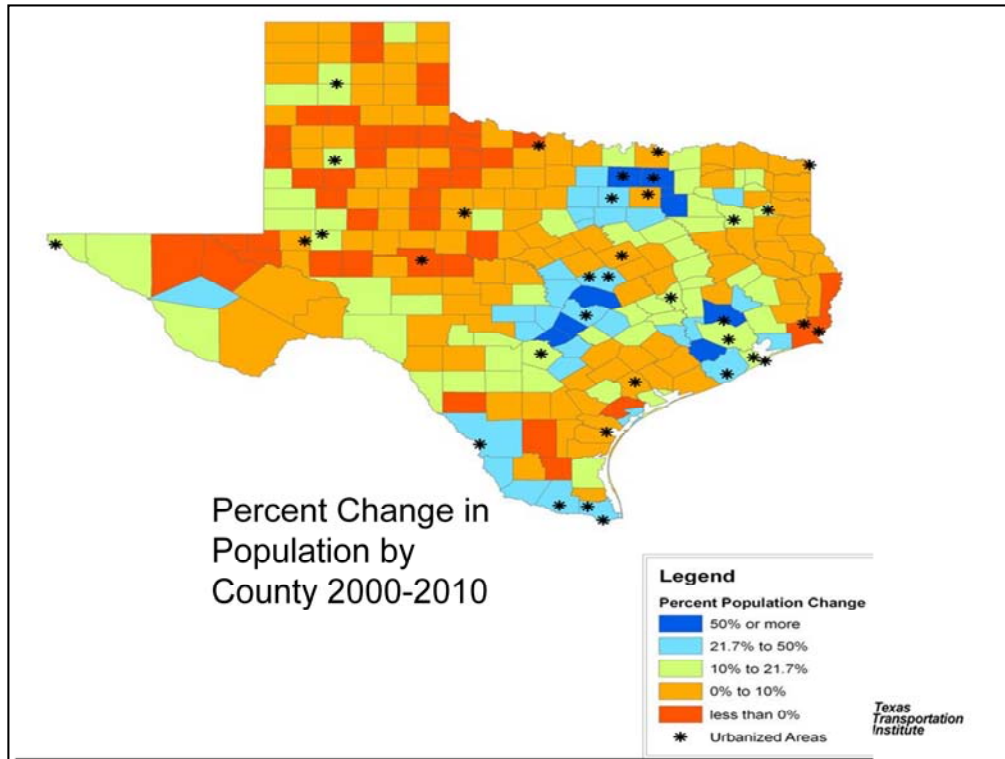


## Census Estimated Population Growth for Texas

	2000	2010	Growth
<u>Texas Population</u>	20,900,000	25,400,000	21.7%
% of US Population	7.3%	8%	
<u>Urbanized</u>	14,800,000	18,600,000	25.7%
% of US Population	7.5%	8.3%	
<u>Non-Urbanized</u>	6,100,000	6,800,000	11.5%
% of US Population	6.8%	7.2%	

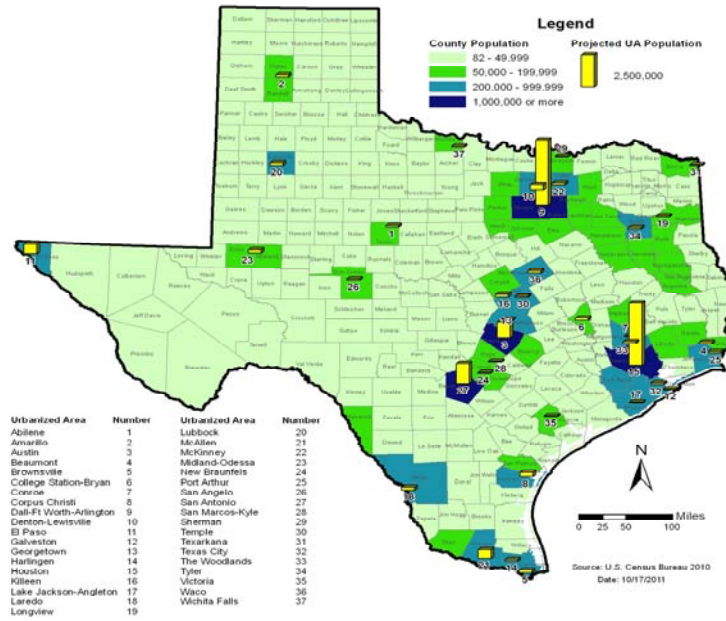


Bill



# Population Distribution in Texas

## 2010 County Populations and Projected Urbanized Area Populations



## 2010 Census Key Points

- Population growth is faster than national averages for urban and rural
- Fastest growth in counties around largest metropolitan areas and border communities
- 4 urbanized areas will top 200,000
- 5 new urbanized areas over 50,000
- Rapidly urbanizing rural areas could merge into larger urban areas



Texas population growth faster than national averages – urban and rural  
Fastest population growth in Texas in counties around largest metropolitan areas and border communities  
Project additional 4 urbanized areas over 200,000  
Project 5 new urbanized areas over 50,000  
Possible rapidly urbanizing rural areas could merge into larger urban areas  
Subject to changes in Census criteria for defining urban areas 2010

### **Most likely new state funded urban transit districts:**

- Cleburne,
- Conroe,
- Georgetown,
- New Braunfels,
- San Marcos-Kyle;
- **Most likely mergers with large urbanized areas:**
- McKinney with DFWA and
- Partial Texas City (Dickinson) with Houston.

## Key Points to Remember

- RPOs represent rural and small urban areas outside metropolitan planning area (MPA)
- Census Rural Definition < 2,500
- USDOT Definitions
  - Rural < 5,000
  - Small Urban = 5,000 to 49,999
  - Urbanized = 50,000+
- Non-Metropolitan area--An area of the state not included within the boundaries of a metropolitan planning organization

