

Lake Havasu MPO

METROPOLITAN PLANNING ORGANIZATION

Technical Advisory Committee (TAC) Meeting Tuesday, March 25, 2025



900 N. London Bridge Rd., Bldg. B
Lake Havasu, AZ 86404
(928)-453-2824

Disclaimer: This is not a legal document. Although much care was taken to ensure the accuracy of the information presented in this document, The Lake Havasu Metropolitan Planning Organization does not guarantee the accuracy of this information.

Ron Foggin, Lake Havasu City
(Chairman)
Steven Latoski, Mohave County
(Vice Chairman)
Will Randolph, ADOT
Todd Steinberger, ADOT
Roland Hulse, WACOG
Jess Knudson, Lake Havasu City
Jeff Thuneman, Lake Havasu City
Scott Holtry, Mohave County



900 London Bridge Road, Bldg. B
Lake Havasu City, AZ 86404
www.LHMPO.org

**TECHNICAL ADVISORY COMMITTEE (TAC)
MEETING**

Tuesday, March 25, 2025, 10:00 AM.

**In-person attendance is suspended for this Meeting.
This meeting will be held through technological means.**

Zoom Meeting ID: **543 061 1521** Call-in Information: **1-669-900-9128**

Shaded items are action items

1. **CALL TO ORDER (Ron Foggin)**
2. **ROLL CALL (Tommy Martin)**
3. **TITLE VI - NOTICE TO THE PUBLIC (Tommy Martin)**
4. **Discussion and Possible Action to Approve the TAC Meeting Minutes of January 31, 2025 Ron Foggin, TAC Chairman**
5. **Discussion and Possible Action to Approve the Surface Transportation Block Grant & Carbon Reduction Program Loan- Out to ADOT**
Sarah Lojewski, LHMPO Director
6. **Discussion and Possible Action to Approve the FY 2026-FY 2027 Unified Planning Work Program**
Sarah Lojewski, LHMPO Director
7. **Discussion and Possible Action to Approve the Updated FY 2026-FY 2030 Transportation Improvement Program**
Sarah Lojewski, LHMPO Director
8. **Presentation and Discussion of ADOT Traffic Counting Updates & GIS Tools.**
Sanja Jauhar & Lucas Murray, ADOT Traffic
9. **Discussion Updates of Northwest Regional Projects by ADOT District Engineer's**
Todd Steinberger, P.E. Northwest Assistant District Engineer
10. **Discussion of the Current Programs and Events by ADOT's Regional Transportation Planner**
Will Randolph, Regional Transportation Planner

**11. Discussion of Projects, Studies, & Events in Mohave County by the WACOG
Transportation Manager**

Roland Hulse, WACOG Transportation Manager

12. UPCOMING MEETING SCHEDULE

LHMPO Executive Board Meeting: **April 08, 2025, 2:00 PM**

LHMPO TAC Meeting: **May 27, 2025, 10:00 AM**

13. ADJOURN

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and other nondiscrimination laws and authorities, LHMPO does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact LHMPO's Title VI Coordinator at lojewskis@lhcaz.gov. Requests should be made as early as possible to ensure LHMPO has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, la Organización de Planificación Metropolitana de Lake Havasu (LHMPO por sus siglas en inglés) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con el Director Ejecutivo de la Organización de Planificación Metropolitana de Lake Havasu (LHMPO por sus siglas en inglés) en lojewskis@lhcaz.gov. Las solicitudes deben hacerse lo antes posible para asegurar que la Organización de Planificación Metropolitana de Lake Havasu (LHMPO por sus siglas en inglés) tenga la oportunidad de hacer los arreglos necesarios.

In an effort to determine who attends our meetings and to improve participation in the planning process, the LHMPO ask that you please fill out the following voluntary survey:

https://docs.google.com/forms/d/e/1FAIpQLSfcVaS6fU1kTF_So2QoPfOsfDZigIBpbTwqsl6HLwFxFxL5Xy-Q/viewform

En un esfuerzo por determinar quién asiste a nuestras reuniones y mejorar la participación en el proceso de planificación, la LHMPO le pide que complete la siguiente encuesta voluntaria:

<https://docs.google.com/forms/d/e/1FAIpQLSe6l7IM8eKfcf9mxiJcUmuLMbpLfnQ3vWCNKbiqDMW4CQXb0q/viewform>

Item #4

ACTION ITEM

TAC Meeting Minutes of January 31, 2025

TAC Chairman or TAC Vice-Chairman

Agenda Item # 4

**LAKE HAVASU MPO
REQUEST FOR ACTION**

SUBJECT: Action to Approve the Meeting Minutes

SUBMITTED BY: Sarah Lojewski, LHMPD Director

AGENDA TYPE: Discussion and Possible Action

ATTACHMENTS:

Technical Advisory Committee meeting minutes of January 31, 2025.

SUMMARY/BACKGROUND:

Technical Advisory Committee meeting minutes of January 31, 2025.

ACTION OPTION:

Motion to approve January 31, 2025, Meeting Minutes.

OR

Motion to approve January 31, 2025, Meeting Minutes, with noted changes.

RECOMMENDATION:

Motion to approve January 31, 2025, Meeting Minutes.

