

Examples of successful proposals for the 2024 AMPO Annual Conference

Note: AMPO is sharing these successful proposals for 2024 Annual Conference as examples that received high scores from our Technical Committee, which reviews and ranks all proposals. Needless to say, no one should copy text from these examples. These are being shared to give you an idea of previous proposals that were well received. We strongly suggest you review [the 3 P's of a successful proposal](#) as well as [our guidance on what makes a good proposal](#) before submitting your proposal.

Example 1

Title: A Novel Approach to Safety Countermeasure Identification

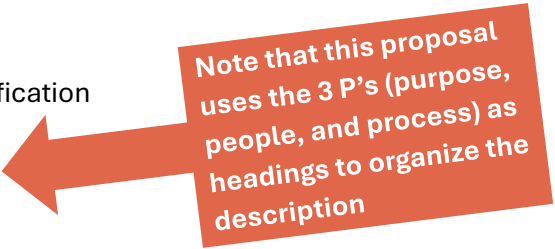
Full Description:

Purpose

The Safety Analysis Tool used for the CAMPO Project Readiness Program enables rapid safety planning and analysis tools to perform a comprehensive range of GIS tasks related to improving roadway safety for all users. The tool can be used to:

- Quickly identify and prioritize high injury and/or severity networks, segments, and intersections using both crash history and/or predictive analyses.
- Integrate with any data set to perform custom analyses such as equity analyses using the SS4A Underserved Communities data set
- Integrate an evaluation of all unit types (passenger vehicle, commercial vehicle, pedestrian, cyclist, etc).
- Identify the most common crash orientation and directions at intersections and segments with a single click to enable rapid identification of appropriate safety countermeasures.
- In addition to engineering design countermeasures, identify hot spot locations for operational improvements and increased enforcement such as red light running and excessive speed locations.
- Use integrated benefit / cost tools to determine the appropriateness and priority of various types of safety countermeasure and improvement projects.
- Static or interactive maps for reporting and presentation.
- In collaboration with public safety and health agencies, easily incorporate and analyze additional data sets to develop targeted strategies for enforcement, education, and emergency response.

The benefits of the application are a quickly developed and actionable list of practical safety projects and strategies, adaptable to any region, corridor, or specific segment or intersection, that will move the needle down toward the goal of zero traffic fatalities. These safety improvement project lists can be developed within weeks, depending on the study area, and can be prioritized based on a rapid benefit-cost analysis and handed immediately over to the appropriate implementing agency. Types of countermeasures include but are not limited to:



Note that this proposal uses the 3 P's (purpose, people, and process) as headings to organize the description

- Bicycle and pedestrian improvements (buffered lanes, SUPs, reduced crosswalk lengths, pedestrian signal operational and infrastructure improvements, pavement marking and signage)
- Segment based median and roadside and median improvements
- Red light running countermeasures
- Speed management applications
- Turning movement lanes
- Improved signs and pavement markings
- Access management (median closures and driveway consolidation)
- Passing lanes
- Sight distance improvements
- Signal warrant or detailed intersection safety studies
- New traffic signals, flashing beacons, and pedestrian hybrid beacons
- Left turn offset reduction
- Revised signal operations (most common is modify permissive lefts to protected only)

With unprecedented federal, state, and local funds being made available for safety funding, tools such as this are vital for cost effective development of comprehensive safety plans. Given the similarities of crash data sets from state to state, this tool can be easily adapted throughout the nation or can provide ideas for the development of similar tools. The tool and methodology are scalable to any size MPO or jurisdiction and provide quick, cost effective, and actionable planning for smaller and midsize MPOs and jurisdictions in addition to larger regions. The tool was built using the industry standard Esri ArcGIS Online platform.

