



LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2027 – 2031

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Endorsed and Approved on __, by the:

LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION EXECUTIVE BOARD

"This report was funded in part through grant[s] from the Federal Highway Administration and/or Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views and opinions of the author(s) who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation, the Arizona Department of Transportation, or any other State or Federal Agency. This report does not constitute a standard, specification or regulation".

FEDERAL CERTIFICATIONS
METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Lake Havasu Metropolitan Planning Organization (LHMPO) and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Lake Havasu Metropolitan
Planning Organization

Arizona Department of Transportation
Multimodal Planning Division

Sarah Lojewski
Director, LHMPO

Date

Director, Multimodal Planning

Date

ABBREVIATIONS

ADOT – Arizona Department of Transportation
CMAQ – Congestion Mitigation and Air Quality
COG – Council of Governments
CRP – Carbon Reduction Program
DOT – Department of Transportation
EB – Executive Board
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
FY – Fiscal Year
HSIP – Highway Safety Improvement Program
HURF – Highway User Revenue Fund
LHMPO – Lake Havasu Metropolitan Planning Organization
LPA – Local Public Agency
MAP-21 – Moving Ahead for Progress in the 21st Century Act of 2012
MPD – Multimodal Planning Division
MPO – Metropolitan Planning Organization
NHS – National Highway System
PIP – Public Involvement Plan
PL – Metropolitan Planning Funds
RTP – Regional Transportation Plan
SHF – State Highway Funds
SPR – Statewide Planning and Research Funds
STBG – Surface Transportation Block Grant
STIP – State Transportation Improvement Program
TA – Transportation Alternatives
TAC – Technical Advisory Committee
TIP – Transportation Improvement Program
UPWP – Unified Planning Work Program
WACOG – Western Arizona Council of Governments

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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) received its designation as a Metropolitan Planning Organization (MPO) from Governor Janice K. Brewer March 26, 2013, and began operation in December 2013. The LHMPO is responsible for the continuous, cooperative and comprehensive transportation planning process for the Lake Havasu Metropolitan Planning Organization Planning Area.

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.

Purpose

The purpose of the LHMPO TIP is to provide a prioritized listing of transportation projects covering a period of at least 4 years that is consistent with and implements the goals and objectives of the most recently adopted **Regional Transportation Plan**. The most recent RTP (2045 Regional Transportation Plan) was adopted in February 2022 and is available on the LHMPO website: <https://www.lhmipo.org/studies/regional-transportation-plan>. The TIP is developed in cooperation with the State and required to be prepared in complete detail identifying projects, costs, funding sources and years. The TIP contains all transportation projects within the LHMPO region to be funded by Title 23 and Title 49 funds, and all regionally significant projects. The TIP is developed to be consistent with federal and state requirements, reviewed annually, and revised as necessary. Years 1 – 4 of the TIP **must** be fiscally constraint.

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).