Ron Foggin, Lake Havasu City
(Chairman)
Steven Latoski, Mohave County
(Vice Chairman)
Will Randolph, ADOT
Todd Steinberger, ADOT
Roland Hulse, WACOG
Jess Knudson, Lake Havasu City
Jeff Thuneman, Lake Havasu City
Scott Holtry, Mohave County



900 London Bridge Road, Bldg. B
Lake Havasu City, AZ 86404
www.LHMPO.org

**TECHNICAL ADVISORY COMMITTEE (TAC)
MEETING MINUTES**

Friday, January 31, 2025, 10:00 AM.

**In-person attendance is suspended for this Meeting.
This meeting will be held through technological means.**

Zoom Meeting ID: **543 061 1521** Call-in Information: **1-669-900-9128**

Shaded items are action items

- 1. CALL TO ORDER (Ron Foggin)**
Chairman Ron Foggin called the meeting to order at 10:07 am
- 2. ROLL CALL (Tommy Martin)**
Tommy Martin performed Roll Call
Present: Chairman Ron Foggin, Vice-Chairman Steve Latoski, Members Jeff Thuneman, Will Randolph, Todd Steinberger, and Jess Knudson.
- 3. TITLE VI - NOTICE TO THE PUBLIC (Tommy Martin)**
This action was not performed.
- 4. Call to the Public (Ron Foggin)**
There was no request from the public to address the TAC.
- 5. Approve the TAC Meeting Minutes of November 19, 2024**
Roland Hulse motioned to approve November 19, 2024; Meeting Minutes as presented.
Vice-Chair Steve Latoski seconded the motion.
- 6. Approve the 2050 RFP and Scope of Work**

The MPO Staff recommended the TAC to approve the Request for Proposals for the 2050 Regional Transportation Plan and to approve MPO Staff to Advertise, Select Consultant and Initiate Contract Negotiations at the discretion of the RFP Selection Committee and MPO Director.

Jeff Thuneman motioned to approve the 2050 Request for Proposals and scope of work as presented. Roland Hulse seconded the motion.

7. Kimley-Horn presentation and discussion

Anita Johari, & Taylor Dunkle from Kimley-Horn presented a presentation on the updates on the traffic Signal analysis and modeling Study.

8. LHMPO Report (Informational Only)

Sarah Lojewski, LHMPO Director LHMPO, in partnership with WACOG, are in the final stages of the Strategic Transportation Safety Plan (STSP) with the help of Greenlight Traffic Engineering. The purpose of the STSP is to address the region's roadway safety concerns and the efforts to reduce fatal and serious injury crashes.

The MPO will be sending out the draft STSP plan. We ask that the TAC review the plan and provide any feedback.

Tommy Martin, LHMPO Sr. Transportation Planner updated the TAC on the projects in the region.

9. ADOT District Engineer's Report

Todd Steinberger, P.E. Northwest Assistant District Engineer advised the TAC on pavement preservation projects in the region.

10. ADOT Planner's Report

Will Randolph, Regional Transportation Planner updated the TAC on the following:

Subject: ADOT MPD Report

1. FY26-30 Five Year Construction Program: Projects have been reviewed and determined for priority ranking in the P2P for FY 26-30 P2P cycle. PLS meetings were completed in November and the 5-year tentative program will move forward with review by ADOT groups and the STB in February.

2. Off System Bridge Program (OSB): The call for projects was released for SFY26. There will continue to be two separate funding programs available for use on off-system bridge projects, the STBG program with 5.7% percent match and the Bridge Formula Program which is 100% federally funded. Applications were due to ADOT LPA 12/30, with application reviewed in January, and eligibility determined in February. **3. ADOT SMART Program:** Updates were done to the Request for Grant Application and Agreement (RFGAA) for the SMART program. Comments were accepted from stakeholders and changes were implemented and approved recently by the STB. This year will be a pilot program of the new SMART program while applications are accepted, which will tentatively go to the PPAC and the Board in January. Questions should go to azsmart@azdot.gov <https://azdot.gov/planning/grant-coordination/az-smart-fund>.

4. Federal Discretionary Grants: Please continue to visit USDOT's website or the ADOT grant coordination page <https://azdot.gov/planning/adot-grant-coordination-group> for the NOFOs and deadlines.

Status of ADOT studies:

1. Passenger Rail Study: The draft scope, schedule, and budget were submitted to FRA for review and comment on December 2. FRA has provided comments to ADOT this January, after which ADOT will make any necessary updates. We anticipate FRA approval of the final scope, schedule, and budget by March 3, 2025. Once approved, ADOT and FRA will establish a grant agreement for Step 2, which requires a 10% local match from ADOT. An Executive Leadership Team will be established including the MPO directors, the ADOT director, and the existing PMT team to help guide the project. Their first meeting will occur February 12th.

4. Other studies are also occurring including freight, a State Highway-Rail Grade Crossing Action Plan, and numerous transportation alternative studies. I'm also managing a SR CPS in SCMPO and monitoring the N/S Corridor Freeway.

11. WACOG Transportation Report

Roland Hulse, WACOG Transportation Manager, updated the TAC on the call for STBG projects is open until Feb 21st followed by rankings and Review. The new draft will be presented to WACOG TAC in March.