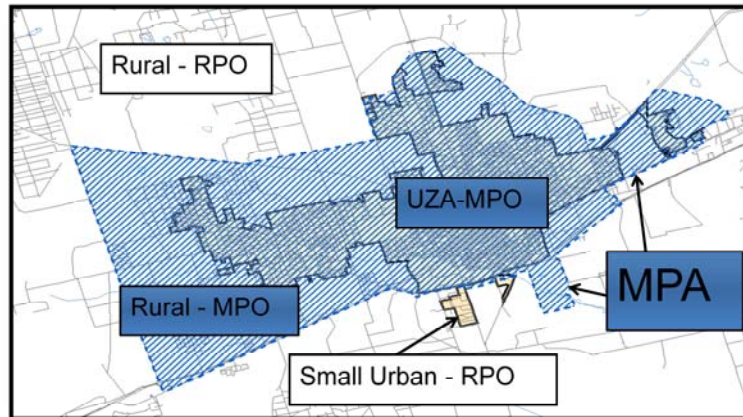


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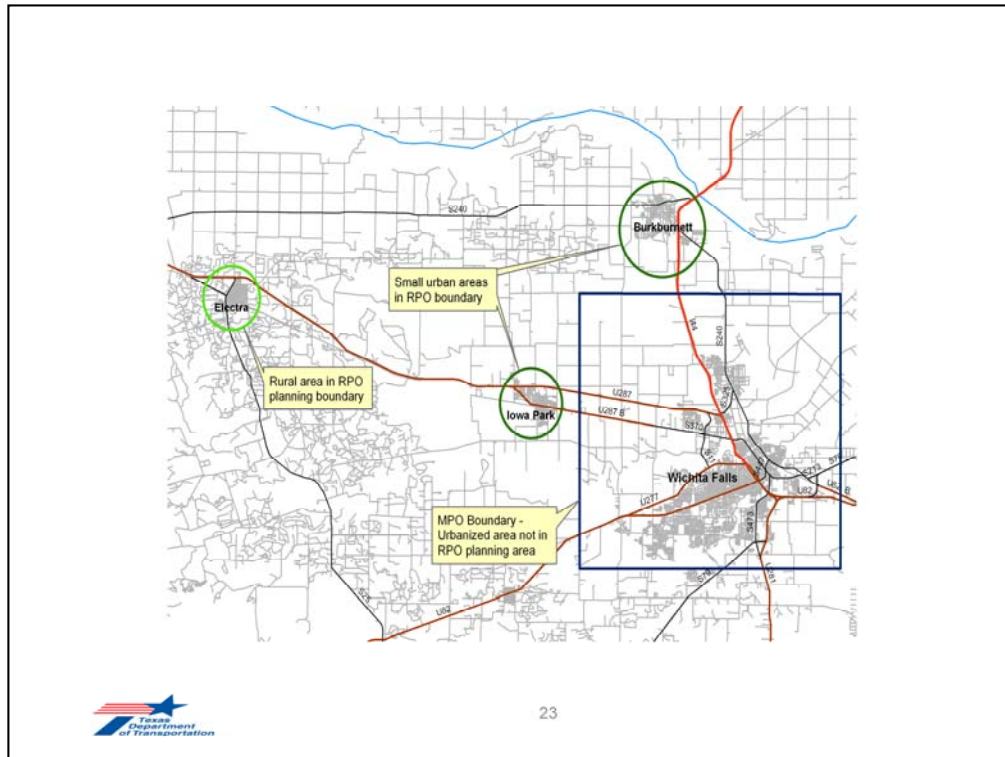


When it comes to RPOs, small towns, urban inc / uninc will be included in RPO

## Areas Covered by RPO & MPO

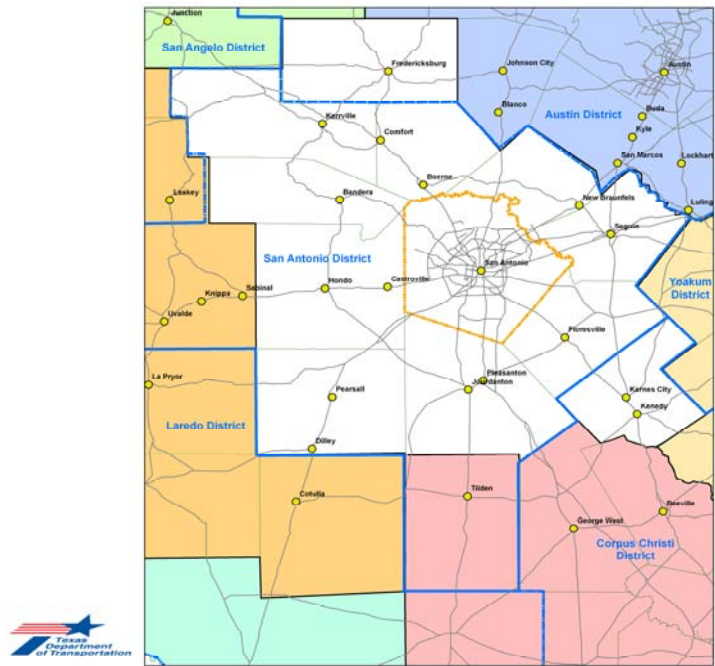


In this example, the shaded area represents the MPO boundary.



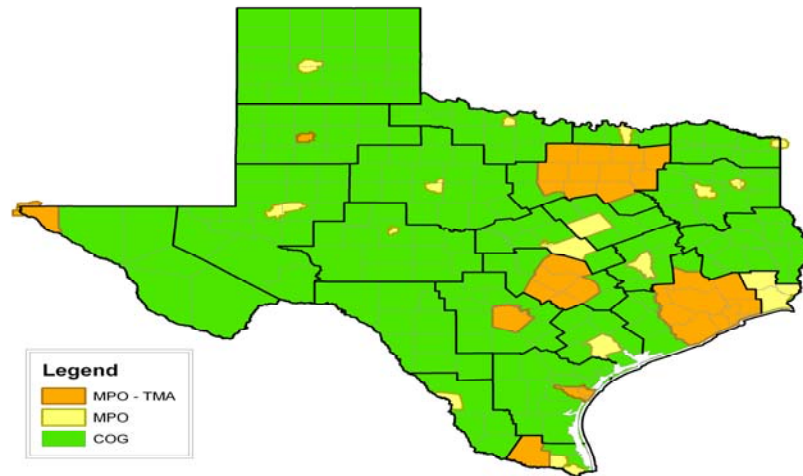
In this example, the blue line is the Wichita Falls MPO boundary. Small urban areas like Iowa park, Burk Burnett, and Electra are considered rural. They are outside the MPO and thus would be in an RPO planning area.

Alamo Area Council of Governments Region





## COGs and MPOs



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The green areas are COG Boundaries. MPOs and MPOs with TMAs are shown in yellow and orange, respectively.

Remember, the previous slides and example map. This shows the same on a statewide scale.

Ask the participants:

What are the green areas called?

# Transportation Planning in Texas

- TxDOT
  - 25 Districts / 4 Regions
- Metropolitan Planning Organizations
  - 25 MPOs
- Councils of Government (24)
- Lead Agencies (24)
- RPO (at least 12 established / 21 with resolutions)
- Regional Mobility Authorities (8)
- Others (e.g. 391's)



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In order to understand the role of RPOs in the transportation planning, it is important to know about other transportation planning entities.

It is also important to think about transportation planning as ONE process with several different partners.

## Sub Regional Planning Commissions

Within Chapter 391 of the Local Government Code, there is reference to the formation of “sub-regional” planning commission. These commissions may be formed by local governments (typically counties and municipalities) to cooperate, coordinate, and plan for transportation systems, utilities and health, education and recreation facilities. These sub-regional commissions may review projects that involve federal and state funding to determine if the project has region-wide significance and whether the project is consistent or in conflict with a regional plan or policy. Additionally, state agencies are required to coordinate with the local commissions to promote effective and orderly implementation of state programs at the regional level.

In past years, several “sub-regional” planning commissions were established by local officials. These include: the Eastern Central Texas, Trinity Neches Texas, Piney Woods, Waller County Texas, Attoyac, South Central Texas, AGRO, Big Bend, and Grimes County Sub-Regional Planning Commissions. The 391's were typically formed in opposition to the Trans Texas Corridor. I should also mention that the “constitutionality” of 391s has been questioned.

## TxDOT Districts & Regions



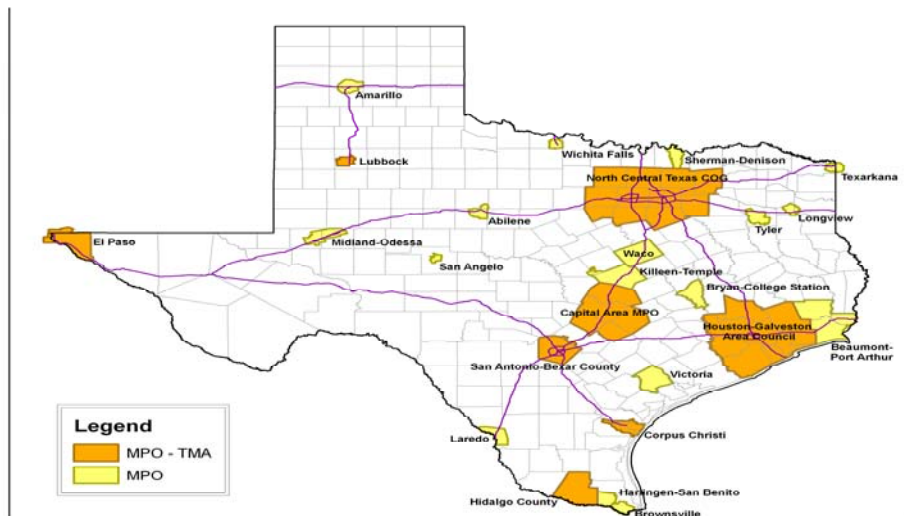
27



John

The 25 TxDOT districts are divided into four regions.