People

The tool presents many opportunities for use by MPO staff and board members including communicating project benefits and safety strategies, providing additional safety information for project prioritization and funding decisions, and provide a continuous safety improvement process at the regional level. The presentation will include numerous stories and the real world case study of the development of a safety plan for a corridor that contained both rural and suburban segments. Lessons learned that led to the development of the tool include:

- Stories from a Speed Management team
- Red light running examples
- The laments of a County Engineer
- Long timelines for identifying safety improvements
- Too much labor spent developing crash diagrams
- Too much labor spent confirming and augmenting a crash database

Process

The presentation will include multiple engaging and interactive elements such as brief audience polls, access to a geographic sample of the tool for quick examples, open Q&A and discussions, and, if time in the overall program allows, a breakout group exercise. The breakout group exercise session is proposed to allow various groups to develop various components of a safety action plan

such as screening for high injury networks and locations, crash pattern identification, safety countermeasures, enforcement opportunities, bike/ped specific improvements, and development of benefit cost analyses. Both physical handouts and online access to the tool will reinforce the methodologies and capabilities of the tool. The tool can overcome challenges faced by MPOs such as communicating the benefits of proposed safety improvements and strategies and aiding in project prioritization from a safety perspective.

Description Summary: The GIS Safety Analysis Tool used for the CAMPO Project Readiness Program enables rapid safety planning and analysis tools to perform a comprehensive range of GIS tasks related to improving roadway safety for all users. The tool enabled rapid identification of safety countermeasures across 47 miles of various rural and suburban contexts and roadway characteristics along RM 1431 northwest of Austin, TX. The tool provides scalability both geographically and in use cases which directly address the four E's of roadway safety (Engineering, Enforcement, Education, and Emergency Response).

Select Feedback from Technical Committee Reviewers:

- Great presentation proposal with relevant and current information and data.
- This presentation is taking safety action planning to the next level, by offering an example on how to automate correlation with crash risk, history, geo-spatial location, and countermeasures all in one digital application. Very novel, and sounds very practical and useful for any MPO.
- Very relevant and useful tool developed through practical and universal software. Presentation proposal seems very useful to AMPO attendees
- Very relevant with emphasis on SS4A and complete streets.
- This presentation obviously has applicability across MPOs no matter the state or region we are located in. Safety is one of the planning factors and there is a significant amount of funding available in the IIJA for safety related planning and implementation.

Example 2

Title: The Future of Transportation Funding

Full Description: One of the most fundamental tasks of government is to ensure the safe and efficient movement of people and goods. To do this, state, regional, and local governments have historically relied on funding from a handful of sources to ensure that roads and bridges are properly maintained. However, as vehicles become more fuel efficient and electric vehicles more prevalent, drivers are using less fuel, leading to diminishing fuel tax revenue. Moreover, competition for scarce resources is resulting in political uncertainty, making it difficult for transportation agencies to rely on traditional funding sources. As a result, state, regional, and local governments are studying new and innovative funding sources, including the use of alternative user fees and taxes to ensure long term and sustainable funding for our transportation infrastructure.

While ensuring sustainable funding is a daunting challenge for state, regional, and local governments, many have had success. They have utilized innovative pilot projects and research to ensure funding policy keeps up with evolving technology and, facing political uncertainty, they have taken the question of how



This proposal features a panel of speakers from different regions that are facing similar challenges, which helps make it applicable to many MPOs

best to fund transportation directly to the people. New and innovative sources of revenue have emerged from this work, including retail delivery fees, dedicated sales taxes, road usage charging and more—all of which improve the equity in the transportation system and ensure transportation funding policy keeps up with emerging economic trends and technology.

The presenters have been on the front lines of developing and implementing sustainable transportation funding policy— at the local and national level. Each will provide a unique perspective on the challenges that state and local governments face and what solutions they have explored. They will share with you the most recent transportation funding updates from across the country, what solutions are being developed, and what state and local governments can be doing right now to address these acute funding challenges.

Description Summary: With declining fuel tax revenue and competing demands on resources, ensuring sustainable transportation funding is becoming increasingly difficult. Transportation funding is at a crossroads and governments at all levels must begin to address these chronic shortfalls and identify long-term solutions. This presentation will walk through what state and local governments are doing to address the funding challenge now and what resources are available to them to assist in these efforts. The presentation will provide real-life examples of funding successes and actionable information for local and regional governments to take home.


Select Feedback from Technical Committee Reviewers:

- Transportation Funding is always a good topic. Good for all MPOs and widely applicable.
- A valuable presentation for sure. Like how they have presenters from different geographies too. Funding is of interest to all. Not sure they will be given the 60 minutes requested and would have to pare down their presentation. If they think they could.
- Great topic and broad set of represented perspectives, I'll be there.
- Any discussion on transportation funding alternatives is welcome.
- This is a well-written proposal addressing a universally important topic. Great mix of presenters.