12. UPCOMING MEETING SCHEDULE

LHMPO Executive Board Meeting: **February 11, 2025, 2:00 PM**

LHMPO TAC Meeting: **March 25, 2025, 10:00 AM**

13. ADJOURN

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and other nondiscrimination laws and authorities, LHMPO does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact LHMPO's Title VI Coordinator at lojewskis@lhcaz.gov. Requests should be made as early as possible to ensure LHMPO has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, la Organización de Planificación Metropolitana de Lake Havasu (LHMPO por sus siglas en inglés) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con el Director Ejecutivo de la Organización de Planificación Metropolitana de Lake Havasu (LHMPO por sus siglas en inglés) en lojewskis@lhcaz.gov. Las solicitudes deben hacerse lo antes posible para asegurar que la Organización de Planificación Metropolitana de Lake Havasu (LHMPO por sus siglas en inglés) tenga la oportunidad de hacer los arreglos necesarios.

In an effort to determine who attends our meetings and to improve participation in the planning process, the LHMPO ask that you please fill out the following voluntary survey:

https://docs.google.com/forms/d/e/1FAIpQLSfcVaS6fU1kTF_So2QoPfOsfDZiqIBpbTwqsl6HLwFxFxL5Xy-Q/viewform

LHMPO TAC Meeting Minutes

January 31, 2025

Page 4 of 4

En un esfuerzo por determinar quién asiste a nuestras reuniones y mejorar la participación en el proceso de planificación, la LHMPO le pide que complete la siguiente encuesta voluntaria:

<https://docs.google.com/forms/d/e/1FAIpQLSe6l7IM8eKfcf9mxiJcUmuLMbpLfnQ3vWCNKbigDMW4CQXb0g/viewform>

Item #5

ACTION ITEM

STBG & CRP Loans Out to ADOT

Sarah Lojewski, LHMPO Director

Agenda Item #

**LAKE HAVASU MPO
REQUEST FOR ACTION**

SUBJECT: Discussion and Possible Action to Approve the Surface Transportation Block Grant & Carbon Reduction Program Loan-Out to ADOT

SUBMITTED BY: Sarah Lojewski, MPO Director

AGENDA TYPE: Discussion/Action

ATTACHMENTS: FY 2025 Loan-Out to ADOT

SUMMARY/BACKGROUND:

Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) funds are the federal funds allocated to the LHMPO for transportation-related projects every fiscal year. Any funds not directly tied to a project are considered unencumbered or lapsing if not expended (i.e., STBG/CRP funds are considered “use it, or lose it” each fiscal year). Any lapsing funds at the end of the fiscal year risk being swept by ADOT. In order for the LHMPO to carry forward lapsing or unencumbered federal funds, the LHMPO must “Loan-Out” the funds to ADOT or another COG/MPOs in the fiscal year the funds are scheduled to expire. The LHMPO then receives “Repayment” in the following fiscal year or future fiscal years.

The following is the proposed Loan-Out for FY25:

<i>Loan #</i>	<i>Loan Description</i>
23L1	LHMPO LOAN-OUT TO ADOT <ul style="list-style-type: none">• FY 2025 LOAN-OUT of ALL lapsing funds (expected \$1,468,034.11 in STBG; and \$2,316.14 in CRP; all totaling \$1,470,350.25 - amounts subject to change before June 30, 2025), with REPAYMENT in FY 2026 (OA –STBG/CRP/PL) – Loan-Out will aid in maintaining a fiscally constraint TIP and is necessary to fund the, future Traffic Signal ITS HURF Exchange and CRP Projects.

ACTION OPTION:

Motion to approve the FY2025 Loan-Out to ADOT.

OR

Motion to approve the FY2025 Loan-Out to ADOT with noted changes.

RECOMMENDATION:

Motion to approve the FY2025 Loan-Out to ADOT.

Arizona Department of Transportation

COG/MPO Federal-Aid Funding Transfer or Loan Request Form

Transferring Agency LHMPO

Funding Type	Federal Fiscal Year	Amount		Loaned or Transferred To	Project/Purpose	Transfer or Loan?	Repayment Terms/ Schedule (loans only)
		Apportionments	Obligation Authority (OA)				
STP 50-200	2025	\$1,468,034.11	\$1,468,034.11	ADOT	Traffic Signal ITS - LHM22-112	Loan	2026
CRP	2025	\$2,316.14	\$2,316.14	ADOT	Future CRP Project TBD	Loan	2026
TOTAL		\$1,470,350.25	\$1,470,350.25				

Transferring Agency Approval:

The undersigned authorizes the transfer of funds identified above.

Sarah Lojewski

Signature

Sarah Lojewski

Printed Name

Director

Title

03/14/2025

Date

Receiving Agency Approval:

The undersigned approves the receipt of the funds and agrees to the repayment terms, if any, identified above.

Signature

Printed Name

Title

Date

ADOT Acknowledgement or Approval:

Signature

Printed Name

Title

Date

4 Email completed form to Arizona Department of Transportation Financial Management Services at mprogramfinance@azdot.gov. Approved transfer/loan requests must be received by June

Item #6

ACTION ITEM

***FY2026-FY2027 Unified Planning Work Program
(UPWP)***

Sarah Lojewski, LHMPO Director

LAKE HAVASU MPO REQUEST FOR ACTION

SUBJECT: Discussion and Possible Action to Approve the FY2026 & FY2027 Unified Planning Work Program

SUBMITTED BY: Sarah Lojewski, LHMPO Director

AGENDA TYPE: **DISCUSSION & POSSIBLE ACTION**

ATTACHMENTS:

- Draft FY 2026 - FY 2027 Unified Planning Work Program (UPWP) **Before FHWA review**
- Executive Summary

SUMMARY/BACKGROUND:

It is a federal requirement that all MPOs prepare a **Unified Planning Work Program (UPWP)** (23CFR450.104).