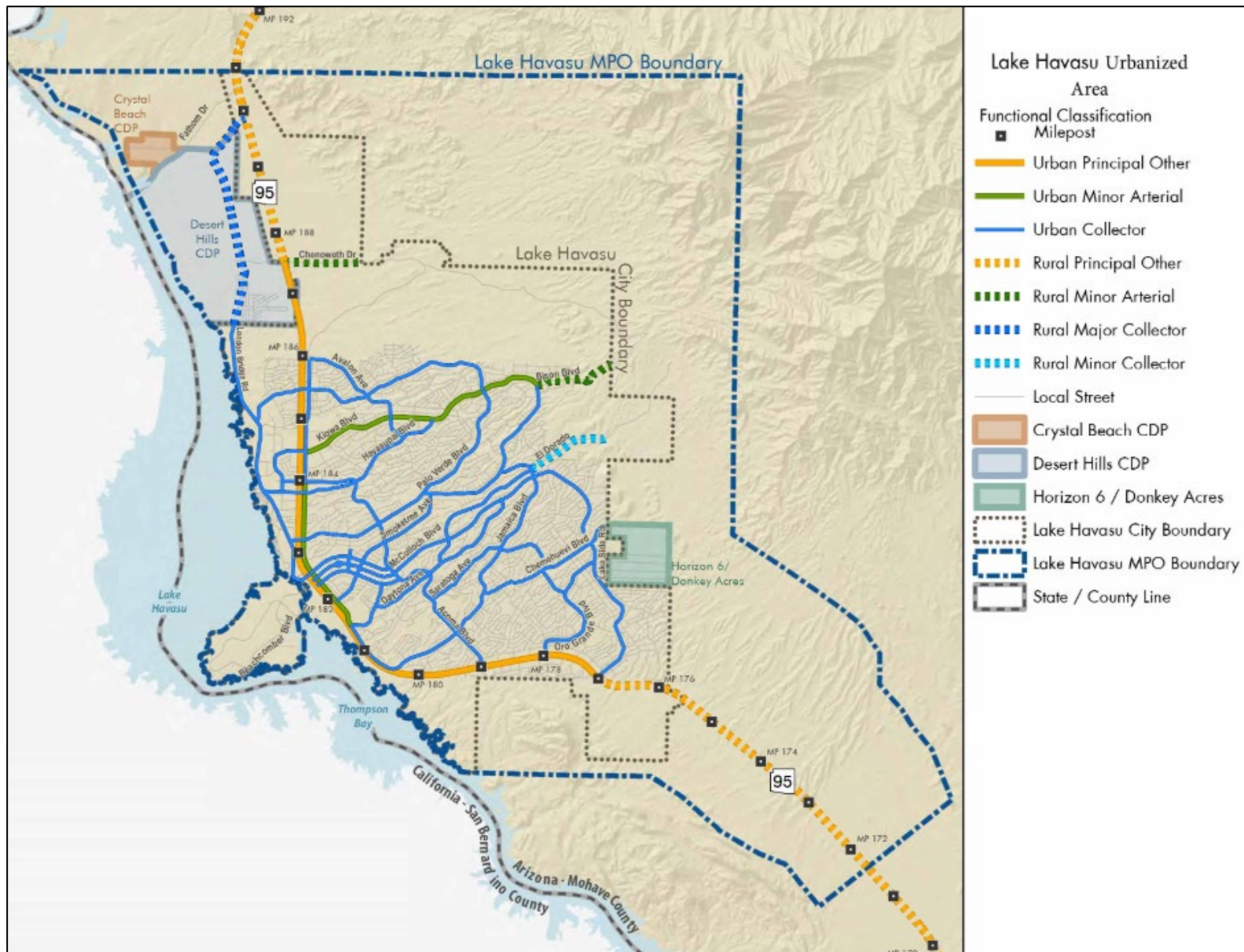
Technical Advisory Committee (TAC)

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.

Geographic Area

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. **Figure 1** shows a boundary map of the LHMPO region.

Figure 1: LHMPO Planning Boundary



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:

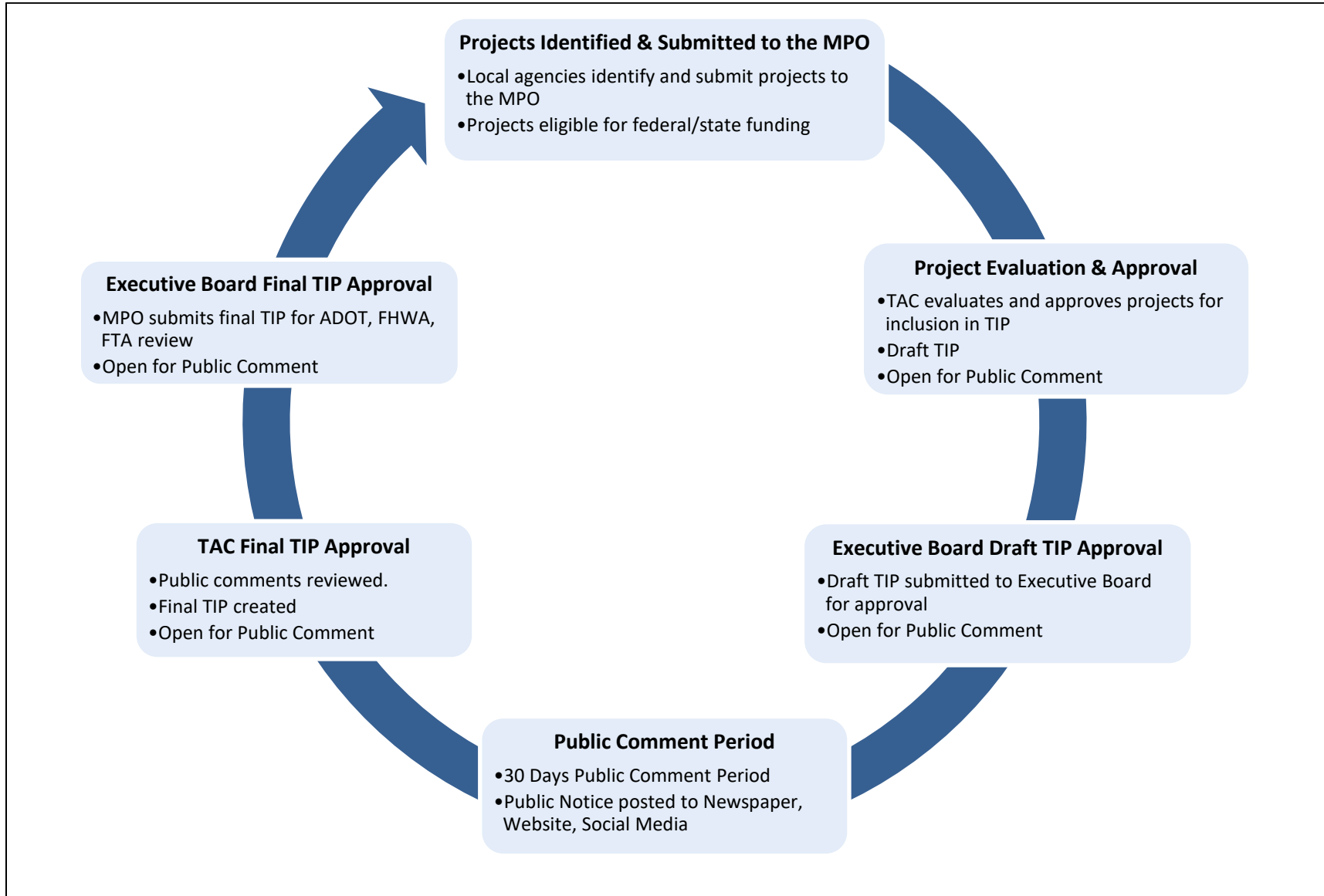
- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and 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.

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

Figure 2: TIP Development and Public Involvement Process



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 region. This section details the types of funding 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) are 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 of PL and SPR funds. See the Unified Planning Work Program (UPWP) for the exact operating budget for the LHMPO.

Total Estimated PL Funding Annually	\$167,116
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 and research and development activities are also eligible for the use of STBGP funds. These funds require a 5.7% local match. The amount below reflects the annual apportionment of STBGP funds.

Total Estimated STBGP Funding Annually	\$312,048
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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. These funds require a 5.7% match which is typically provided through the use of in-kind / hard dollars by the MPO member agencies however, for some projects the match can be as low as 0%. Title 23 U.S.C. sections 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 amount below reflects the annual apportionment of CRP funds.

Total Estimated CRP Funding Annually

\$130,902

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

FTA Section 5305d funding is utilized for MPO operations, salaries, and transit planning purposes in the LHMPO 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 amount below reflects the annual apportionment of FTA Section 5305d funding.

Total Estimated FTA Section 5305d Funding Annually
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\$68,176

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
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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. The amount below reflects the annual apportionment of FTA Section 5307 funding.

Total Estimated FTA Section 5307 Funding Annually	\$521,665
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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 LHMPO region. The LHMPO and Lake Havasu 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)

State Departments of Transportation (DOT) are required to establish performance measures and targets for each goal area. 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 31, 2025, the Arizona Department of Transportation (ADOT) formally established Safety Performance Projections (Targets) for the state of Arizona for 2026. 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 LHMPO Executive Board voted in 2018 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.