## MPOs (25)



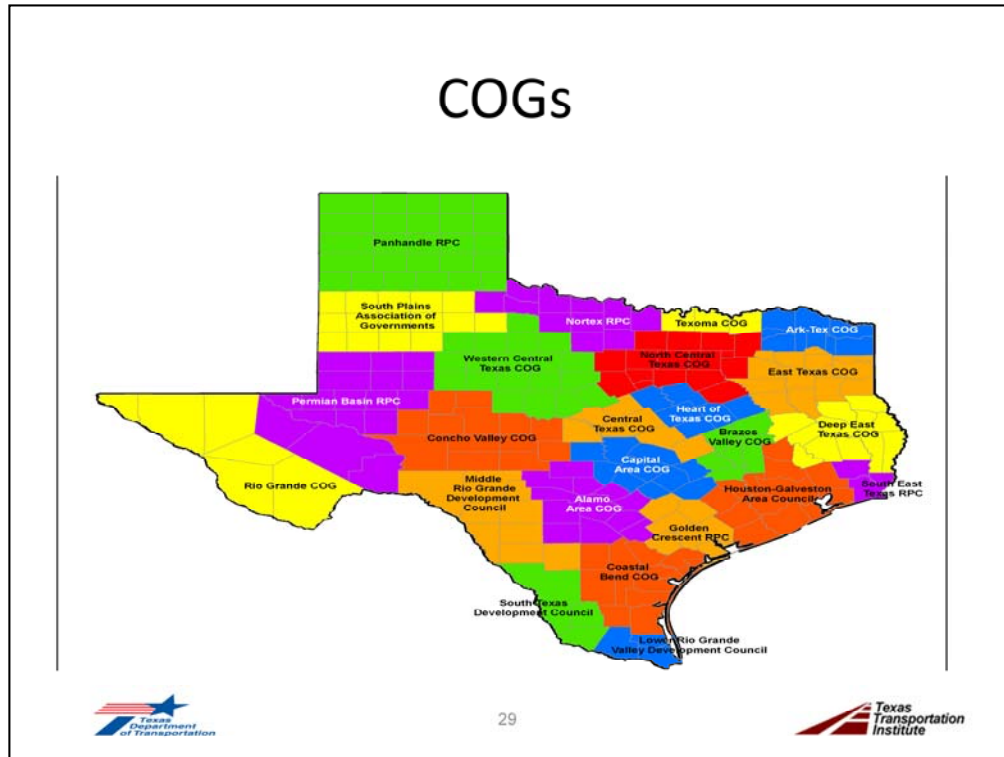
28



There are 25 MPOs in Texas.

8 are TMAs displayed in orange

A TMA is an MPO with a population greater than 200,000.



There are 24 COGs, RPCs, RDC, we will refer to all of these as COGs.

COGs /RPC, by definition and original purpose, are focused on transportation planning. But as we know many MPOs are housed in COGs and share staff and expertise, and many cases may be the primary transportation planning entity for the region.

There are 16 Cogs that have passed resolutions, either supporting RPOs, or establishing themselves as the RPO for their region.

Not all of the 16 COGs have active RPOs.

## Regional Public Transportation Coordination Lead Agencies (24)



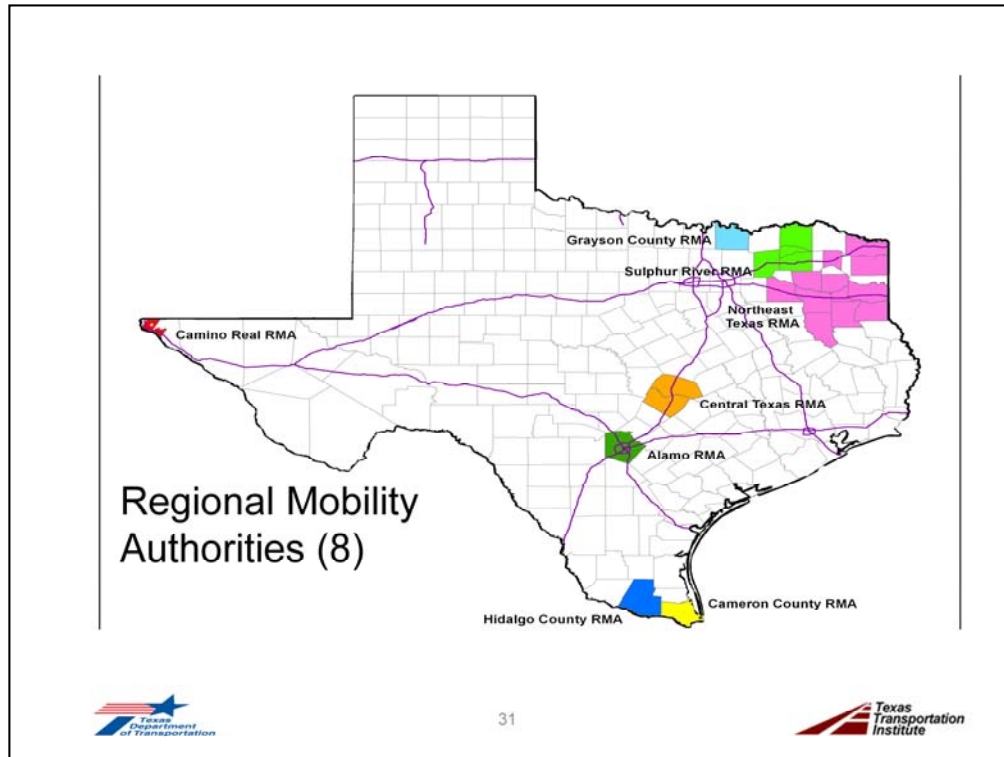
### Coordinated Public Transit-Human Services Planning

Coordinated public transit-human services transportation plans are also required by SAFETEA-LU planning rules. Texas established 24 regional “lead entities” generally coinciding with COG boundaries to help oversee the regional service coordination planning process. The twenty-four regions and lead agencies are shown.

These lead agencies currently have functions similar to RPOs with regard to planning, prioritizing projects, preparing work programs and providing a public involvement forum.

The lead agencies act as the fiscal agent for state and federal grant funds. Each region generally has a regional coordination steering committee composed of local representatives that advises the lead agencies on its actions and priorities. In some cases the COG is the lead agency, and in some other cases the lead agency is a regional planning commission, a transit provider, or a TxDOT office.

For more information about Lead Agencies, please contact the Public Transportation Division and Karen Dunlap and Steve Wright.