The UPWP is a description of the transportation planning activities/tasks to be conducted in the Lake Havasu MPO area in any specified two-year period. This biennial document is the foundation for requesting federal funds as well as a management tool for scheduling, budgeting, and monitoring the transportation planning process. The UPWP is developed in cooperation with Lake Havasu City, Mohave County, the Arizona Department of Transportation (ADOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The UPWP identifies the planning priorities and activities to be carried out within a metropolitan planning area to include:

- A description of planning work elements (tasks);
- Who will perform the work;
- Timeframes for completing the work;
- Cost of the work; and
- Source(s) of funds.

The UPWP not only provides the MPO with a useful budgeting, scheduling, and monitoring tool, but it acts to provide the public with an understandable expectation of what the MPO will endeavor to achieve within the next two-year timeframe.

The MPO Director will provide project management and direction to planning efforts; however, the MPO may rely upon external professional consulting or engineering services for the accomplishment of the tasks set forth in this UPWP. The MPO will oversee services provided to ensure quality, professionalism, and timeliness. If an activity/task is not completed, the MPO Director will either carry it forward to the next fiscal year or evaluate the necessity of having that activity in the UPWP (all final decisions for inclusion or removal of tasks will be vetted through the MPO Technical Advisory Committee and Executive Board).

UPWP Funding for **FY 26/27** is expected to be available based on information provided by the FHWA, the FTA, and ADOT.

Agenda Item #

ACTION OPTION:

Motion to approve the FY2026-FY2027 Unified Planning Work Program

OR

Motion determined from discussion

RECOMMENDATION:

Motion to approve the FY2026-FY2027 Unified Planning Work Program



900 London Bridge Road, Building B
Lake Havasu City, AZ 86404
(928) 453-2823
www.LHMPO.org

FISCAL YEAR 2026 & 2027

UNIFIED PLANNING WORK PROGRAM & BUDGET

For a Comprehensive, Cooperative, and Continuing Transportation Planning Process

Endorsed and Approved on _____, by the:
LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Endorsed and Approved on _____, by the:
LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION
EXECUTIVE BOARD

Prepared by the Lake Havasu Metropolitan Planning Organization in cooperation with the Lake Havasu City, Mohave County, Arizona Department of Transportation, the Federal Transit Administration and the Federal Highway Administration

CFDA FHWA: 20.205

CFDA FTA 5305: 20.205

Table of Contents

1. Mission Statement.....	1
2. Introduction	1
3. Organizational Structure & Management	3
MPO Staff, Board, & Committees: Structures & Roles	3
Agreements, Policies, & Procedures	5
Travel & Training	5
Contracts and Capital Expenditures	5
4. MPO Work Elements.....	6
Work Element 100 – Administration	6
Proposed Administrative Activities:	6
Work Element 200 - Regional Planning & Coordination	7
Data Collection & Traffic Counts	7
Transportation Improvement Program.....	8
Regional Transportation Plan (RTP)	9
Regional Planning, Coordination, and Special Projects.....	9
Public Involvement & Title VI	10
Work Element 300 - Public Transit & Mobility Management	12
Public Transportation Coordination (23 CFR Part 450.141(h))	12
Proposed Transit Activities:.....	12
Work Element 400 - Environmental Overview.....	13
Proposed Environmental Overview Activities:.....	13
5. Funding Sources & Descriptions	14
Exhibit A – Budget Summaries.....	16
Exhibit B – Travel Policy	17
Exhibit C – Self Certification	18
Exhibit D – UPWP & Budget Approvals	19

1. Mission Statement

The mission of the Lake Havasu Metropolitan Planning Organization 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.

2. Introduction

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 planning area boundary (Figure 1) encompasses all areas within the Lake Havasu City limits as well as the Mohave County areas 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.

As the transportation planning agency within the planning area boundary, the LHMPO is responsible for developing transportation planning activities in collaboration with Federal Highways Administration (FHWA), Federal Transit Administration (FTA), Arizona Department of Transportation (ADOT), Lake Havasu City, Mohave County, the LHMPO Executive Board and the Technical Advisory Committee (TAC).

This **Unified Planning Work Program (UPWP)** establishes the planning priorities, budget, work elements, and tasks to be undertaken by the LHMPO during the fiscal years' **2026 & 2027** in accordance with **23 CFR 450.308**.