Performance Measure	2026 Target
Number of Fatalities	1264.8
Rate of Fatalities per 100 million VMT	1.645
Number of Serious Injuries	3671.4
Rate of Serious Injuries per 100 million VMT	4.756
Number of Non-motorized Fatalities and Serious Injuries	862.8

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, signs (including wrong way signs), striping and arrows
- Construction of a pedestrian bridge, sidewalks, crosswalks (including school zones), bike lanes and traffic calming features
- Distracted Driving Awareness
- Pedestrian Hybrid Beacons

Infrastructure Conditions

In 2022 ADOT established performance targets for the 2022-2025 performance period as required by the federal legislation Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21). On November 22, 2024, the Arizona Department of Transportation (ADOT) established revised pavement performance targets for 2025. The LHMPO Executive Board voted in 2018 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 Non-Interstate NHS.

Performance Measure	2-Year Target	4-Year Target
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	4.5%	4.5%
Percent of Non-Interstate NHS Pavements in Poor Condition	10%	10%
Percent of Interstate Pavements in Good Condition	44%	44%
Percent of Non-Interstate NHS Pavements in Good Condition	28%	28%

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

- 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 LHMPO Executive Board voted in 2018 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 LHMPO Region, however, the LHMPO is still committed to reducing congestion in the region.

System Reliability

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The LHMPO Executive Board voted in 2018 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 have reliable travel times.

Performance Measure	2-Year Target	4-Year Target
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%

The ADOT State Transportation Improvement Program (STIP) contains the following types of projects that support the achievement of the established travel time reliability performance measures:

- Design and construction of 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 and 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 LHMPO Executive Board voted in 2018 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 freight reliability performance 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.

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

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

- 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 and 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 LHMPO Executive Board voted in 2018 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).

Transit Asset Management Plan

The LHMPO region has one FTA 5307 transit provider agency (City of Lake Havasu) who is required to identify performance measures and targets. The LHMPO, 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 LHMPO 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	2025 Target
Rolling Stock <i>All Revenue Vehicles</i>	Percent of revenue vehicles that have met or exceeded their useful life benchmark	<20%
Equipment <i>Non-Revenue Vehicles Administrative Staff Vehicles</i>	Percent of service vehicles (non-revenue) that have met or exceeded their useful life benchmark	<20%
Facilities <i>All buildings or structures</i>	Percent of facilities rated below 3 on the FTA Transit Economic Requirements Model (TERM) Scale	<5%

Public Transportation Agency Safety Plan

The LHMPO region has one FTA 5307 transit provider agency (City of Lake Havasu) who is required to identify performance measures and targets. In March 2022, the LHMPO, 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 LHMPO 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

Greenhouse Gas Emissions Reduction

The FHWA established a Final Rule (effective January 9, 2024) for the methods of measurement and reporting of greenhouse gas emissions associated with transportation. LHMPO will continue to monitor and work with ADOT on establishing performance measures and implement planning strategies and projects which align with ADOT Greenhouse Gas Reduction Strategies.

VI. TIP PROJECTS

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program**

Surface Transportaton Block Grant (STBG) Projects																	
TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost
2026																	
LHM 22-112	102318	Design	Lake Havasu City	Traffic Signals ITS - Lake Havasu City	Various Intersections - SR95, Lake Havasu Ave, & Other Intersections	-	Varies	-	-	HURF X STBG	FHWA	\$ -	\$ -	\$ -	\$ -	\$ 98,300.00	\$ 98,300.00
LHM 26-101	T0730	Construction	Lake Havasu City	Traffic Signal Cabinet Upgrades	3 Traffic Signals (City)	-	Varies	-	-	HURF X STBG	FHWA	\$ -	\$ -	\$ -	\$ -	\$ 203,691.60	\$ 203,691.60
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ 301,991.60	\$ 301,991.60
2027																	
LHM 22-112	102318	Construction	Lake Havasu City	Traffic Signals ITS - Lake Havasu City	Various Intersections - SR95, Lake Havasu Ave, & Other Intersections	-	Varies	-	-	HURF X STBG	FHWA	\$ -	\$ -	\$ -	\$ -	\$ 723,936.00	\$ 723,936.00
TOTALS																\$ 723,936.00	\$ 723,936.00
2028																	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																	
															\$ -	\$ -	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031																	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes: 1. "STBG" funded programs are selected by LHMP0; projects with other funding sources are required to be included, but are selected through various grant applications
2. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in "Blue" are considered to be in "Parking Lot" status and waiting for eligibility determination from ADOT, FHWA and or approval by LHMP0
3. Projects highlighted in "Yellow" show an amended change in this updated summary

Note: This is an overall listing of all Lake Havasu MPO projects that have been preliminarily approved by the TAC, by year, for 2027 to 2031. Some projects will need to be moved or reprogrammed due to funding availability.

