



1

Project Team



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METROPOLITAN
PLANNING
ORGANIZATION

**2020-2050
Long-Range
Transportation
Plan**

Kimley»Horn

 <p>Brent Crowther Kimley-Horn Project Manager</p>	 <p>Chris Joannes Kimley-Horn Deputy Project Manager</p>
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 <p>Allison Fluitt Kimley-Horn Federal Requirements, Performance-Based Planning</p>	 <p>Dale Miller Rick Engineering Projects/Cost Estimates</p>

2



Challenges common to MPOs throughout AZ



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Most important elements of the LRTP

- Follow Federal guidelines including the FAST Act
- Performance measures
- Address all modes of transportation
- Balancing and maintaining our roads and constructing new roads
- Educate stakeholders of federal funding processes

Most critical issues

- Lack of funding to build, maintain, and modernize

*“MPOs have limited resources...we need a plan to be **realistic** with what we have, [and] what we will have...everyone understands there are needs and limited resources... how can that be effectively communicated and nurtured into **an achievable vision.**”*

3

Long-Range Planning Process



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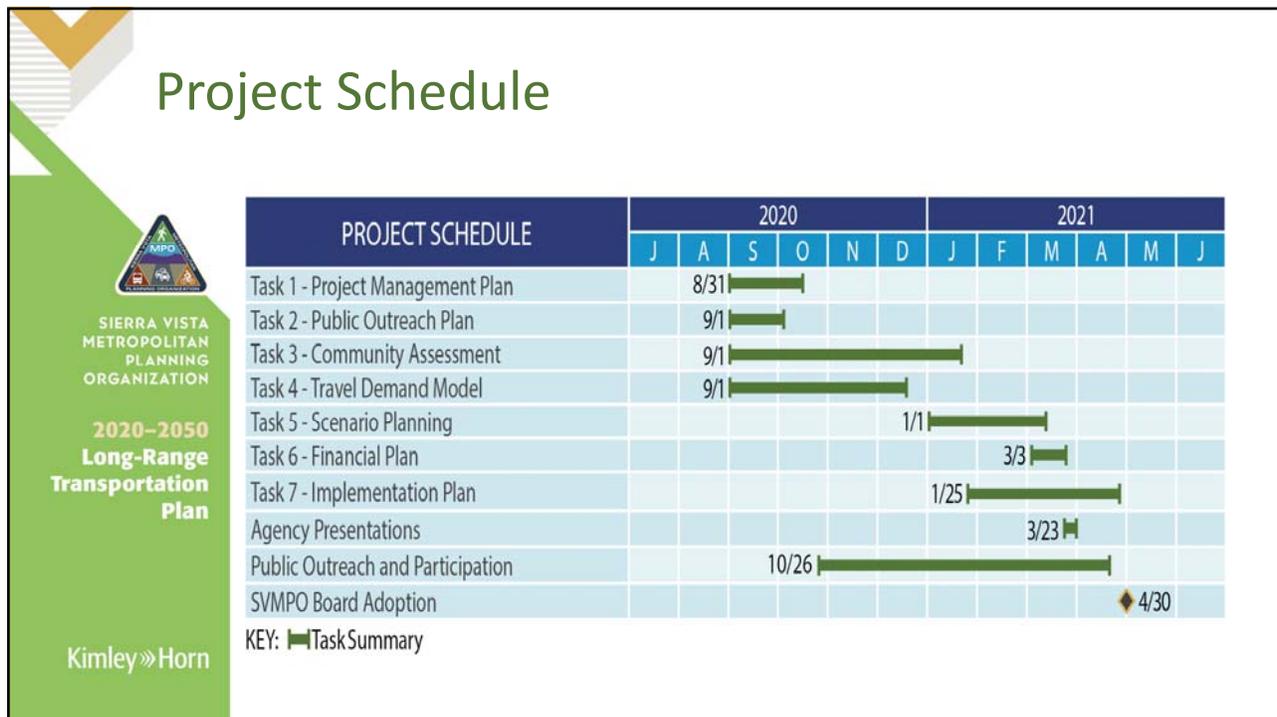
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Community Assessment	Scenario Planning	Financial Plan	Implementation Plan
Identify current and future transportation deficiencies	Develop a comprehensive project list to address deficiencies	Use project prioritization framework to rank/prioritize list	Forecast the funding available to implement the prioritized project list
Task 3 and 4	Task 5	Task 6	Task 7

