

SIERRA VISTA METROPOLITAN  
PLANNING ORGANIZATION



# 2020–2050 Long-Range Transportation Plan



# Project Team



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Long-Range  
Transportation  
Plan

Kimley»Horn



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Kimley-Horn  
Project Manager



**Chris Joannes**  
Kimley-Horn  
Deputy Project  
Manager



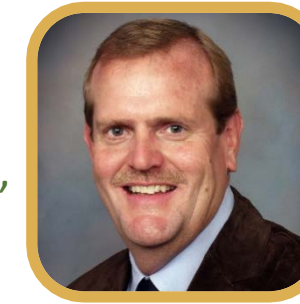
**Tim Padgett**  
Kimley-Horn  
Travel Demand  
Modeling



**C.T. Revere**  
Gordley Group  
Public Engagement



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Kimley-Horn  
Federal Requirements,  
Performance-Based  
Planning



**Dale Miller**  
Rick Engineering  
Projects/Cost  
Estimates



# 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.**”*



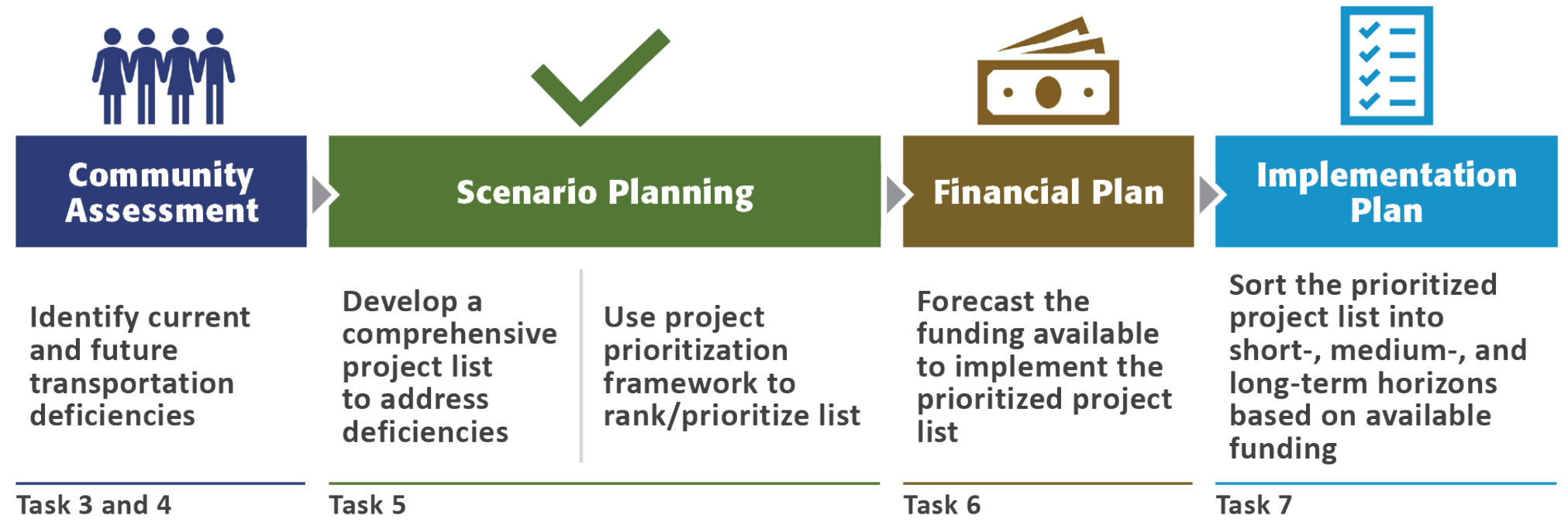
# Long-Range Planning Process



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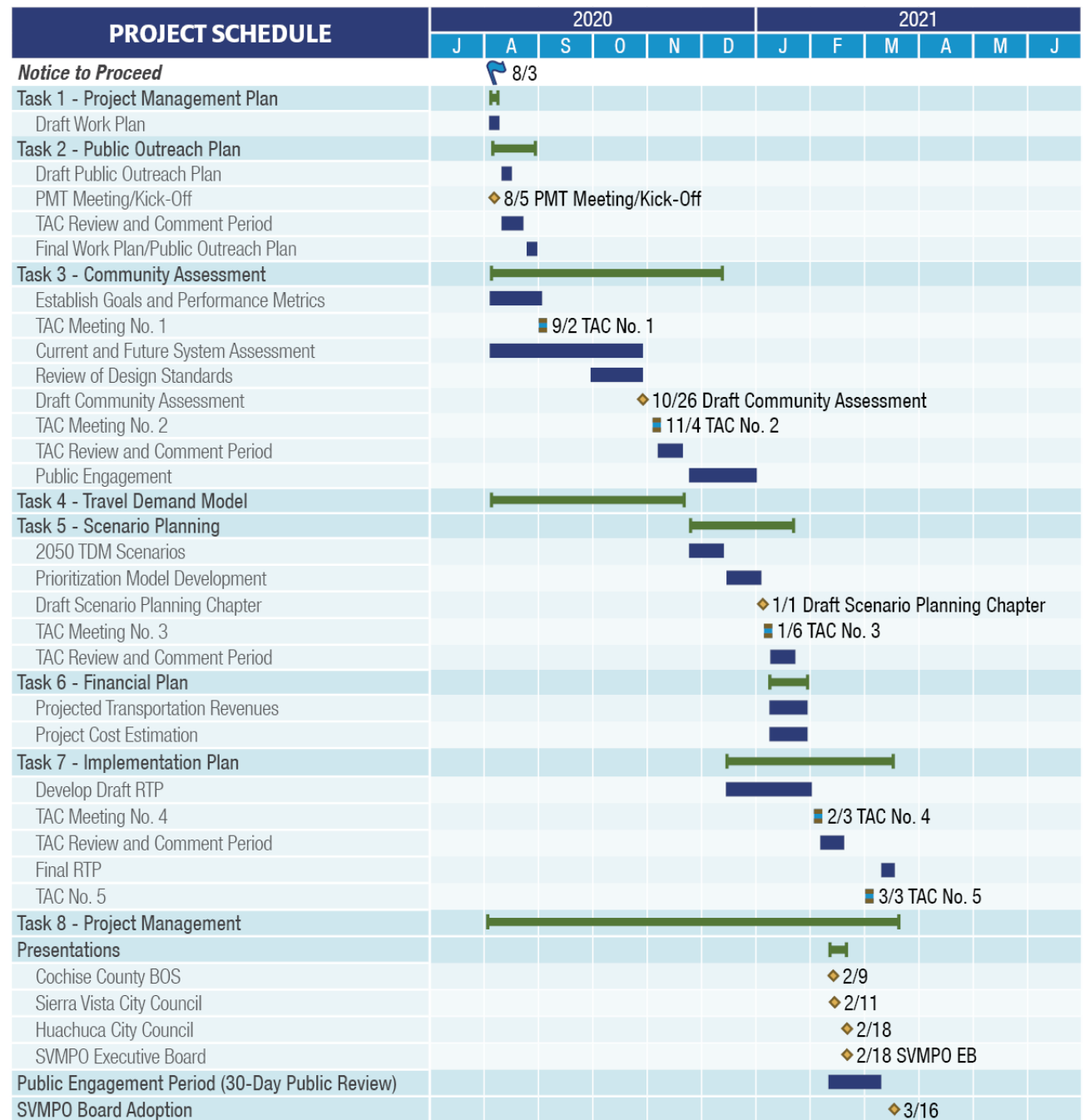