### Regional Mobility Authority (RMA)

- *Regional Mobility Authority (RMA)* is an independent local government agency authorized by state statute (Chapter 370) with a primary function of project development, finance, and implementation. RMAs were authorized by the Texas Legislature and voters approved a constitutional amendment in 2001.
- An RMA is a multi-modal [transportation](#) agency that can be formed by one or more counties to finance, design, construct, operate, maintain, and expand a transportation facility or service. It is authorized to implement a wide range of transportation projects, to include highways (tolled or untolled), ferries, airports, bikeways, and intermodal hubs. Projects can be financed using a wide range of methods including the sale of tax-exempt revenue bonds, private equity, public grants, government loans, and revenue generated from existing transportation facilities. RMAs can acquire or condemn property for projects, enter into public-private partnerships, and set rates for the use of transportation facilities.
- RMAs have the same powers and duties as TxDOT with regard to the condemnation and acquisition of real property for transportation projects (Section 370.162 of Transportation Code of Vernon's Civil Statutes). This means that with regard to acquiring property through eminent domain, RMAs must follow the same process and procedures that guide TxDOT.

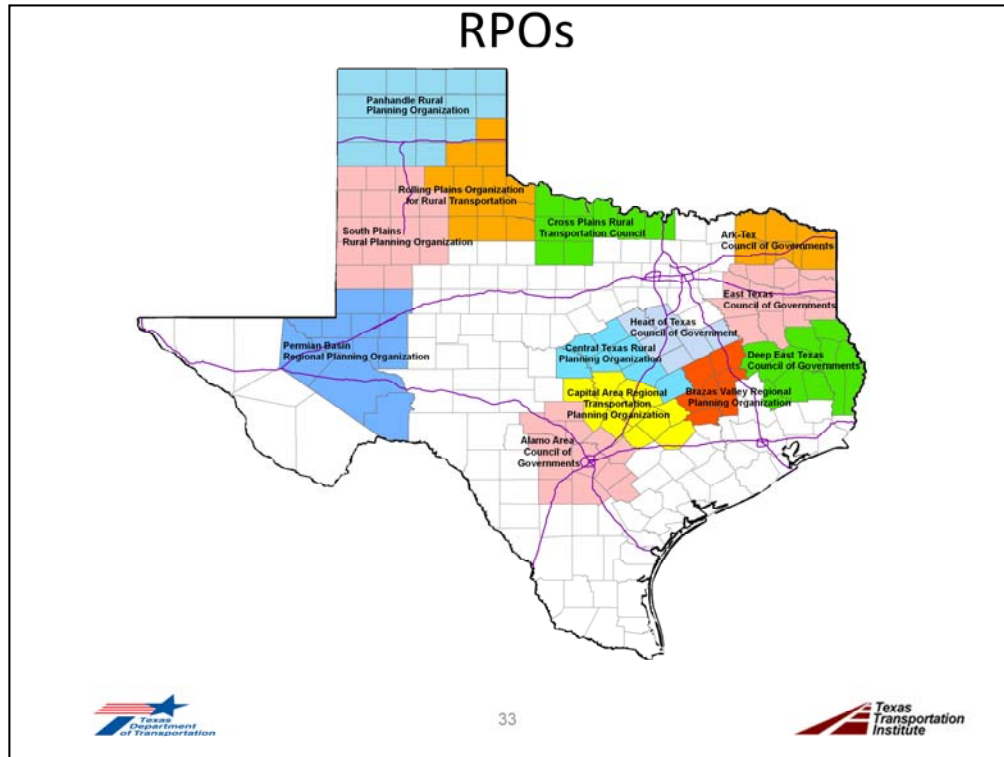
**The state of Texas has eight Regional Mobility Authorities (RMA). Each is designed to study, evaluate, design, finance, acquire, construct, maintain, repair, and operate transportation projects within their respective regions:**



## RPO Resolutions



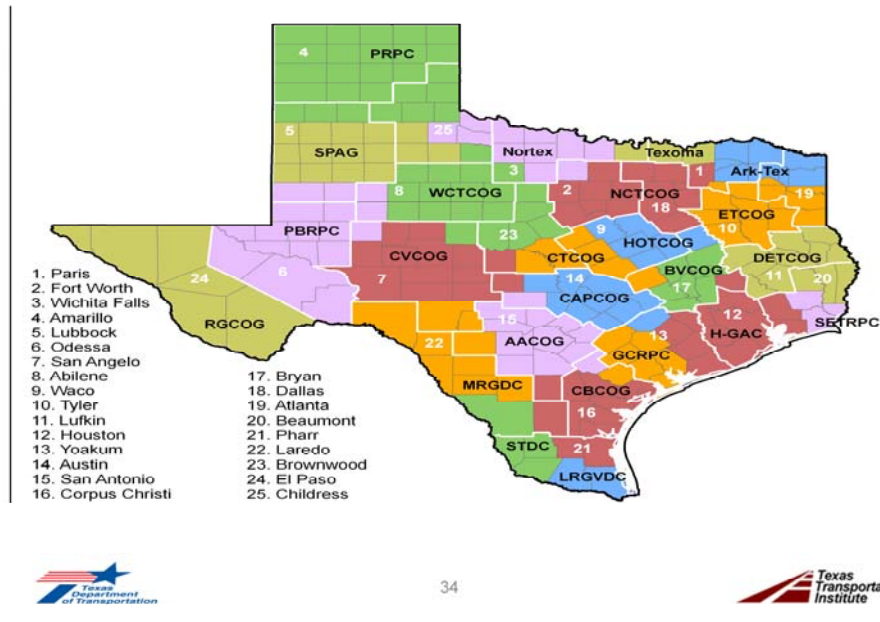




John

The research team attended many meetings and monitored activities at RPOs. Although other RPOs may be meeting, these are the 7 we identified. For example, the Central Texas RPO responded in a questionnaire that they have been in existence since 2002 and meet informally on a regularly (quarterly?) basis. They responded in the outreach effort that they meet regularly.

## Districts and COGs



White lines are TxDOT Districts, colors are COGs. As you can see the boundaries do not coincide.

Therefore an RPO that uses District boundaries would not coincide with COG Boundaries and a COG might include several Districts.

For example in North Texas there are two RPOs the Cross Plains in Wichita Falls, and the Rolling Plains in Childress,

And there is Alamo RPO in San Antonio with the MPO in the middle.

## Texas RPO Summary

- RPOs in Texas are voluntary organizations and use both TxDOT district and COG boundaries
- Most (21) COGs with resolutions supporting / enabling RPOs for their region
- Activities at RPOs in Texas vary



## Session I

### Workshop Activity

- What should be the role and purpose of RPOs in transportation planning in Texas?
- Describe the most important issue for RPOs and transportation planning in your region?
- Are there any issues or reasons to NOT have an RPO?
- Use flip charts to record your answers



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We have presented an overview and background of RPOs in Texas and across the country. We have taken a peek at Census data.

Given this information, we have the following questions:

1. What should be the role and purpose of RPOs in transportation planning in Texas?
2. Describe the most important issue for RPOs and transportation planning in your region?
3. Are there any issues or reasons to NOT have an RPO?

Wait for responses, record responses on flip charts. Save comments for later discussion, especially key issues facing RPOs.

## Session 1 Review

- How are most RPOs organized?
- Describe changes in Texas demographics
- Name the key transportation organizations in Texas?
- What is the MAB?
- How do you describe the RPO planning area?
- What is “rural” when defining an RPO?



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Most RPOs are organized and operate similar to MPOs.

States commonly use RPOs to “consult” with rural and local officials

A few comments about the “C” words. These have specific meaning in the planning rules. And you should know the difference.

**Consultation** – means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking actions(s), considers the views of the other parties in making a decision or determining a course of action.

**Cooperation** – means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordination** – means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs and schedules to achieve general consistency, as appropriate.

Other terms used in cooperation include:

Continuing – means the process is on-going and the plan is continuously updated.

Comprehensive – the process and the plan are multi-modal and consider other plans.

