



LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2021 – 2026

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I. INTRODUCTION

In 2010, the United States Census reflected that Lake Havasu City population surpassed the 50,000 threshold; thus, requiring the establishment of a Metropolitan Planning Organization (MPO).

The Lake Havasu Metropolitan Planning Organization (LHMPO) planning area boundary encompasses all areas within the Lake Havasu City limits, the Mohave County area north of the City limits known as Desert Hills, Havasu Gardens, Crystal Beach and the Mohave County area southeast of the City known as Horizon Six. The planning boundary of the LHMPO is approximately 100 square miles.

Mission Statement

The mission of the Lake Havasu Metropolitan Planning Organization (LHMPO) is to provide open leadership and guidance for regional transportation planning through a cooperative effort that will result in a practical and positive growth model beneficial to residents, visitors and businesses.

Executive Board

The Executive Board is the policy body of the LHMPO coordinating the transportation planning activities. The Executive Board consists of elected officials from Lake Havasu City, Mohave County; one member from Arizona Department of Transportation State Transportation Board (appointed by the Governor of the State of Arizona).

Technical Advisory Committee (TAC)

The TAC consists of eight (8) technical and managerial representatives from: Lake Havasu City (3); Mohave County (2); Western Arizona Council of Governments (WACOG) (1); the Arizona Department of Transportation (ADOT) (2) as members.

The primary responsibility of the TAC is to perform technical reviews and analysis regarding project related activities of the TIP and make recommendations to the Executive Board.

Figure 1: LHMPO Urbanized Area



Geographic Area

The LHMPO is responsible for the continuous, cooperative and comprehensive transportation planning process for the Lake Havasu Metropolitan Planning Organization Urbanized Area.

Requirements

The TIP is a multi-year (4 year) program of transportation projects that is consistent with and implements the goals and objectives described in the **2045 Regional Transportation Plan**. The TIP is required to be prepared in complete detail identifying projects, assign projects in appropriate periods, and to identify costs associated with each project as well as funding source. The TIP needs to be reviewed annually and revised as necessary. Years 1 – 4 **must** be fiscally constraint.

II. PUBLIC INVOLVEMENT PROCESS

Federal legislation requires a public involvement process that provides comprehensive information, timely public notice, and full public access to key decisions and is supportive of early and continuing involvement of the public in all areas of the transportation planning process.

The Public Involvement Plan adopted by the Executive Board July 8, 2014 and last amended on June 7, 2022 contains background material, guidelines, and commitments that LHMPO is undertaking to incorporate an effective public process into future plans, projects, and programs. Specifically, LHMPO is committed to:

- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.
- Helping form partnerships between member entities, and the private and public sectors to plan and implement transportation/congestion solutions.
- Establishing policies and prioritizing needs based on valid data and using objective, fair and consistent processes.
- Providing information and gathering input so that decision makers will be able to make informed decisions.

Public Process

The LHMPO will update the TIP on a regular basis and will strive to include as much public input as possible. Annually the TAC will submit projects for inclusion in the TIP. The review of the projects will occur by the TAC in a public meeting; and, each project submitted must be fiscally constrained. The draft document will be available for public comment for not less than 30-days and will be available at the LHMPO Office and LHMPO web site.

After the public comment period has ended the draft document will be presented to the TAC for approval and forwarded to the Executive Board for final approval. The Executive Board has the option of continuing with the approval process or move to a future date to allow for additional comments or discussion.

The LHMPO follows and adheres to the approved Title VI Plan and the Public Involvement Plan (PIP) to ensure the greatest amount of public participation is received during the TIP development process.

The Lake Havasu MPO public participation process for the TIP is being used to satisfy section 5307 Public Outreach requirement for Lake Havasu City Transit.