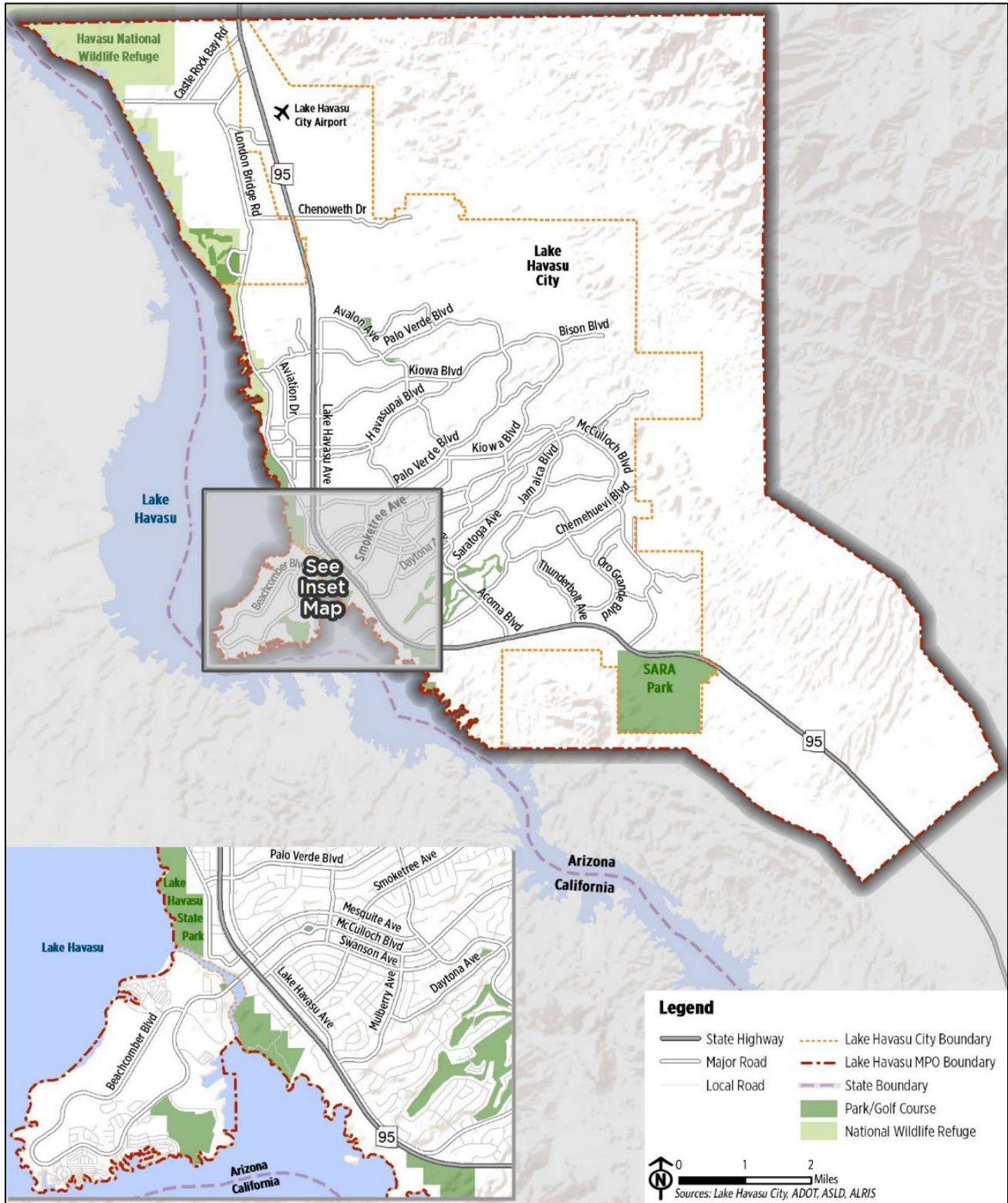
The UPWP is a narrative and guide that describes the continuing, cooperative and comprehensive (3-C) transportation planning process within the LHMPO planning boundary; and provides a basis for federal and state funding.

Funding for the UPWP for FY 2026 & FY 2027 is reasonably expected to be available based on information provided by the FHWA, the FTA, and ADOT.

The LHMPO Director will provide project management and direction to planning efforts; however, the LHMPO may rely upon external professional services for the accomplishment of the tasks set forth in this UPWP. The LHMPO will oversee services provided to ensure quality, professionalism, and timeliness.

The LHMPO certifies that the FY 2026 & 2027 *UPWP* has been developed with opportunities for public participation.

Figure 1- LHMPO Planning Boundary Map



3. Organizational Structure & Management

This section outlines the LHMPO Organizational Structure, roles, and responsibilities of LHMPO Staff, the Technical Advisory Committee (TAC), and the Executive Board, which all play a vital part in the development and administration of the LHMPO's core compliance documents and major planning activities.

MPO Staff, Board, & Committees: Structures & Roles

The LHMPO's staff consists of an **Executive Director Trainee** and a **Transportation Planner, Senior**. The Executive Director and Transportation Planner are contract employees. The Director manages the day-to-day operations of the LHMPO and reports to the LHMPO Executive Board. The Transportation Planner plans, develops, administers, evaluates, and monitors programs and projects.

LHMPO STAFF
Executive Director Trainee: Sarah Lojewski
Transportation Planner, Senior: Thomas Martin

The **LHMPO Executive Board** consists of four elected officials, one appointed official:

- Three (3) elected officials from Lake Havasu City Council
- One (1) elected official from the Mohave County Board of Supervisors
- One (1) appointed official or designee from the Arizona State Transportation Board

From the elected officials serving on the Board, the Board will elect one member to serve as Chair-Person, one member to serve as Vice Chair-Person and one member to serve as Secretary-Treasurer (Per By-laws, this position may be delegated to staff).