Example 3

Title: What do we do when vision zero isn't matching reality?

Full Description: In April of 2023 the Lexington Area MPO adopted a goal of working towards zero traffic fatalities and serious injuries by the year 2050. While a major impetus behind the goal was related to an application for the Safe Streets and Roads for All program, increasingly policymakers within the Lexington Region were desiring a more aggressive goal than simply not letting things get any worse. The concept of vision zero is simple enough, no one should die or be seriously injured on our roadways. But when vision zero is applied to things like performance targets, long-term project and strategy priorities, and especially project funding within the TIP, the conversation can quickly become complicated. Add to this that 2023 was a particularly bad year for fatalities and serious injuries with an increase of 20% and 30% respectively relative to 2022. As a result, the regional conversation instantaneously changed from a methodical, strategic exercise to the year 2050 to parallel discussions about 'finding quick wins' to get us to zero immediately or that vision zero will never be realistic and just exposes the MPO to legal liability.



This proposal covers a challenging topic (safety) from the perspective of a medium MPO, making it applicable to a range of MPOs

Chris Evilia, MPO Director, will share the experiences of the Lexington Area MPO in establishing a vision zero goal and the various items MPOs should think about when considering such a goal for their region. This will include items such as:

- How do the federally required safety performance targets conform to a vision zero goal? Are the state DOT targets aligned to a vision zero goal and can the MPO continue supporting those targets?
- How might an emphasis on achieving vision zero goals impact the achievement of other federally required performance targets?
- How does a vision zero goal potentially change the scoring and staff recommended prioritization of projects within the metropolitan transportation plan? We will share the experience in Lexington when several legacy or pet projects were no longer being recommended in favor of more safety oriented projects.
- How does a vision zero goal potentially alter the mix of projects being programmed within the TIP and how might it impact the use of the MPO allocation of sub-allocated dollars?
- What are some of the impediments to accomplishing vision zero that are beyond the control of the MPO? What are the conversations the Lexington MPO is having with policymakers regarding those impediments?
- What if the region does not successfully accomplish a goal of zero fatalities or serious injuries? Is there a legal consequence?


Description Summary: The concept of vision zero is based on the premise that no one should die or experience a life altering injury from a traffic related crash. The Lexington Area MPO embraced this concept in 2023, but vision zero has several implications attached to it including the prioritization of projects and strategies within the transportation plan and TIP, the establishment of federal safety performance targets amongst others. Chris Evilia, MPO Director, will share the experiences of the Lexington Area MPO in establishing a vision zero goal, how this impacted staff recommendations and policymakers decision-making and will cover some of the potential pitfalls for MPOs to consider especially during a particularly bad year for fatal and serious injury crashes.

Select Feedback from Technical Committee Reviewers:

- With so many MPOs and other entities moving towards this concept and SS4A, I think this would be very relevant and be a great perspective.
- This is a very relevant topic and a lot of MPOs would find this helpful, especially with safety project planning
- Vision zero conversations come up all the time at the Board level regarding MPO action and it's important to know what we do and do not have control over and communicate that effectively. Chris is a good communicator and Lexington is good size to be applicable to small through large MPOs.

Example 4

Title: Scaling the transit fiscal cliff – an MPO perspective



This proposal brings together speakers from multiple MPOs that are addressing the challenge of funding transit in different ways

Full Description: Transit agencies across America face a fiscal cliff with the end of COVID relief funding and ridership levels that are struggling to recover. This financial challenge jeopardizes the long-term stability of public transit systems. And the ripple effect can lead to service reductions, job disconnection, and constrained economic development, impacting the crucial link between transit, fiscal health, and the overall well-being of communities. Transit plays a vital role in our nation's cities and regions, fostering economic growth and sustainability by providing efficient and accessible transportation options. It serves as a lifeline for communities, increasing access to opportunities by connecting people to jobs, education, and essential services while reducing traffic congestion and environmental impact.