The Public Involvement Process:

All Lake Havasu MPO TAC and Executive Board Meetings are open to the public agenda items for public comment. Brown columns highlighted in the table below indicate opportunities for the public to provide comments and feedback.

| Projects Identified & Submitted to the MPO | TAC Project Evaluation & Approval | Executive Board Draft TIP Approval | Public Comment Period | TAC Final TIP Approval | Executive Board Final TIP Approval | Repeat Process |
|--|--|---|--|--|--|----------------|
| Local agencies identify and submit projects to the MPO that are eligible for federal/state funding provided by the MPO | The MPO Technical Advisory Committee (TAC) evaluates and approves the projects creating a Draft TIP <i>*Open for Public Comment</i> | The Draft TIP is submitted to the Executive Board for review and approval. Once approved by the Executive Board, the draft TIP is sent out for 30-day public comment period. <i>*Open for Public Comment</i> | 30-Day Public Comment Period. The Public Notice is posted to the Newspaper, Website, & Social Media Sites. The TIP is posted on the LHMPO Website and available in hard-copy. <i>*Public Comment Period</i> | Public Comments are reviewed and Necessary Changes made to create Final TIP. The TAC reviews and approves the Final TIP to the Executive Board. <i>*Open for Public Comment</i> | Executive Board Approves Final TIP. Once Approved, the MPO submits the Final TIP and ADOT and the FHWA/FTA. <i>*Open for Public Comment</i> | |

III. FUNDING SOURCE AND BUDGET

The LHMPO is dependent on federal funding for the operation of the MPO; and, to perform planning activities used to deliver a variety of projects in the Urbanized Area. Below is a detailed list of the types of funding the LHMPO receives as well as what the funding is utilized for.

Planning Funds (PL) and State Planning & Research Funds (SPR)

The Arizona Department of Transportation (ADOT) is the designated recipient of the **Federal-Aid Highway Funds** used for planning and research purposes. ADOT receives State Planning and Research (SPR) funds **from Federal Highways Administration (FHWA)** and utilizes some of these funds with planning agencies to conduct transportation planning activities. Planning Funds (PL) is apportioned to states on the basis of population in urbanized areas and relative to the amount of highway construction funds the state receives.

SPR funds are discretionary and are typically administered by ADOT to carry out specific technical activities. In the LHMPO region SPR funds will be used to conduct transportation planning activities and administration of the program. SPR funds require a 20% local match and PL funds require a 5.7% local match. The below amounts reflect the annual apportionments and not the Obligation Authority amounts, see Unified Planning Work Program (UPWP) for the exact operating budget for the LHMPO.

| | |
|--------------------------------------|-----------|
| Total Estimated PL Funding Annual | \$157,477 |
| Total Estimated SPR Funding Annually | \$125,000 |

Surface Transportation Block Grant Program Funds (STBGP)

STBGP is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. Transit related planning; research and development activities are also eligible for the use of STBGP funds. These funds require a 5.7% local match. The below amounts reflect the Obligation Authority amounts, not apportionments.

| | |
|--|-----------|
| Total Estimated STBGP Funding Annually | \$288,529 |
|--|-----------|

Highway Safety Improvement Program Funds (HSIP)

HSIP funds are a federal funding source dedicated to safety improvements and are distributed within the State on a competitive basis. The main purpose of the HSIP funding is to achieve a reduction in fatalities and serious injuries on public roads.

HSIP Match

5.7% match typically provided through the use of in-kind / hard dollars by the MPO member agencies; however, in some projects the match can be as low as 0%.

0.0% match reference, 23 U.S.C. 120(c) and 130 address the local match waiver on HSIP funded projects. Section 120(c) allows certain types of highway safety improvement projects to be funded at 100 percent (i.e., traffic control signalization, traffic circles, safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections).

| | |
|---------------------------------------|----------------|
| Total Estimated HSIP Funding Annually | \$ Competitive |
|---------------------------------------|----------------|

Carbon Reduction Program Funding (CRP)

The CRP funding is a federal-aid highway funding program that funds projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. These funds require a 20% local match. The below amounts reflect the Obligation Authority amounts, not apportionments.

| | |
|--------------------------------------|-----------|
| Total Estimated CRP Funding Annually | \$118,565 |
|--------------------------------------|-----------|

Transportation Alternatives Funding (TA)

The Transportation Alternatives (TA) Program is a State competitive grant program that provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts; overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to storm water and habitat connectivity. These funds require a 5.7% local match.

| | |
|-------------------------------------|---------------|
| Total Estimated TA Funding Annually | \$Competitive |
|-------------------------------------|---------------|