## Key RPO Issues (to be reviewed in Session II)

- RPO purpose:
  - Forum for informed decision making
- Outreach Summary
- Funding
- RPO Organization
- Interagency Coordination
- Geographic Boundaries
- Project Prioritization / Selection



These are the key RPO issues we have identified.

Compare to your answers.

After completing the Slide introduce the

BREAK BREAK BREAK

**BREAK BREAK BREAK BREAK BREAK**

# Session 2

RPO Key Issues



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Patti to begin Session II

## Session 2 Topics

- Outreach Summary
- Funding
- Organization
- Interagency Coordination
- Geographic Boundaries
- Programming
- Project Prioritization / Selection
- Public Involvement





## Session 2 Objectives

- Describe RPO Key Issues
- Describe Programming and Project Prioritization
- Define Goals, Objectives and Performance Measures
- Describe how RPOs “fit” into the Transportation Planning Process
- Describe Successful Public Involvement



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The instructor should state:” At the end of this session you will be able to”

Describe RPO Key Issues

Explain Proposed Transportation Planning Rules

Describe how RPOs “fit” into the Transportation Planning Process

## Key Findings

- Majority of Districts and COGs support establishing an RPO in their region
- RPO Membership should be similar to MPO Policy Boards
- Most agree COGs are the logical agency to house the RPO



The instructor should review the key findings. These findings generally support the same items addressed in the the proposed rules.

## Key Findings

- Need to remain flexible regarding RPO geographic boundaries
- District boundaries do not mirror COG boundaries
- Large area of some COGs may hinder participation



## Key Findings

- Agreed that permanent funding source is needed
- Development of rural long-range transportation plan would be beneficial
- There is no “one size fits all”
  - Need to maintain flexibility when developing legislation / regulations for RPOs.



Patti

# RPO Funding & Project Programming

Transportation Funding 101



Bill to Deliver RPO Funding discussion.

## What Matters to RPOs?

- RPOs members want to know...
  - What is available?
  - How much?
  - When?
  - Who decides?
  - Where does it come from?



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Bill

## RPO Funding Needs

- Meeting Cost
  - Piggyback other meetings
  - Meeting venue is a sunk cost
- Administrative cost (low)
  - District provides information and materials



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Bill

Some COGs have indicated funding needs at 20-50K per year.

Helps TxDOT receive input

Reviewed RPO Funding Sources

Other states primarily use State Planning and Research (SPR) funds, or state funds

# RPO Funding Needs

- Staff cost
  - Technical support in District, COG, RPO staff sharing,
  - Plan & Program preparation
- Public Involvement
  - Constituent and community outreach
  - Assist TxDOT with outreach





## Potential RPO Funding

- State , Federal, Local
- Member dues
  - County, city
- Member fee schedule
  - Scaled to population
- In-kind support
  - IRS volunteer rate as local match
  - Technical staff time



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Bill

# RPO Project Involvement Review

- RPO members ...
  - Rely on District guidance and direction
    - Project information
    - Funding available
  - Need education on:
    - Funding and programming process
    - Planning and project development process



## The UTP is ...

- (G) ...a ten-year financially constrained program developed by the department that represents an intermediate timeframe in the statewide project development process. It includes all of the projects, or phases of projects, covered in the four-year statewide transportation improvement program (STIP) plus those projects, or phases of projects, within the state that it anticipates can proceed to letting within the next six years. A project's inclusion in the UTP also represents a commitment to its continued development.



## 2011 UTP Categories

<b>Category 1 – Preventive Maintenance and Rehabilitation</b>	<b>\$10.96</b>
Category 2 – Metropolitan and Urban Area Corridor Projects	\$1.99
Category 3 – Non-Traditionally Funded Transportation Projects	\$3.68
<b>Category 4 – Statewide Connectivity Corridor Projects</b>	<b>\$0.02</b>
Category 5 – Congestion Mitigation and Air Quality Improvement	\$1.12
Category 6 – Structures Replacement and Rehabilitation	\$2.50
Category 7 – Metropolitan Mobility and Rehabilitation	\$2.03
<b>Category 8 – Safety</b>	<b>\$1.24</b>
Category 9 – Transportation Enhancements	\$0.65
<b>Category 10 – Supplemental Transportation Projects</b>	<b>\$0.63</b>
<b>Category 11 – District Discretionary</b>	<b>\$0.64</b>
<b>Category 12 – Strategic Priority</b>	<b>\$2.47</b>
<b>Total =</b>	<b>\$27.9</b>



## RPO Organization Model

- Reviewed by-laws / practices
- Basic organization is “MPO-like”
  - Policy Committee
  - Decision making forum
  - Public Involvement / Participation vehicle
  - Elevates consultation to cooperation



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John to review RPO organization models

## RPO Org. Model (cont'd.)

- Policy Committee = Decision Makers
  - County Judges, Mayors, etc.
  - City Mgrs, City Directors
  - Size and composition stays flexible
  - Geography matters (e.g. distance in West Texas)
- Technical committee is optional
  - Use existing technical resources
  - Stay flexible, use TxDOT, COG / RPC, cities and counties



John

## Interagency Coordination

- Regional Transit Coordination
  - Coordinated Public Transit-Human Services Planning 2007-present
  - 24 lead agencies (many are COGs)
  - Established steering committees and coordination plans
- TxDOT Districts
- COGs
- MPOs



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**One of the best lessons we learned about coordination in rural areas was from Coordinated Public transit-Human service Planning.**

**Both of these concepts have very similar missions. Transportation in Rural communities. And if you look at demographics , what do the Rural residents look like, what do they need in way of transportation. What about intercity bus?**

**Recognize Eric Gleason, Kelly Kirkland, Karen Dunlap and Steve Wright.**

**Ask for how they think Coordination committees might work with RPOs.**

### **Coordinated Public Transit-Human Services Planning**

Coordinated public transit-human services transportation plans are also required by SAFETEA-LU planning rules. Texas established 24 regional “lead entities” generally coinciding with COG boundaries to help oversee the regional service coordination planning process. The twenty-four regions and lead agencies are shown in Figure 6. These lead agencies currently have functions similar to RPOs with regard to planning, prioritizing projects, preparing work programs and providing a public involvement forum. In addition, the lead agencies act as the fiscal agent for state and federal grant funds. Each region generally has a regional coordination steering committee composed of local representatives that advises the lead agencies on its actions and priorities. In some cases the COG is the lead agency, and in some other cases the lead agency is a regional planning commission, a transit provider, or a TxDOT office. Figure 3 shows the lead agency for coordinated public transit-human services planning in each of the 24 COGs.

## Geographic Boundaries

- Boundaries are not prescribed
  - Use existing relationships and boundaries
  - COG, District, or other
  - Focus is rural and small urban (aka non-metro)
- Anticipate change
  - The nature of “rural” is changing
  - The size of urbanized areas is changing
- One size does not fit all



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John

As you will see the proposed rules do not prescribe boundaries for RPOs.

And we think that is a good thing.



## RPO Goals & Objectives

- Establish a purpose for the RPO
- Prepare RPO Goals & Objectives



## Definitions

- Goals: Generalized statements which broadly relate the physical environment to values
- Visioning: Various techniques for developing goals
- Objectives: Specific measurable statements related to the attainment of goals
- Performance Measures: Indicators of the extent to which objectives are met



**Key Message:** There are four terms we will be talking about in this lesson... goals, visioning, objectives, and performance measures... as defined on the slide.

**Background:**

**Interactivity:**

**Notes:** Cover all four terms briefly, while dwelling on the definition of goals. The other three terms will be defined again on subsequent slides.