LHMPO EXECUTIVE BOARD
Cal Sheehy Chair Mayor, Lake Havasu City
Nancy Campbell Vice Chair City Council, Lake Havasu City
Sonny Borrelli Secretary-Treasurer Mohave County Supervisor, District 3
Jeni Coke Member City Council, Lake Havasu City
Sam Elters Member Arizona State Transportation Board

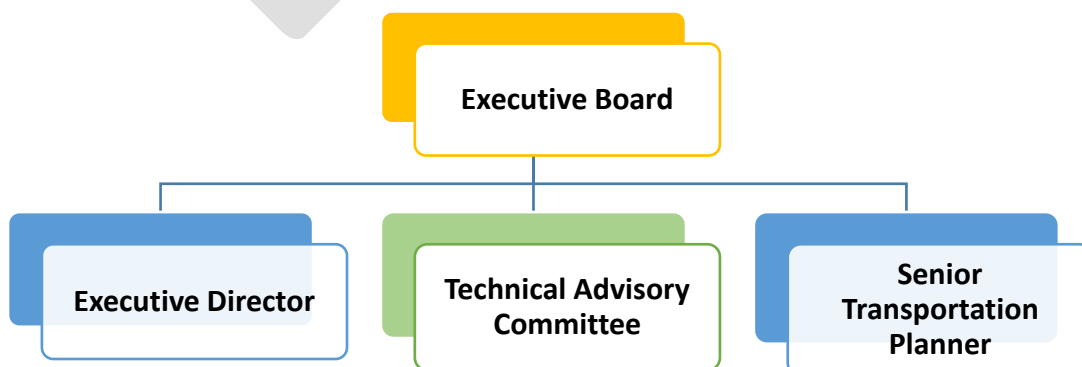
The LHMPO Technical Advisory Committee (TAC) is comprised of eight (8) technical representatives;

- Three (3) from Lake Havasu City
- Two (2) from Mohave County
- One (1) from Western Arizona Council of Governments
- One (1) from Arizona Department of Transportation Northwest District
- One (1) from Arizona Department of Transportation MPD

The TAC works in an advisory role to the Executive Board and their primary responsibility is to conduct technical reviews, identify and scope projects, and engineering/technical analysis regarding project related activities of Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). On the recommendation by the TAC, Sub Committees may be formed to assist in addressing reviews and analysis of projects not in the direct responsibility of the TAC members.

LHMPO TECHNICAL ADVISORY COMMITTEE (TAC)	
Ron Foggin Chair Public Works Director Lake Havasu City	Steven Latoski Vice Chair Public Works Director Mohave County
Jess Knudson Member City Manager Lake Havasu City	Scott Holtry Member Development Services Director Mohave County (Appointee: Matthew Gunderson)
Jeff Thuneman Member Development Services Director Lake Havasu City	Roland Hulse Member Transportation Manager WACOG
Will Randolph Member Regional Planner ADOT MPD	Todd Steinberger Member Assistant District Engineer ADOT Northwest District

LHMPO Organizational Chart



Agreements, Policies, & Procedures

Under an Intergovernmental Agreement, Lake Havasu City provides human resources, finance/accounting, legal, IT, state retirement, and other support services for the LHMPO. All LHMPO expenses are processed by Lake Havasu City as incurred and are reimbursed by ADOT. In accordance with the agreement, Lake Havasu City provides limited legal support services by and through its City Attorney's Office to the extent it does not cause a conflict of interest or ethical violation. The LHMPO utilizes contracted legal services when desired or necessary.

LHMPO will operate under the **Lake Havasu City Operating Policies & Procedures**, the **LHMPO Procedure Manual**, and the **LHMPO Procurement Policy** to meet requirements set forth by ADOT, FHWA, and FTA.

The Executive Board acts as the policy body coordinating transportation planning and related activities within the LHMPO area. The Board must approve all agreements, budgets, and contracts and the Chair, or designee, must sign all appropriate documents related to contracts and agreements on behalf of the LHMPO. Descriptions of all funding sources and the budget summaries for this 2-year UPWP are listed under **Section 5** and **"Exhibit A."**

LHMPO will also operate in accordance with Arizona Open Meeting Laws and LHMPO By-Laws adopted September 10, 2013; and, as amended July 8, 2014; February 10, 2015; March 14, 2017 and; August 21, 2019.

Travel & Training

All travel & training for the LHMPO funded through the UPWP will comply with the most recently-approved version of Federal & State policies for Travel.

LHMPO Staff, Executive Board, & TAC Members will ensure lawful and justifiable travel requests submitted by the LHMPO's staff (subject to the availability of funds) when such travel furthers the interests of the MPO and is "necessary and reasonable" to carrying out the transportation planning process.

A copy of the LHMPO Travel Policy is attached as **Exhibit B**.

Contracts and Capital Expenditures

When the value of the procurement for property or professional services under a Federal award does not exceed the Simplified Acquisition Threshold (SAT) of \$250,000, as defined in **2 CFR 200.1 and 200.320**, or a lower threshold established by a non-Federal entity (LHMPO), formal procurement methods are not required. The LHMPO may use informal procurement methods (three quote method) to expedite the completion of its transactions and minimize the associated administrative burden and cost (**2 CFR 200.320 (a)**).

All proposed equipment purchases must comply with **49 CFR 18.32 and 18.33**, and the Federal Office of Management and Budget **Circular A-87**, Cost Principles for State, Local and Indian Tribal Governments, as well as, ADOT policy **FIN-11.08** Federal Property Management Standards.

The proposed procurement of capital equipment, property, or professional services greater than \$5,000 will be included in this UPWP under the "Proposed Activities" of the appropriate Work Element category and included in the annual budget tables located in **"Exhibit A."**

4. MPO Work Elements

Work Element 100 – Administration

The administration section describes task functions required to manage the transportation planning process on a continual basis including program administration, development, review, budgeting and reporting, anticipated staff development, anticipated procurement activities, and an annual audit as required by **23 CFR 420.121(c)**. The annual audit shall be performed in accordance with **49 CFR 18.26**, and **2 CFR 200**.