Federal Transit Administration Funding (FTA) – Section 5305d

These funds are utilized for MPO operations, salaries, and transit planning purposes in the LHMPPO region. The use of these funds is allowed for planning and technical studies related to transit. FTA provides funding to ADOT for the regional planning agencies with the State. These funds require a 5.7% local match. The below amount reflects the Apportionment.

| | |
|--|----------|
| Total Estimated FTA Section 5305d Funding Annually | \$64,826 |
|--|----------|

Federal Transit Administration Funding (FTA) – Section 5304 & 5305e

The FTA Section 5304 & 5305e funding is provided to ADOT via FTA for transit planning. The funding became available with Federal Fiscal Year 2018 and is available on a competitive basis.

| | |
|--|----------------|
| Total Estimated FTA Section 5305e Funding Annually | \$ Competitive |
|--|----------------|

FTA Section 5307 – Urbanized Areas

The FTA Section 5307 funding is also filtered through the ADOT Multimodal Planning Division (MPD) - Transit Section. This program provides grants to urbanized areas (over 50,000 in population) for public transportation, capital, planning, job access, and reverse commute projects, as well as operation expenses in certain circumstances. These funds require a 20% local match for capital projects

| | |
|---|-----------|
| Total Estimated FTA Section 5307 Funding Annually | \$800,000 |
|---|-----------|

Highway User Revenue Funds (HURF) Exchange Program

Annually, ADOT provides federal Surface Transportation Block Grant Program (STBGP) funding on a discretionary basis to Arizona Councils of Governments (COG) and Metropolitan Planning Organizations (MPO), which then program the funds for specific local projects in the applicable region. The use of federal funding also requires compliance with certain federal environmental, procurement and other regulations. These requirements typically result in longer project duration and higher costs than if the project were built with non-federal funds. The HURF Exchange program is targeted to cities / towns / counties with population of 200,000 or less. It enables local public agencies (LPAs) to build projects using state funding, avoiding expensive and time-consuming federal regulatory requirements. Because the HURF Exchange results in reduced costs and administrative burden for participating LPAs and transfers that burden to ADOT, the statute allows ADOT to pay \$.90 cents in State Highway Fund (SHF) for each \$1 of federal funding exchanged.

IV. TRANSIT

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program:

ADOT refers to this program as the “Coordinated Mobility Program.” The Coordinated Mobility Program, FTA Section 5310, is a grant program that provides funding to assist with costs for mobility management activities, the purchase of capital equipment, and operations to meet the mobility needs of seniors (sixty five years and over) and individuals with disabilities of any age. The goal of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

The FTA Section 5310 funding is filtered through ADOT Transit Division to those not for profit and profit human service transit providers who qualify. To qualify for the funding, the organizations must be listed in the Western Arizona Council of Governments (WACOG) Human Service Transportation Coordination Plan prepared and provided by (WACOG). The funding amount available is provided by ADOT at the beginning of the grant cycle. Any Awarded amounts will be included into the LHMPO TIP.

FTA 5307 Urbanized Public Transit:

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Lake Havasu City Transit is the 5307 Public Transit provider in the Lake Havasu MPO region. The Lake MPO and City Transit coordinate to share data, information, and to establish public transit related performance measures.

V. PERFORMANCE TARGETS

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), identified the following national transportation system goal areas:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Transit
- Greenhouse Gas (Pending Targets by ADOT/MPO)

Performance targets were established for each of these goals. State Departments of Transportation (DOT) are required to establish performance targets for each measure. MPOs are required to either support the State target for each performance measure that is applicable to their region or establish their own targets within 180 days of State target establishment.