Terms: "STBG" : Surface Transportation Block Grant

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program**

Carbon Reduction Program (CRP) Projects																	
TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost
2026																	
LHM-C25-101	104652	Design	Lake Havasu MPO	Multi-Use Path Upgrades,Lake Havasu City	Varies Along State Route 95 within Right-of-Way	-	Urban Principal Arterial	-	-	CRP	FHWA		\$ -	\$ -	\$ 52,660.00	\$ -	\$ 52,660.00
LHM-C25-101	104652	Construction	Lake Havasu MPO	Multi-Use Path Upgrades,Lake Havasu City	Varies Along State Route 95 within Right-of-Way	-	Urban Principal Arterial	-	-	CRP	FHWA	\$ 456,106	\$ -	\$ 27,570.00	\$ -	\$ -	\$ 483,676.00
TOTALS												\$ 456,106.00	\$ -	\$ 27,570.00	\$ 52,660.00	\$ -	\$ 536,336.00
2027																	
										CRP	FHWA						\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028																	
										CRP	FHWA						\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																	
										CRP	FHWA						\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																	
										CRP	FHWA						
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031																	
										CRP	FHWA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes: 1. "CRP" funded programs are selected by LHMPPO. Projects with other funding sources are required to be included, but are selected through various grant applications
2. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in **Blue** are considered to be in "Parking Lot" status and waiting for eligibility determination from ADOT, FHWA and or approval by LHMPPO
3. Projects highlighted in "Yellow" show an amended change in this updated summary

Terms: "CRP" : Carbon Reduction Program

Note: This is an overall listing of all Lake Havasu MPO projects that have been preliminarily approved by the TAC, by year, for 2027 to 2031. Some projects will need to be moved or reprogrammed due to funding availability. Prior years shown for information purposes as they are projects in progress.

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program**

Highway Safety Improvement Program (HSIP) Projects																
TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	Total Cost
2026																
LHM-H25-102	T0434	Construction	Lake Havasu City	Swanson Ave Intersections Rectangular Rapid Flash Beacons, High Visibility Crosswalks	Swanson Ave Intersections (Wing Loop, Mariposa Dr, and Wing Loop):	-	Urban Major Collector	2	2	HSIP	FHWA	\$ 62,121.00	\$ -	\$ -	\$ -	\$ 62,121.00
TOTALS												\$ 62,121.00	\$ -	\$ -	\$ -	\$ 62,121.00
2027																
LHM-H25-103	T0456	Construction	Mohave County	Horizon 6 – Gold Springs Rd and Blue Canyon Rd	Horizon 6 – Gold Springs Rd, Blue Canyon Rd:	1.1 Miles	Rural Minor Collector	2	2	HSIP	FHWA	\$ 260,515.00	\$ -	\$ 15,746.00	\$ -	\$ 276,261.00
LHM-H27-101	T0646	Design	Mohave County	London Bridge Rd, County Limit to 740' North of Retail Centre Blvd	London Bridge Rd from County Limit to 740 feet north of Retail Center Blvd (HFST) London Bridge Rd from County Limit to Fathom Dr. (Shoulder widening)		Rural Minor Collector			HSIP	FHWA	\$ 298,903.00	\$ -	\$ 18,067.00	\$ -	\$ 316,970.00
LHM-H27-102	T0658	Design	Lake Havasu City	McCulloch Blvd; Smoketree Ave to Acoma Blvd, Lake Havasu City	McCulloch Blvd		Urban Minor Arterial			HSIP	FHWA	\$ 316,854.00	\$ -	\$ -	\$ -	\$ 316,854.00
TOTALS												\$ 876,272.00	\$ -	\$ 33,813.00	\$ -	\$ 910,085.00
2028																
LHM-H27-101	T0646	Construction	Mohave County	London Bridge Rd, County Limit to 740' North of Retail Centre Blvd	London Bridge Rd from County Limit to 740 feet north of Retail Center Blvd (HFST) London Bridge Rd from County Limit to Fathom Dr. (Shoulder widening)		Rural Minor Collector			HSIP	FHWA	\$ 1,692,379.00	\$ -	\$ 102,296.00	\$ -	\$ 1,794,675.00
LHM-H27-102	T0658	Construction	Lake Havasu City	McCulloch Blvd; Smoketree Ave to Acoma Blvd, Lake Havasu City	McCulloch Blvd		Urban Minor Arterial			HSIP	FHWA	\$ 741,516.00	\$ -	\$ -	\$ -	\$ 741,516.00
TOTALS												\$ 2,433,895.00	\$ -	\$ 102,296.00	\$ -	\$ 2,536,191.00
2029																
											FHWA					\$ -
											FHWA					\$ -
											FHWA					\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -
2030																
											FHWA					\$ -
											FHWA					\$ -
											FHWA					\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -
2031																
											FHWA					\$ -
											FHWA					\$ -
											FHWA					\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