Metropolitan planning organizations (MPOs) propose and manage a variety of solutions through their data, research, and coordination of regional stakeholders, such as transit agencies, local governments, and elected representatives. With their core long-range planning function, MPOs contribute to the development of strategic transit initiatives that address the evolving needs of growing metropolitan areas, fostering sustainable and efficient transportation systems. By convening diverse stakeholders across public and private spheres, MPOs ensure a collaborative approach to transit, promoting equity and enhancing the effectiveness of decision-making processes in shaping the future of urban mobility.

This unique regional vantage point affords MPOs the opportunity to address the complex challenges posed by the transit fiscal cliff, and in particular, around transit governance structures. Transit systems in many regions involve multiple transportation agencies, complicating funding allocations, planning, system coordination, revenue, and fare collection. MPO coordination is crucial to address these challenges to resolve fragmented decision making, conflicting policies, and inequitable resource allocation.

There is a clear connection between the current transit funding crises and governance reform. The core question of "who pays, and how much" is not just a funding question, but also a governance one.

In northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) released its Plan of Action for Regional Transit (PART) in anticipation of a \$730 million fiscal cliff, to recommend improvements to public transit and the rider experience, proposals for financial viability, funding, and governance, acknowledging the impact on community and economic development. PART outlines a series of principles for the state of Illinois to consider, including changes to funding allocations, centralization of specific transit functions, performance metrics, and governance structures.

In the San Francisco Bay area, the Metropolitan Transportation Commission (MTC) is supporting a variety of potential revenue sources to stave off major cuts to transit service and help transform transit to attract new riders. Their "survive and thrive" approach is grounded in ensuring that transit agencies deliver on the Bay Area's Transit Transformation Action Plan. Bay Area transit agencies alone face an estimated \$2.5 billion five-year operating shortfall, with Muni and BART accounting for the largest shares of this revenue gap. In 2023, the Commission acted to endorse a menu of potential funding shifts and fee increases over five years giving legislators \$7.4 billion worth of options to address a statewide "fiscal cliff" estimated by the California Transit Association to total \$6 billion statewide. Additionally, regional ballot measures past and future seek to increase funding for transit projects, such as regional measures two and three which increased bridge tolls and provided fresh funding for transit operations and infrastructure. MTC is also overseeing the establishment of regional network management in their operations and to coordinate funding amongst its 27 transit operators.


The largest and regional transit service provider, Metro, in the National Capital Region (Metropolitan Washington) faced a fiscal cliff of a \$750M operating deficit for its FY 2025. Worse yet this deficit was forecast to continue and grow to more than \$1B over the next few years. What made addressing this challenge particularly complex was that Metro serves parts of two different states and an independent federal city (Washington, D.C.). The Council of Governments (COG) with the assistance of the Transportation Planning Board (MPO) convened regional decision makers and Chief Administrative Officers /Chief Financial officers across the 24 localities during 2023 to find a solution. The Interim report by the COG Chief Administrative Officers Workgroup on WMATA Cost Structure; outlines near-term recommendations, including actions that would increase the subsidy payment by Metro's funding partners, transfer some capital funding to cover operating expenses, increase fares, and implement targeted service reductions, and advises a more comprehensive, regional examination of WMATA's operating and funding model, as well as its governance, to be undertaken in 2024.

This timely session will bring CMAP, MTC, and TPB together to share their public transit challenges and recommendations to address the fiscal cliff facing their transit systems, and to spark larger discussion about similar regional challenges and opportunities.

Description Summary: Many of the United States' large transit agencies face a looming financial crisis as COVID relief funding ends and public transit has yet to rebound to pre-pandemic ridership levels. Recognizing the gravity of this challenge, this session brings together experts from three regional agencies to share their proactive strategies and collaborative policy solutions, including proposals for system improvements, funding, governance, to build a stronger and more financially sustainable backbone for our nation's transit systems.