Safety

On August 11, 2023, the Arizona Department of Transportation (ADOT) formally established Safety Projections (Targets) for the state of Arizona for 2024. These Safety Projections (Targets) are based on the Safety Performance Measures established by the Federal Highway Administration's (FHWA) Safety Performance Management (Safety PM) final ruling and are based on five year rolling averages. The Lake Havasu MPO Executive Board voted to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets.

| <i>Performance Measure</i> | <i>2024 Target</i> |
|--|--------------------|
| Number of Fatalities | 1277.8 |
| Rate of Fatalities/100MVMT | 1.734 |
| Number of Serious Injuries | 3628.1 |
| Rate of Serious Injuries/100MVMT | 4.99 |
| Number of Non-motorized Fatalities and Serious Injuries | 879 |

LHMPO Commitment

The ADOT State Transportation Improvement Program (STIP) contains the following types of projects that support the achievement of the established safety performance targets:

- Installation of speed feedback signs including solar LED enhanced speed limit signs
- Design and construction of positive offset improvements including left-turn offsets
- Design and installation of traffic signals and adaptive signal controls
- Intersection improvements including right/left turn lanes and enhanced lighting
- Construction of roundabouts
- Construction of concrete barriers and raised medians
- Shoulder widening
- Installation of rumble strips
- Installation of signs, including wrong way signs, striping and arrows
- Construction of a pedestrian bridge, sidewalks, crosswalks including in school zones, bike lanes and traffic calming features
- Distracted Driving Awareness
- Pedestrian Hybrid Beacons

Infrastructure Conditions

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The Lake Havasu MPO Executive Board voted to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets.

The pavement performance measures cover the Interstate and the non-Interstate NHS. MAP-21 set the stated goal of maintaining the highway infrastructure asset system in a state of good repair.

| <i>Performance Measure</i> | <i>2-Year Target</i> | <i>4-Year Target</i> |
|--|----------------------|----------------------|
| Percent of National Highway System (NHS) Bridges Classified as in Good Condition based on deck area | 52% | 52%% |
| Percent of NHS Bridges Classified in Poor Condition based on deck area | 4% | 4% |
| Percent of Interstate Pavements in Poor Condition: 4-year target | - | 2% |
| Percent of Non-Interstate NHS Pavements in Poor Condition | 6% | 6% |
| Percent of Interstate Pavements in Good Condition | - | 44% |
| Percent of Non-Interstate NHS Pavements in Good Condition | 28% | 28% |

LHMPO Commitment

The ADOT STIP contains the following types of projects that will improve the condition of highway pavements:

- Pavement preservation including chip seals, fog coats, micro surface treatments and high friction surface treatments
- Pavement rehabilitation including mill and overlay projects
- Pavement reconstruction
- Bridge preservation including scour retrofit, bridge rehabilitation, bridge deck rehabilitation, and bridge replacement and rehabilitation,
- Bridge reconstruction including deck replacement, and replacement and widening.

Congestion Reduction

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The Lake Havasu MPO Executive Board voted to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets.

The Congestion Mitigation and Air Quality (CMAQ) total emissions reductions requirement applies to nonattainment and maintenance areas for carbon monoxide (CO), ozone (O3) and particulate matter (PM). CMAQ requirements do not pertain to the Lake Havasu MPO Region, however, the LHMPPO is still committed to reducing congestion.

System Reliability

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The Lake Havasu MPO Executive Board voted to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets.

NHS Travel Time Reliability identifies the percent of person-miles on the Interstate and the non-Interstate NHS that are reliable. Two and four year targets are required for the Interstate and a four year target is required for the non-Interstate NHS.

| <i>Performance Measure</i> | <i>2-Year Target</i> | <i>4-Year Target</i> |
|---|----------------------|----------------------|
| Interstate Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Interstate) | 81%; | 71% |
| Non-Interstate NHS Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Non-Interstate NHS) | 84% | 77% |

LHMPPO Commitment

The following types of projects were included in the ADOT STIP to support improved travel time reliability:

- Design and construct a Freeway Management System including the installation of Intelligent Transportation Systems such as signals, adaptive ramp meters, connected and automated vehicle equipment, dynamic message signs, CCTV cameras, EVP networking, bike detection and improved signs

- Procurement of travel time data to aid in freeway management
- Roadway widening including the design or construction of general purpose and HOV lanes
- Traffic Incident support and Freeway Service Patrols
- Design and construction of roundabouts
- Design and construction of new roadways
- Intersection improvements

Freight Movement and Economic Vitality

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The Lake Havasu MPO Executive Board voted to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets.