1. Only "STBG" & "CRP" funded programs are selected by LHMP; projects with other funding sources, such as HSIP, are required to be included, but are selected through various grant applications
2. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in "Blue" are considered to be in "Parking Lot" status and waiting for eligibility determination from ADOT, FHWA and or approval by LHMP TAC & Executive Board. They are included in this summary list because approvals are expected.
3. Projects highlighted in "Yellow" show an amended change in this updated summary

Terms:

"HSIP" : Highway Safety Improvement Program

Note: This is an overall listing of all Lake Havasu MPO projects that have been preliminarily approved by the TAC, by year, for 2027 to 2031. Some projects will need to be moved or reprogrammed due to funding availability. Prior years shown for information as they are projects in progress.

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program**

Transportation Alternatives (TA) Program Projects																		
TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost	
2027																		
																	\$ -	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028																		
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																		
																	\$ -	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																		
																	\$ -	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031																		
																	\$ -	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

1. Only "STBG" & "CRP" funded programs are selected by LHMPPO; projects with other funding sources, such as TA, are required to be included, but are selected through various grant applications
2. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in "Blue" are considered to be in "Parking Lot" status and waiting for eligibility determination from ADOT, FHWA and or approval by LHMPPO TAC & Executive Board. They are included in this summary list because approvals are expected.
3. Projects highlighted in "Yellow" show an amended change in this updated summary

Note: This is an overall listing of all Lake Havasu MPO projects that have been preliminarily approved by the TAC, by year, for 2027 to 2031. Some projects will need to be moved or reprogrammed due to funding availability. Prior years shown for information as they are projects in progress.

Terms:

"TA" : Transportation Alternatives Program

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program**

5310 - Mobility Management / Non-Profit Transit											
TIP ID #	Project Phase / Description	COG/MPO	Project Name / Location	Project Name Description	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	Total Cost
2025											
LHM-M25-101	Awarded	LHMPO	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2025 Section 5310 Awards	Capital Preventative Maintenance (Yr-1)	5310	FTA	\$14,000		\$3,500		\$ 17,500
LHM-M25-102	Awarded	LHMPO	Rise Services Inc.	Capital Preventative Maintenance - LHMPO year 1	5310	FTA	\$11,200		\$2,800		\$ 14,000
LHM-M25-103	Awarded	LHMPO	Western Arizona Council of Governments	COG/MPO Regional Mobility Management (Yr-2)	5310	FTA	\$57,400		\$14,350		\$ 71,750
LHM-M25-104	Awarded	LHMPO	AZ Board of Regents for and on behalf of Northern Arizona University	Senior Companion Door Through Door & More (LHMPO - Year 1)	5310	FTA	\$13,503		\$13,503		\$ 27,006
TOTALS							\$96,103	\$0	\$34,153	\$0	\$130,256
2026											
					5310	FTA					\$ -
TOTALS							\$0	\$0	\$0	\$0	\$0
2027											
					5310	FTA					\$0
TOTALS							\$0	\$0	\$0	\$0	\$0
2028											
					5310	FTA					\$ -
TOTALS							\$0	\$0	\$0	\$0	\$0
2029											
					5310	FTA					\$ -
TOTALS							\$0	\$0	\$0	\$0	\$0
2030											
					5310	FTA					\$0
TOTALS							\$0	\$0	\$0	\$0	\$0