← Project Management (Task 1 and 8) →

← Public Engagement (Task 2) →

4



5



6

Task 3: Community Assessment



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Challenge	Solution / Opportunity
<p>Task 3 – Community Assessment Task 4 – Travel Demand Model</p> <ul style="list-style-type: none"> Incomplete socioeconomic data for expanded SVMPO boundary 	<ul style="list-style-type: none"> Build upon previous model to create a new stand-alone travel demand model Utilize available resources including ADOT, on-line GIS resources, etc. Windshield field review of critical inventory items

- Goals and performance metrics
- System assessment
 - Socioeconomic data
 - Roadway
 - Traffic
 - Safety
 - Transit
 - Bicycle and pedestrian
 - Freight
 - Aviation and railroad

Steps of a Performance-Based RTP



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            graph TD
            A[Goals/Objectives] --> B[Performance Measures]
            B --> C[Target Settings]
            C --> D[Allocate Resources]
            D --> E[Measure and Report Results]
            
```

7

Task 4: Develop SVMPO Regional Travel Demand Model



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Developing a SVMPO Regional Travel Demand Model	AZTDM Subarea
Utilize AZTDM as framework and base but create standalone SVMPO Model. Data can be utilized from various sources (AZTDM ,Census, Local, ESRI Business Analyst) and parameters can be borrowed from similar sized communities and adjusted during calibration.	Utilize AZTDM with subarea "window" on SVMPO area. Some ability to tailor to local area with data, but not with parameters.
Provides more flexibility and long-term use for SVMPO including use in long range plan, corridor studies and local plans.	Provides adequate use for long range plan but limited flexibility to use in corridor studies and local plans.
Ability to update over time to fit local and regional needs.	Model is tied to changes in the AZTDM with less ability to fit local and regional needs.

8

Task 5: Scenario Planning/Current and Future Conditions Assessment



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Challenge	Solution / Opportunity
<p>Task 5 – Scenario Planning</p> <ul style="list-style-type: none"> Identify high priority projects 	<ul style="list-style-type: none"> Prepare funding level Engage stakeholders on critical decisions (e.g. BST) Incorporate technology into the LRTP

- 2050 travel demand model scenarios
 - Quantify regional impacts of major projects (such as Moson Road, Buffalo Soldier Trail, Avenida Escuela)
 - Help “right-size” transportation investments
- Prioritization model development
 - Quantitative methodology to rank projects by regional importance
 - Exceed FAST Act standards for performance-based planning
 - Spreadsheet-based tool to allow staff to continue scoring new projects after the LRTP

9

Task 6: Financial Plan



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Challenge	Solution / Opportunity
<p>Task 6 – Financial Plan and Task 7 – Implementation Plan</p> <ul style="list-style-type: none"> Limited funding sources to implement projects 	<ul style="list-style-type: none"> Focus on high-priority projects, that could be implemented through grants

- Examples of funding sources include:
 - Highway User Revenue Funds
 - Development Fees
 - Surface Transportation Block Grant Funds (STBG/TIP)
 - Highway Safety Improvement Funds
 - Federal Transit Grant Funding
 - Excise Tax for Transportation Improvements
 - Public/Private Partnerships
- Financial plan will cover three project timeframes:
 - Short-Range (2020-2030)
 - Medium Range (2030-2040)
 - Long-Range/Beyond (2040-2050)

Identify fiscally constrained funds available to the SVMPO region

10

Task 7: Implementation Plan

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- Multimodal Integration
- Performance Measurement and System Performance
- Prepare for the Future: Resilience and Transportation Technology

Position the SVMPO for success in the near term, and a strong vision in the long term!

11

Questions for the SVMPO Board of Directors:

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- What transportation issue is your greatest concern right now?
- What information would be the most useful to you to know about your region's transportation system?
- Do you want to review drafts of working papers or only the final draft of the 2050 Long-Range Transportation Plan, expected in early 2021?

12