# Project Schedule



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KEY: 👉 Notice to Proceed ■ Task ■ Task Summary ■ TAC Meeting ◆ Milestones



# Task 2: Public Outreach Plan



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## Public Involvement Opportunities



# Task 3: Community Assessment



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

- 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

*Goals/Objectives*

*Performance Measures*

*Target Settings*

*Allocate Resources*

*Measure and Report Results*



# Task 4: Develop SVMPO Regional Travel Demand Model

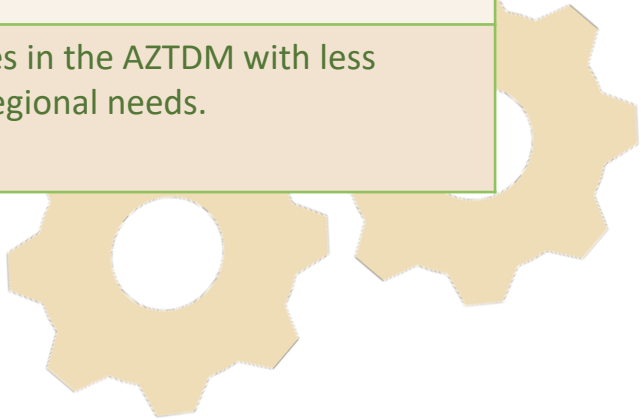


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Developing a SVMPO Regional Travel Demand Model	AZTDM Subarea
Utilize AZTDM as framework and base but create standalone SVMPO Model. Data can be utilized from various sources (AZTDM ,Census, Local, ESRI Business Analyst) and parameters can be borrowed 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.