The truck travel time reliability measure applies to Interstate freeways. This measure utilizes the Truck Travel Time Reliability Index, a planning time index that may be used to schedule trip travel times. The freight reliability targets are data-driven and realistic; and intended to keep ADOT focused on improving freight movement on the Interstate freeways.

| <i>Performance Measure</i> | <i>2-Year Target</i> | <i>4-Year Target</i> |
|--|----------------------|----------------------|
| Freight Reliability on the Interstate (Truck Travel Time Reliability Index) | 1.37 | 1.48 |

LHMPO Commitment

The following types of projects were included in the ADOT STIP to support improved travel time reliability:

- Design and construct a Freeway Management System including the installation of Intelligent Transportation Systems such as signals, adaptive ramp meters, connected and automated vehicle equipment, dynamic message signs, CCTV cameras, EVP networking, bike detection and improved signs
- Procurement of travel time data to aid in freeway management
- Roadway widening including the design or construction of general purpose and HOV lanes
- Traffic Incident support and Freeway Service Patrols
- Design and construction of roundabouts
- Design and construction of new roadways
- Intersection improvements

Transit

On November 18, 2022, the Arizona Department of Transportation (ADOT) formally released their Transit Asset Management Group Plan for the State of Arizona which included updated performance measures and targets for FY22 through FY26, based upon the transit assets currently held by ADOT subrecipients. The Lake Havasu MPO Executive Board voted to support and adopt the ADOT performance targets established in perpetuity, however, Lake Havasu Transit forewent the ADOT targets and deemed it necessary to establish and adopt their own targets (in coordination with LHMPO).

The updated Performance Targets and Measures for the Asset Categories Revenue Vehicles, Equipment, and Facilities are as follows:

Transit Asset Management Plan

Lake Havasu MPO region has one FTA 5307 transit provider agency who is required to identify performance measures and targets: City of Lake Havasu. The Lake Havasu MPO, ADOT, and regional providers of public transportation (City of Lake Havasu) signed a Performance Measure Target Setting and Data Sharing Charter, affirming the region's commitment to a performance-based planning approach.

The Transit Asset Management Plan for the region was developed by the City of Lake Havasu in collaboration with Lake Havasu MPO and ADOT. The city does not own the revenue nor support vehicles that will be used in this service. It is anticipated that service will be provided with large vans and small buses (9 to 14 passenger capacity). Performance targets and measures are therefore based upon service expectations.

| Asset Class | Performance Measures | Target |
|---|---|--------|
| Rolling Stock <i>All revenue vehicles</i> | Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | 10% |
| Equipment <i>Non-revenue vehicles</i> | Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | 10% |
| Facilities <i>All buildings or structures</i> | Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | 5% |

Public Transportation Agency Safety Plan

Lake Havasu MPO region has one FTA 5307 transit provider agency who is required to identify performance measures and targets: City of Lake Havasu. In March 2022, the Lake Havasu MPO, ADOT, and regional providers of public transportation (City of Lake Havasu) signed a Performance Measure Target Setting and Data Sharing Charter, affirming the region’s commitment to a performance-based planning approach.

The Public Transportation Agency Safety Plan for the region was developed by the City of Lake Havasu in collaboration with the Lake Havasu MPO and ADOT.

The city has set the following safety performance targets to meet the National Public Transportation Safety Plan. The performance goals for reportable fatalities, injuries and safety events are measured against total vehicle revenue miles per mode of transit service. Per the National Public Transportation Plan, “Measuring the number of fatalities over vehicle revenue miles, by mode, provides a fatality rate from which to assess future performance”. The System Reliability performance measure is a measure of the mean /average distance between major mechanical failures by mode.

Calculations will be based on May 1st to April 30th data.

| Mode of Transit Service | Fatalities | Injuries | Safety Events | System Reliability |
|-------------------------|------------|----------|---------------|--------------------|
| Demand Response | 0 | 0 | 0 | 0 |

Green House Gas Emissions Reduction

The Notice of Proposed Rulemaking was issued July 2022 for the Transportation Greenhouse Gas Emissions Reduction Framework. A Final Rulemaking has not been announced. **LHMPO** will continue to monitor and work with ADOT on establishing performance measures once the Final Rulemaking is published. MPOs are required to either support the State target for each performance measure that is applicable to their region or establish their own targets within 180 days of State target establishment

VI. TIP PROJECTS