Select Feedback from Technical Committee Reviewers:

- This is an extremely timely topic for large MPOs in major cities. Hearing three case studies offers valuable perspectives from around the country and from a range of different types of transit networks/providers. This proposal definitely deserves consideration and would be most relevant to large MPOs with a major metropolitan city. There may also be lessons for smaller MPOs who coordinate with transit providers.
- Transit operating funds are a critical issue for local governments and MPOs. This is a broadly applicable issue that could help other MPOs. Having organizations that manage some of the biggest transit systems in the U.S. will also make for an interesting presentation.
- Seems like a very timely presentation for Million+ areas. This is also an issue for the smaller areas as well, but with the focus on large areas, it will be interesting to see the type of changes and how it works before smaller areas will be willing to try some of the changes.
- The vast majority of U.S. transit providers haven't seen ridership return to pre-COVID levels, yet transit is absolutely essential in large metropolitan areas to allow for equitable mobility, accessibility, affordability, and environmental sustainability. MPOs should learn collectively the strategies and lessons learned to avoid and/or manage the ongoing fiscal challenges.



This proposal focuses on a close working relationship between an MPO and another agency, in this case a transit provider

Example 5

Title: BRT (Bringing the Region Together) to Implement BRT (Bus Rapid Transit) in the Denver Region

Full Description: Transportation leaders in the Denver region are collaborating in a unique multi-agency partnership to plan for and implement a robust Bus Rapid Transit network throughout the region. Through the Denver Regional Council of Governments' (DRCOG) 2050 Regional Transportation Plan, as well as the Colorado Department of Transportation's (CDOT) 10-Year Plan, and related local plans, the region has committed to implementing 11 BRT corridors by 2050 - five of them by 2030 - to advance equitable transportation and achieve federal air quality and state greenhouse gas emission reduction requirements. CDOT, DRCOG, the Regional Transportation District (RTD), and several municipalities have formed a Regional BRT Partnership to address shared funding, implementation, and coordination challenges. This partnership is potentially unique across the country in bringing together multiple agencies to steer the implementation of multiple BRT corridors in multiple jurisdictions at multiple planning/project development stages simultaneously.

The Regional BRT Partnership is addressing such issues as:

- developing a comprehensive and innovative funding and financing strategy for the 11 BRT corridors
- defining the various components and elements of BRT, and how those characteristics should be consistent across the entire system vs. accounting for the unique context of each corridor
- leveraging resources and efficiencies across multiple corridors and projects

As the region's metropolitan planning organization, DRCOG has taken a leadership role in the formation and development of the Regional BRT Partnership. Additionally, through its new Corridor Planning Set-Aside Program in its 2024-2027 Transportation Improvement Program, DRCOG is directly leading the initial planning efforts and stewardship of developing an Alternatives Analysis for one of the priority BRT corridors and an initial "first steps" vision study for a second BRT corridor.

This session will highlight the current state of bus rapid transit in the Denver region, and provide an overview of the innovative multi-agency partnership formed to accelerate planning, design, and implementation of multiple BRT projects and corridors simultaneously. It will also discuss and reflect on the MPO's role in convening multi-agency stakeholders in a unique regional partnership and directly leading planning and project development processes for BRT corridors. Speakers will include senior staff from DRCOG and RTD (the region's transit agency).

While the session is most applicable to large MPOs, it will focus on the key steps DRCOG is taking - and lessons being learned - to bring multiple stakeholders together to guide planning and implementation of a regional BRT network, as well as leading the planning process for two BRT corridors. These key steps and evolving lessons learned, can benefit MPOs of any size who are involved in partnerships, BRT project development, and/or multimodal corridor planning.

DRCOG speakers will be joined by senior staff from RTD; the agency's Regional BRT Feasibility Study laid the groundwork for defining the specific regional BRT network in the fiscally constrained 205 Regional Transportation Plan. In turn, the 2050 Regional Transportation Plan helped provide the foundation for the

Regional BRT Partnership through the 2050 RTP's inclusion of the regional BRT network as being implemented and funded by multiple agencies. The attachments include a brief orientation presentation of the regional BRT network and Partnership, and a map of the network.

Finally, the session is planned to include initial presentations to provide important background, context, information, status, and lessons learned. These would transition to a panel Q&A to help draw out specific questions, issues, and ideas. The audience will be directly engaged through the panel Q&A so that attendees can learn from DRCOG and the Denver region's experience, and we can also learn from other areas around the country. The goal is a two-way idea exchange for shared learning.

Note: The session may include senior staff from the City of Aurora, which is directly involved in both the Regional BRT Partnership and the two BRT corridors referenced above. However, City staff cannot guarantee their ability to attend unless this session is accepted, so are not included in the list of presenters.