# Task 5: Scenario Planning/Current and Future Conditions Assessment



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

- 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



# Task 6: Financial Plan



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

- Develop planning-level costs for projects
  - Critical for cost-constraining long-range projects
  - Based on library of recent projects around Arizona
  - Independently checked and compared by different team members



# Task 6: Financial Plan

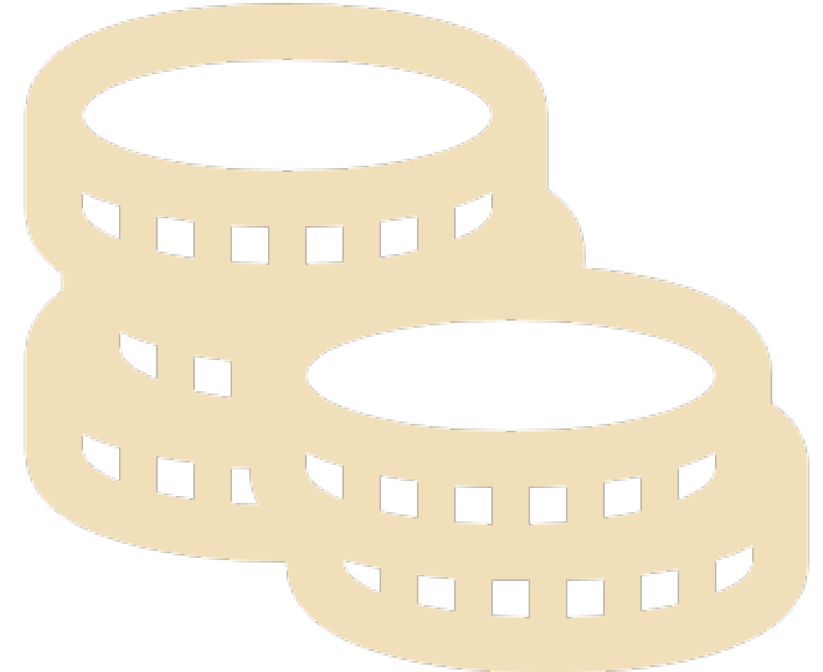


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- Identify fiscally constrained funds available to the region
- Examples of funding sources include:
  - Highway User Revenue Funds
  - City development fees
  - Surface transportation block grant funds
  - Highway safety improvement funds
  - Federal transit grant funding
  - Excise tax for transportation improvements
- Financial plan will cover three project timeframes:
  - Short-range (2020-2030)
  - Medium range (2030-2040)
  - Long-range (2040-2050)





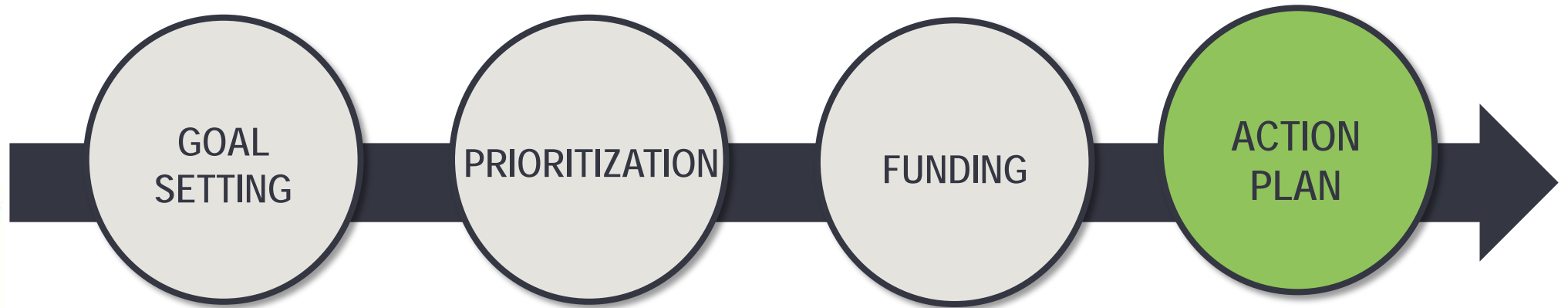
# Task 7: Implementation Plan



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

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

# Questions for the SVMPO TAC:



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- What is the most important aspect of this project for each of you?
- What concerns you the most about this project?
- What types of outreach to the public do you think might be effective given the limitations of COVID?
- What is your preference for development of a LRTP TAC?