Proposed Administrative Activities:

LHMPO Staff in coordination with the LHMPO TAC and Executive Board, will work to:

- Prepare, amend, revise, and submit core compliance documents as needed. Core documents include the UPWP, Transportation Improvement Program (TIP), Public Involvement Plan, Title VI Plan & Annual Report, Limited English Proficiency Policy, and Long-Range Transportation Plan.
- Purchase and maintain General, Professional, and Auto Liability Insurance.
- Maintain registration with SAM.gov and AZ Corporate Commission.
- Prepare, monitor, and submit professional service agreements, contracts, monthly progress reports, in-kind reports, budgets, and financial invoice/expenditure reports (In concert with Lake Havasu City).
- Prepare agendas, meeting minutes, and action taken for Executive Board and TAC meetings.
- Maintain a TAC and Executive Board comprised of technical and elected members for the purpose of carrying out transportation planning activities, and host six (6) meetings for both every calendar year.
- Maintain, update, and enhance the LHMPO website.
- Make necessary changes in the planning process as a result of changes to transportation legislation that may occur during the fiscal year.
- Maintain and update the LHMPO Operational Procedural Manual, By-Laws, or Policies/Procedures as needed.
- In-State Travel:
 - (Public Sector) - LHMPO Staff, Board Members, or TAC members may attend any or all Federal, State, COG/MPO, or Local Government agency hosted meetings, training, conferences, review panels, or technical presentations that relate to transportation or planning activities (e.g., FHWA, FTA, ADOT, COG/MPOs, Tri-City Council, AASHTO).
 - (Private Sector) - LHMPO Staff, Board Members, or TAC members may attend any or all National or Local Non-Profit agency hosted meetings, trainings, conferences, review panels, or technical presentations that relate to transportation or planning activities (e.g., AzTA, RTAC, ACEC, AMPO, NARC, ITE, APA).
- Out of State Travel – Staff anticipates two out of state travel conferences. AMPO and possible Transit conference.
- Capital Expenditures – No Capital purchases exceeding \$5,000 are expected during FY 2026 or FY 2027.
- **Professional Service Contracts** – The LHMPO expects to develop and administer two (2) Professional Service Contracts for the following:
 - **Safety Data Collection & Analysis; & HSIP Application Development** - For additional information see Work Element 200 and budget tables located in “Exhibit A”.
 - **Regional Transportation Plan 2050** - For additional information see Work Element 200 and budget tables located in “Exhibit A”.

Work Element 200 - Regional Planning & Coordination

The LHMPO will produce various regional, corridor, and sub-area planning studies and special projects within the region in consultation with federal, state, and local agencies.

The LHMPO will strive to integrate land use planning within the transportation planning process to ensure the successful implementation of the LHMPO RTP and to assist member agencies in the resolution of existing transportation challenges or to advance regional planning.

Data Collection & Traffic Counts

The annual provision of traffic data is a cooperative effort between the Arizona State Department of Transportation (ADOT), local governments, and the LHMPO working in partnership to collect, assemble, and report data to support transportation planning activities, to include; Highway Performance Monitoring System (HPMS), Functional Classification of roads, Air Quality Standards, updated traffic counts, and updated traffic count maps (ultimately, ADOT is responsible for HPMS and traffic count collection data). The ADOT HPMS program requires updated traffic counts at the following minimum cycles:

Functional Classification	Minimum Count Cycle	Volume Counts	Vehicle Classification Count
Interstates and Other Freeways/Expressways	3-year	Yes	Yes
Ramps (on and off ramps)	6-year	Yes	Not required
Other Principal Arterials	3-year	Yes	Yes
Minor Arterials	6-year	Yes	Needed on NHS Connectors and Sample Panels
Major Collectors	6-year	Yes	Needed on NHS Connectors and Sample Panels
Urban Minor Collectors	6-year	Yes	Needed on NHS Connectors and Sample Panels
Local and Rural Minor Collectors	Not required	Not required	Not required
Sample Panels	Based on classification	Yes	Yes

Source: This table has been developed from ADOT traffic monitoring policy/guidance in the HPMS Field Manual. December 2016

Proposed Data Collection & Traffic Count Activities:

HPMS

The LHMPO in coordination with local agencies will work to ensure:

- Traffic data collected is posted to the web-based Traffic Count Data System (TCDS) database annually where it can be reviewed, processed, and analyzed by ADOT (lhmpo.ms2soft.com).
- Traffic data meets duration and formatting requirements specified by ADOT.
- Timely communication and coordination with local agencies to identify locations which need updated traffic count data.
- A comprehensive set of updated traffic counts be collected at a frequency no less than the minimum count cycle (3-year cycle for principal arterials and a 6-year cycle for minor arterials and collectors).
- Coordination with the ADOT Data Management and Analysis Section to receive and present training on

data collection for local jurisdictions, as needed.

- Encourage and support existing local traffic data counting programs.