Description Summary: Transportation leaders in the Denver region are collaborating in a unique multi-agency partnership to plan for and implement a robust Bus Rapid Transit network throughout the region. Through the Denver Regional Council of Governments' 2050 Regional Transportation Plan and related state and local plans, the region has committed to implementing 11 BRT corridors by 2050 - five of them by 2030 - to achieve federal air quality and state greenhouse gas emission reduction requirements. Stakeholders have formed a Regional BRT Partnership to address shared funding, implementation, and coordination challenges. This session will provide an overview of the innovative multi-agency partnership formed to accelerate planning, design, and implementation of multiple BRT projects and corridors simultaneously across the Denver region, and focus on the MPO's role in the partnership and in directly leading planning/project development for two BRT corridors.

Select Feedback from Technical Committee Reviewers:

- Relevant to all doing BRT work across the country. Try to include.
- Great presentation proposal! I would be particularly interested in hearing the panel discuss how the partnership strategized on funding and accelerated implementation.
- Although this doesn't apply to most MPOs, the topic and proposal are fantastic.
- BRT is becoming a more serious public transportation consideration in mid- to large MPOs. The alternative analysis is a critical component in the BRT process and would be interesting to learn more about. I also could see a number of takeaways or lessons learned from the regional partnership that was formed as a part of this project.



This proposal discusses collaboration between MPOs and a state DOT on a topic that relevant to many MPOs: congestion management

Example 6

Title: A More Effective Congestion Management Process: Lessons Learned in South Carolina

Full Description: The Greenville region is growing rapidly, with an influx of residential, commercial, and industrial development. The region's transportation system is experiencing increases in congestion levels

that underscore the need for an effective Congestion Management Process. The MPO has long desired to revisit how their CMP was developed, along with its effectiveness and its relationship to the MTP. This interest coincided with interest by other MPOs and SCDOT to define a new approach for CMPs in the state of SC. This included conducting simultaneous CMP updates for the three largest MPOs in the state: Greenville, Charleston, and Columbia. The final outcome would be to not only redefine the process for these three areas but to set a template for CMPs that could ultimately be extended to all of the MPOs in the state, regardless of TMA status.

This presentation will highlight the unique approaches being used in the development of the Greenville CMP. In addition, the presentation will highlight the lessons learned from the approach to preparing the CMPs concurrently for Greenville, Charleston, and Columbia, the similarities and differences between the regions, and how this information is being applied statewide.

The Greenville-focused portion of this presentation will address the region's specific issues and opportunities that were identified for consideration in the CMP. We will detail the data-driven approach to measuring congestion and developing strategies. This portion of the presentation will also highlight the MPO's successful approach to gaining public feedback on the CMP.

The statewide portion of this presentation will address the unique approaches needed to prepare CMPs in each region, such as plan timing (during an MTP development or as a stand-alone plan), data availability (exclusively big data or big data combined with travel demand modeling), staff availability (strong staff guidance or tactical staff contribution), and desired update cycles. In addition, this portion of the presentation will discuss the key takeaways stemming from these pilot CMPs that can be referenced as best practices and used to replicate this process statewide.

At the end of this presentation, the participants will be able to bring back ideas for best practices about CMPs in a variety of regional contexts and understand the key decision points that drive the development of a successful CMP approach.

Description Summary: The Greenville region is hoping to address the congestion issues facing the area by revamping its Congestion Management Process. This interest coincided with interest by other MPOs and SCDOT to define a new approach for CMPs in the state of SC. This included conducting simultaneous CMP updates for the three largest MPOs in the state: Greenville, Charleston, and Columbia. This presentation will highlight the unique approaches being used in the development of the Greenville CMP. In addition, the presentation will highlight the lessons learned from the approach to preparing the CMPs concurrently for Greenville, Charleston, and Columbia, the similarities and differences between the regions, and how this information is being applied statewide.

Select Feedback from Technical Committee Reviewers:

- This presentation is very relevant to many MPOs that may be working on a CMP or looking to strengthen theirs.
- Their CMP seems to address fast growing areas which should be relevant to many small and medium sized MPOs.
- Interesting discussion on congestion management and collaboration with the state DOT and other MPOs.