## Definitions

- Goals: Generalized statements which broadly relate the physical environment to values
- Objectives: Specific, measurable statements related to the attainment of goals



**Key Message:** Objectives are specific, measurable statements related to the attainment of goals. Several objectives are usually identified for each goal, as illustrated on the slide.

**Background:**

**Interactivity:**

**Notes:** Explain how objectives are “nested” under the goals, as illustrated in the figure.

## “SMART” Objectives

**S**pecific: Sufficiently descriptive but not dictating approach

**M**easurable: Quantitative (number, degree)

**A**greed: Consensus on meaning and value

**R**ealistic: Can be accomplished with expected resources

**T**ime – bound: Identifies timeframe



**Key Message:** The best objectives are “SMART” – specific, measurable, agreed upon, realistic, and time-bound.

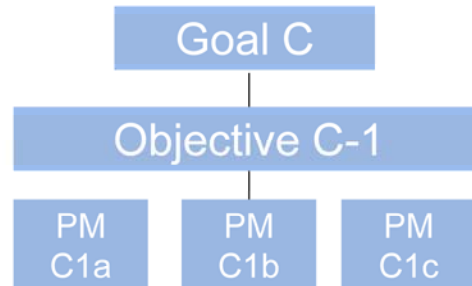
**Background:**

**Interactivity:**

**Notes:**

## Performance Measures Provide a Means to Evaluate...

- How well current system meets objectives today
- Extent to which alternative plans or strategies will help region meet objectives in future



**Key Message:** Several performance measures are usually identified for each objective, as illustrated on the slide. Some may be used to assess the extent to which the system meets the objectives today, while others may be used to evaluate the performance of the system (or alternatives) in the future.

**Background:**

**Interactivity:**

**Notes:** Just as objectives are “nested” under goals, performance measures are nested under and support/clarify/measure the achievement of objectives.

Reference: NCHRP Report 446, A Guidebook for Performance-Based Transportation Planning;

<http://www4.nationalacademies.org/trb/homepage.nsf>

## Performance Measures Should

- Be measurable
- Have a clear meaning to all
- Be acceptable and useful
- Be cost effective to use
- Be based on statistically sound techniques
- Measure outcomes rather than output
- Do not predetermine the solution



# Workshop Activity

## 1. Is it a goal, objective or performance measure?

- Protect the environment
- Tons of NOx
- Reduce emissions by 10%
- Traffic fatalities



## Workshop Activity

1. Prepare a sentence describing the purpose of your RPO
2. Prepare 3 goals, objectives and performance measures for your RPO.





# Project Prioritization

- What do you think?
    - With fewer resources, decisions on allocation are even more important.
  - Or
  - With so few resources, decisions on allocation are less important.
- Learn to walk before you run.
    - Establish purpose, goals, objectives before prioritizing



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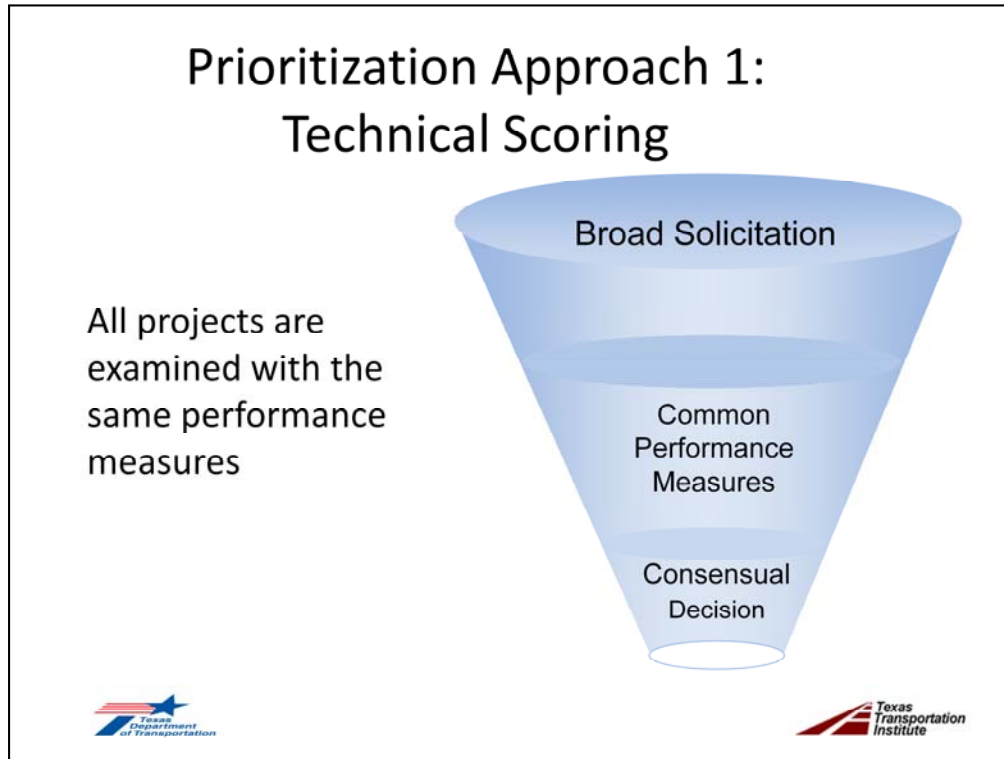
There is no one single correct project scoring method. This is a topic that really requires a longer discussion than we can at this venue, but it is an important topic.

What works in east Texas may not work in West Texas

Simpler is generally better.

It's OK to change prioritization over time as priorities change over time.

What is most important is that the RPO have its goals and objectives and performance measures in place before starting to prioritize projects.

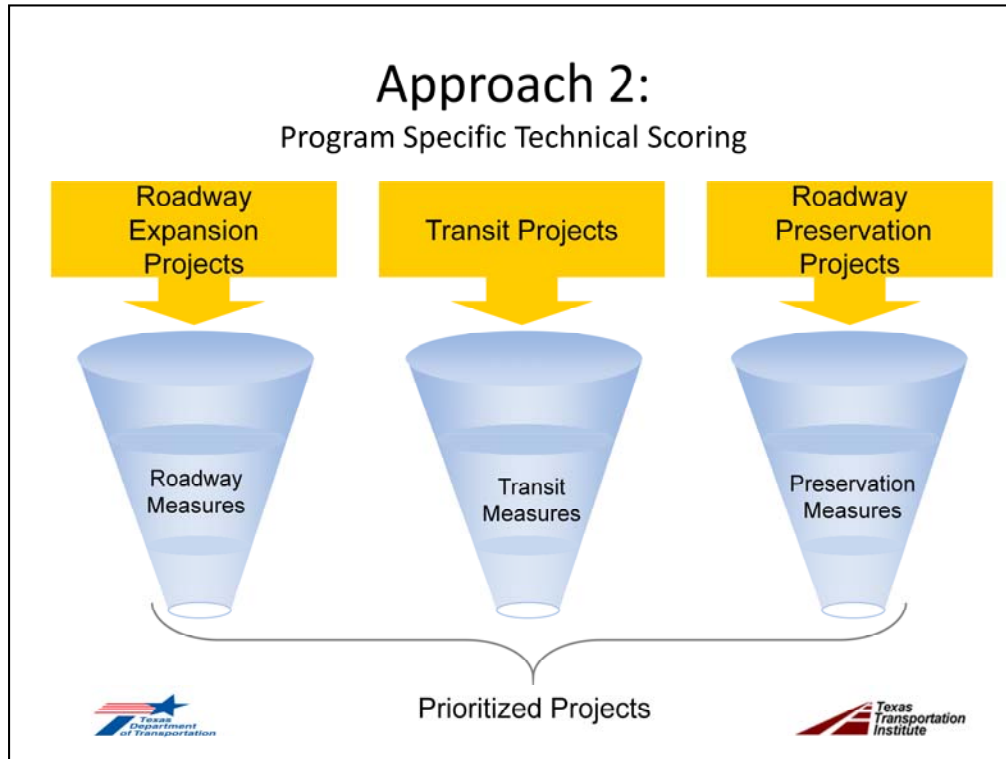


**Key Message:** In some MPOs / RPOs, priorities are set by comparing all projects with a single set of criteria or performance measures. Such scoring systems are most widely used for funding that the MPOs control, e.g., STP and CMAQ funds in TMAs.