Notes:

1. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in "Blue" are considered to be in "Parking Lot" status and waiting for eligibility determination from ADOT, FTA and or approval by WACOG Coordination Council. They are included in this summary list because approvals are expected.
2. FTA Grant Awards are announced annually. Once grants are awarded, projects highlighted in "BLUE" will be unhighlighted indicating the projects approval and award. If one the proposed projects listed is not awarded for the year it will be removed from the TIP.

Terms:

"FTA": Federal Transit Administration

Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program

Federal Discretionary Grants																	
TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost
2027																	
		Planning	LHMPO	Multi-Use Path Extension Feasibility Study	LHC	4.5 mi				BUILD	USDOT	\$ 330,000.00					\$ 330,000.00
TOTALS												\$ 330,000.00	\$ -	\$ -	\$ -	\$ -	\$ 330,000.00
2028																	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

1. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in "Blue" are considered to be in "Parking Lot" status and waiting for eligibility determination or grant award from ADOT, USDOT, and or approval by LHMPO TAC & Executive Board. They are included in this illustrative list and will be amended to the TIP if a grant is awarded.
2. Projects highlighted in "Yellow" show an amended change in this updated summary

Note: This is an overall listing of all Lake Havasu MPO projects that have been preliminarily approved by the TAC, by year, for 2027 to 2031. Some projects will need to be moved or reprogrammed due to funding availability. Prior years shown for information as they are projects in progress.

Terms:

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2027-2031 Transportation Improvement Program**

State Legislative / Congressional Projects													
TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Funds Source	State/Federal Funds	Other Funds - Local Contributions	Total Cost
2027													
								-	-			\$ -	\$ -
LHM-LS26-101		Design & Construction	Lake Havasu City	SR 95 Multi Use Trail Landscaping	SR 95 from MM 177 to 180.5	3.5	Principal Arterial	-	-	State General Funds - Surplus	\$ 1,880,000.00	\$ -	\$ 1,880,000.00
LHM-LS26-102		Construction	Lake Havasu City	Kiowa Blvd Improvements	Kiowa Blvd, Anacapa Dr to Canyon Cove Drive	4.1	Urban Major Collector	-	-	State General Funds - Surplus	\$ 5,600,000.00	\$ -	\$ 5,600,000.00
LHM-LS26-103		Planning & Design	Lake Havasu City	Intersections Improvement Study	Oro Grande Blvd, Acoma Blvd, McCulloch Blvd	-	Urban Major Collector	-	-	State General Funds - Surplus	\$ 250,000.00	\$ -	\$ 250,000.00
LHM-LS26-104		Design & Construction	Lake Havasu City	LHMPO Pavement Preservation	Lake Havasu City Jurisdiction	-	Urban Major Collector	-	-	State General Funds - Surplus	\$ 9,338,800.00	\$ -	\$ 9,338,800.00
TOTALS											\$ 17,068,800.00	\$ -	\$ 17,068,800.00
2028													
													\$0
TOTALS											\$0	\$0	\$0
2029													
													\$0
TOTALS											\$0	\$0	\$0
2030													
													\$0
TOTALS											\$0	\$0	\$0
2031													
													\$0
											\$0	\$0	\$0

Notes: Projects highlighted in "BLUE" show UNAWARDED/UNFUNDED Lake Havasu MPO Regional Projects - Proposed State Legislative Appropriations/ or Congressionally Directed Funds. To ensure regional planning coordination and regional support, these projects have been requested to be placed on the local MPO TIP prior to submission for state legislation or congressional directed spending consideration. If projects are awarded, those highlighted in "BLUE" will be unhighlighted indicating the approval and award of the project. If one of the proposed projects listed is not awarded for the year, it will be removed from the TIP.