**Background:**

**Interactivity:**

**Notes:**



**Key Message:** In other MPOs, available funds are divided up into different program categories on the basis of policy, and like-projects are scored. In this case, a “top down” decision is made on the amount of funding to be made available in each category.

**Background:**

**Interactivity:** Invite the class to debate whether Approach 1 or Approach 2 leads to a better prioritization.

**Notes:** Approach 2 recognizes the difficulty of comparing dissimilar projects against a single set of criteria, but requires decisions to be made at a policy level on how to divide up available funding.

## Transportation Plan Adoption Is a Process – Not a Single Event

- Review of analysis and evaluation results
- Technical and other committee involvement
- Stakeholder involvement
- Clean air conformity and financial constraints
- Board briefings
- Board action



**Key Message:** Plan adoption is a process that can spread over months, even after the technical analysis has been completed. Continuous involvement of local officials and the public throughout the planning process is necessary to ultimately get to the point of plan adoption. By the time the plan adoption step arrives, it is often a pro forma exercise as all decisions and compromises have been made along the way. All of these steps must be factored into the schedule for a plan update.

**Background:**

**Interactivity:**

**Notes:**

## Challenges to Be Overcome

- Multiple objectives may be in conflict
- Competition for scarce resources
- Institutional and political fragmentation
- Attaining and keeping public interest
- Trade-offs over modes and programs



**Key Message:** Ultimately, the adopted plan is a compromise that reflects numerous trade-offs. It tends to be the best that can be done with the time and resources available, knowing that there will be future opportunities to update and revisit the adopted plan (in four years or less)

**Background:**

**Interactivity:**

**Notes:**

## Programming

- Programming is identifying top priority projects, and matching projects with funding
- Cost of worthy projects always exceeds funding – need to set priorities
- Programming decisions are documented in the:
  - MPO's TIP, Transportation Improvement Program
  - RPO's Rural TIP (RTIP)
  - State's TIP (STIP)



**Key Message:** Once the plan is adopted, priorities must be set for the use of funds expected to be available during the next four years. Programming is the process for setting priorities and matching dollars with projects.

**Background:**

**Interactivity:**

**Notes:**

## Characteristics of a Successful Programming Process

- Early consensus on goals
- Effective communication among technical and policy leaders
- Effective public involvement
- Qualitative as well as quantitative criteria



**Key Message:** Regardless of how priorities are set, there are some characteristics that are common to successful programming.

**Background:**

**Interactivity:**

**Notes:**

## STIP / RTIP Adoption Is a Process

- RPO / TxDOT sets criteria and solicits project recommendations from a plan
- TxDOT, local governments and others submit projects
- RPO / TxDOT evaluate and coordinate on priorities and funding
- Stakeholder involvement
- Clean air conformity and financial constraints
- Board briefings and approval
- Governor ( or TxDOT ) approval



**Key Message:** Preparation of the TIP requires a process that involves all participants in the process, and can take months to complete (especially in non-attainment areas). The process does not start with a clean slate... there will always be legacy projects from the existing TIP that move up in priority as they get closer to implementation. Implementing agencies tend to play a strong role in setting priorities for the funding sources that they control (e.g., States have authority over NHS funds, transit agencies tend to control formula-allocated transit funds).

**Background:**

**Interactivity:** Ask the class to explain how the TIP is developed and approved in their MPO. What are the steps? How long does the process take?

**Notes:** Remind the class that fiscal constraint and clean air conformity requirements must be met during the approval process, which can take considerable time for analysis. In some places, the decision on which projects to include in the conformity analysis can be as significant as the final adoption of the TIP.



# Public Involvement

- Why Public Involvement?
- What are the Benefits of Effective Public Involvement?
- What are the Requirements



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Some of the answers the instructor should bring forth from the class are that public involvement leads to:

- Better information for decision-making.
- Involved community - sets the tone for participation in subsequent phases
- Different interests are taken into account - different values weighed to arrive at the outcome that decision-makers feel is in best overall public interest.
- Political support, community “buy-in” to the process, even if members of the public do not always agree with the outcome of that process.
- Support for funding.
- Stronger position in case of litigation.

Requirements: If you are going to be “MPO

MPOs must prepare a public participation plan

Plan must be proactive and provide for:

- Complete information and timely public notice
- Early and continuing involvement
- Full public access to key decisions
- Explicit consideration and response to input

Seek out and consider needs of underserved, including low income and minority households

Publish transportation plans, STIPs and TIPs or make available for public view

Hold public meetings at convenient and accessible times and locations

Employ visualization techniques

Review the effectiveness of PI processes in assuring full and open access

## Public Involvement Steps

- Set goals and objectives for the program
- Identify people or “publics” to be reached
- Develop strategies for each target audience
- Match strategies with specific techniques
- Include methods for evaluating effectiveness and refining approach



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- Act in accord with basic democratic principles
- Establish continuous contact between agency and non-agency people
- Use a variety of techniques targeted to different groups
- Search out the public and work hard to elicit response
- Focus on participation for decision, not just because it is a requirement

# Workshop Activity

## Organize an RPO

### RPO checklist:

- Boundaries and Organization
- Board Composition and By-laws / MOU
- Purpose, goals, objectives
- Work plan
- Public involvement plan
- RTIP Priority list
  - Project prioritization concept
- Annual Report



## Session 2 Review

- Who are typical members of an RPO policy committee?
- What is Programming?
- Describe Project Prioritization?
- What is the UTP?
- Define Goals, Objectives and Performance Measures
- Describe Successful Public Involvement



# Session 3

Planning Rules  
RPO Moderated Discussion  
Workshop Summary



## Session 3 Objectives

- Explain Transportation Planning Rules
- Describe Who does What in Transportation Planning



## 43 TAC Chapter 16 Planning and Development of Transportation Projects

- Subchapter A, General Provisions, §§16.1-16.4;
- Subchapter B, Transportation Planning, §§16.51-16.56;
- Subchapter C, Transportation Programs, §§16.101-16.105;
- Subchapter D, Transportation Funding, §§16.151-16.160; and
- Subchapter E, Project and Performance Reporting, §§16.201 - 16.205



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John

To access rules go to TxDOT website and view the May 27 agenda there is a link to Minute order on Planning and Programming.

Or you can search the Texas Register.

New Subchapter A, General Provisions,  
New Subchapter B, Transportation Planning,  
New Subchapter C, Transportation Programs  
New Subchapter D, Transportation Funding  
New Subchapter E, Project and Performance Reporting,

## These New Rules...

- Apply to MPOs, federally funded transit agencies, and RPOs.
- Provide minimum standards for metropolitan and rural transportation planning and programming.
- Do not prescribe conditions for the boundaries or organization of an RPO.





## Transportation Planning Rules

- Recognize RPOs
- Recognize Rural TIP (RTIP)
  - Rolls-up into STIP and UTP
  - Projects approved by TxDOT
- Do not set RPO boundaries
- Provide for public involvement



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John

## Transportation Planning Rules

- RPO is a voluntary organization
  - Created & governed by elected officials
  - Responsible for decision at local level
  - Provide recommendations and priorities to TxDOT in areas NOT included in MPO (outside MAB)



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John

Provide recommendations and priorities to TxDOT in areas NOT included in MPO (outside MAB)

## Chapter 16, Section 16.2(a) (23) defines RPO as:

- “A voluntary organization created and governed by local elected officials with responsibility for transportation decisions at the local level, including an organization established by a council of governments or regional planning commission designated by the governor pursuant to Local Government Code, Chapter 391, to address rural transportation priorities and planning and provide recommendations to the department for areas of the state not included in the boundaries of a metropolitan planning organization.”



## RPO Rules

- RPO makes “recommendations to the department” concerning projects within its boundaries on..
  - SLRTP / SWTP
  - RTIP
  - UTP



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John

The RPO makes recommendations to the on the statewide Plan, the STIP ad the 10-year program – the UTP

The RTIP are projects that are likely to be implemented in the next four year period

The work and preparation is still done by the District but in cooperation with the RPO.

**Consultation** – means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking actions(s), considers the views of the other parties in making a decision or determining a course of action.

**Cooperation** – means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordination** – means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs and schedules to achieve general consistency, as appropriate.

## An RPO Makes Recommendations...

- An RPO may make recommendations to the department regarding projects and priorities for areas within its boundaries to accommodate preparation of the statewide long-range transportation plan (SLRTP), STIP, and Unified Transportation Program (UTP)



## TxDOT and RPO Develop RTIP Cooperatively...

- TxDOT will develop TIPs for all areas of the state outside of metropolitan planning areas, containing a prioritized list of projects which have been approved for development in the near term. These RTIPs will be developed in cooperation with RPOs and projects will be selected in accordance with federal regulations and the requirements of this subchapter.



## RTIPs are “like” TIPs

- RTIP projects are rolled into the STIP and UTP.
- All projects are approved by the department and projects in the in the TIP and RTIP must be consistent with the state LRTP.



# Programming Rules

- TxDOT develops Rural TIP (referred to as RTIP)
  - RTIP included in STIP
- TxDOT provides Rural Public Involvement Process
  - District Coordinates, publish notices, etc.



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Any question on the proposed rules?

I will also note that several people in the audience who were involved in drafting the rules.



## Chapter 16, Section 16.2(a) (24) defines a RTIP as:

- “A staged, multiyear, intermodal program of transportation projects which is developed by the department, in consultation with local officials, for areas of the state outside of the metropolitan planning area boundaries. The rural TIP includes a financially constrained plan that demonstrates how the program can be implemented.”



## RPO Public Involvement

- Each district will coordinate with the applicable RPO,
- Develop and implement a public involvement process covering the development of a rural TIP that,
- Minimum = publication in a newspaper



## RPO Public Involvement

- A rural public involvement process provides that each district will coordinate with the applicable RPO, if any, to develop and implement a public involvement process covering the development of a rural TIP that, at a minimum, consists of the following: publication, in a newspaper with general TxDOT circulation in each county within the district, of a notice informing the public of the availability of the proposed rural TIP and of a 10-day public comment period.



## Continued...

- (ii) a request, in the published notice, for public comments concerning the proposed rural TIP, to be submitted in writing to the district.
- (iii) notification, in the published notice, that a public hearing will be held in order to receive comments on the initial adoption, along with a public comment period of at least 10 days subsequent to the hearing. The notice of public hearing will be published a minimum of 10 days prior to the hearing.



## Workshop Activity

### Who does what

- Take a few minutes, work together and...
- Fill-in the table on the following page
- We will review the results



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The instructor should distribute the blank posters

# Plans & Programs

(See page 8 in Briefing Book)

<i>Planning Product</i>	<i>Who Develops</i>	<i>Who Approves</i>
SWTP/ SLRTP		
MTP		
SIP		
A/Q Conformity		
STIP		
TIP		
RTIP		
UTP		



John

## RPO Review

- Funding
  - Don't expect much...
  - With fewer resources, decision making is more important
- Organization & representation
  - Be MPO-like,
  - Be a forum for informed decision-making
- Planning capacity
  - Use existing staff and expertise
  - COGs, Districts



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Bill

To Provide recap

## RPO Review

- Institutional relationships
  - Be cooperative, build trust,
  - Establish goals, objectives,
  - Leadership is needed
- Boundaries and jurisdiction
  - Use existing relationships and boundaries
  - COGs, Districts, or other
  - Focus is rural and small urban (non-metro / outside MAB)



Bill



## Transportation Planning Success Factors

- Performance based planning
  - Establish goals and objectives
  - Use performance measures
  - Accountability
- Leadership
- Sustainability
- Three C's
  - Continuing, cooperative, comprehensive



What I seen as success factors

# Moderated Discussion

- Introduction of panelists
- Key Issues
  - RPO purpose:
    - Forum for informed decision making
  - Funding
  - Interagency Coordination
  - Geographic Boundaries
  - RPO Organization
  - Project Prioritization / Selection

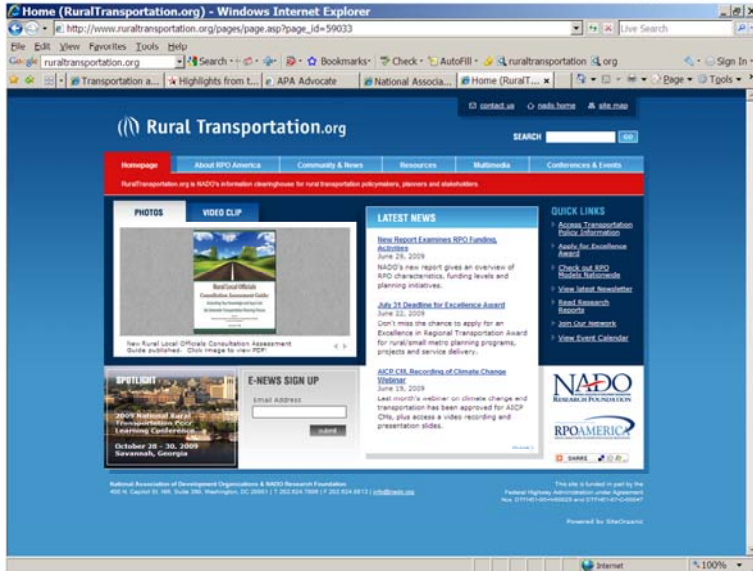


## Best RPO Website

- National Association of Development Organizations (NADO)
- Ruraltransportation.org



[ruraltransportation.org](http://ruraltransportation.org)



## Bill

## Contact Information

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101



15 Minute

BREAK

BREAK

BREAK

<b><i>RPO Scenario I</i></b> <b>Potential Work Products for RPO in Texas</b> <b>(not Federal or State requirements)</b>					
<b>Planning Product</b>	<b>Who Develops</b>	<b>Who Approves</b>	<b>Time Horizon</b>	<b>Content</b>	<b>Updates Required</b>
Rural Work Program	Optional	TxDOT	Optional	Planning Studies	Annually
Rural LRP	Optional TXDOT w/ RPO Coordination	TxDOT	20 years	Future Goals and Strategies	Optional
Rural TIP	TxDOT w/RPO Coordination	TxDOT	4 years	Transportation investments	Every 2 Years
Public Involvement Plan	TxDOT with RPO coordination	RPO/TxDOT	1 year (continuous)	Stakeholders Goals and Objective	Annually
Project Selection	TxDOT with RPO	TxDOT	Annually	Prioritized and constrained list	Annually (minimum)