Functional Classification

The LHMPO in coordination with local agencies will work to ensure:

- Maintenance and monitoring of the current inventory of the region's functional classification of roadways and urban boundaries, according to federal regulations and state procedures.
- The use of the AZGeo ArcGIS Web Portal to review and request functional classification changes.
- Coordination with ADOT GIS to receive and present training on functional classification, as needed.
- Process proposed changes in classification through the ADOT regional Planner and ADOT Data Management and Analysis / GIS Section.
- Verify that projects identified in the TIP are eligible for federal funding based on current roadway functional classification.

Air Quality

- N/A – Lake Havasu City and the LHMPO region are within an “attainment” area.

Transportation Improvement Program

The LHMPO shall establish and maintain a Transportation Improvement Program (TIP) in accordance with the requirements of ***Title 23 USC 134(j)*** and ***23 CFR 450.326***.

Proposed TIP Activities:

LHMPO Staff in coordination with the LHMPO TAC and Executive Board, will work to ensure:

- The LHMPO TIP shall cover a period of no less than four years and be updated annually.
- A new TIP shall be prepared, be approved by the LHMPO TAC and Executive Board and be submitted to ADOT at least every four years.
- New and updated TIPs shall be submitted to ADOT MPD by July 1st of the year the TIP is being updated.
- If the TIP covers more than four years, ADOT, FHWA, FTA, & LHMPO will consider the projects beyond four years as informational.
- The LHMPO will process TIP amendments as needed and submit to ADOT MPD by July 1st each fiscal year and ensure compatibility with the STIP development/approval process.
- In coordination with ADOT, maintain an account and enter all TIP amendments into E-STIP.
- Provide guidance to local jurisdictions regarding their role in TIP development.
- Identify each project and or phases of the project (e.g. Planning/Study, Design, & Construction).
- Identify federal, regional, or local funding sources (e.g. STBG, CRP, HSIP, PL, SPR, FTA 5300, Arizona State Legislative Funds, HURF Ex., Local-Match, etc.).
- Document the complete decision-making process employed in producing the TIP.
- Monitor approved projects through completion by providing technical assistance to local agencies, and by working cooperatively with ADOT Local Government staff and District Engineer(s).
- Conduct a public involvement process in accordance with Public Participation & Title VI requirements.
- Follow guidelines set forth by ADOT Finance Management Section (FMS) regarding Obligation Authority (OA) and expiring/lapsing funds (i.e. the annual loan process).
- The LHMPO will continue to maintain and update the internal fiscal constraint report/ledger highlighting regional apportionments and expenditures of federal funds.
- Verify that projects identified for the TIP are eligible for federal funding, based on federal functional classification.

- HURF Exchange projects

The City will utilize the HURF exchange program to convert STBG funds to HURF Exchange funding to complete the design and construction of traffic signal improvements following final recommendations from the Traffic Signal Analysis and Modeling study.

Regional Transportation Plan (RTP)

In compliance with **23 CFR 450C** (Metropolitan Transportation Planning and Programming) the LHMPO will update the Regional Transportation Plan (RTP) every 4 years in air quality non-attainment or maintenance areas, or every 5 years in air quality attainment areas. The RTP will cover at least a 20-year planning horizon; include long-range and short-range strategies that lead to an integrated intermodal plan; include a financial plan that compares estimated revenues with costs of construction, maintenance, capital purchases and operations; consider the planning factors; identify performance measures (Including ADOT Transit Asset Management TAM, Lake Havasu transit TAM and Lake Havasu Safety Plan PTASP measures), target setting, and performance reporting; and provide an opportunity for public participation.

The 2045 RTP was adopted by the LHMPO Executive Board on February 8, 2022. The 2050 RTP is tentatively scheduled to begin in March of calendar year 2025 and be approved/adopted by February of 2027.

Proposed RTP Activities:

LHMPO Staff in coordination with the LHMPO TAC and Executive Board, will work to:

- Continue implementing projects and goals from the adopted 2045 RTP.
- Continue to seek alternative funding for long term projects identified in the 2045 RTP that are not fiscally constraint.
- Consultant to be selected in June 2025, project to begin FY26.
- Plan funding for the future development of the 2055 RTP.

Regional Planning, Coordination, and Special Projects

Regional Planning & Coordination accounts for the majority of our planning activities. Staff ensures that the planning function of the MPO is administered, provides reports, meetings, consultation activities, project management, support to other COG/MPOs, and other data and information to our members and the public.

Proposed Regional Planning & Special Project Activities:

LHMPO Staff in coordination with the LHMPO TAC and Executive Board, will work to:

- Ensure planning studies and special projects are consistent with the performance-based planning requirements of the BIL, IJIA, FAST Act, and Map-21; and aligns with the adopted ADOT's performance measures (including ADOT Transit Asset Management TAM, Lake Havasu transit TAM and Lake Havasu Transit Safety Plan PTASP), targets, and goals.
- Monitor federal, state and local legislation and policy activities.
- Serve on technical committees and review panels for state, regional, and local transportation studies, plans, and projects with the region, providing comments and feedback.
- Communicate regularly with ADOT MPD Regional Planner and District Engineer(s).
- Coordinate with stakeholders to encourage participation in regional and local transportation studies.
- Provide input to ADOT District Engineer(s) on issues related to the connections between local roads and the State Highway System.
- Work with ADOT and the TAC to recommend improvements to roadways on the State Highway System to be considered for inclusion in the ADOT Five-Year Facilities Construction Program.
- LHMPO staff will participate in the ADOT Planning to Programming (P2P) Project Nomination process

“Engineering District Workshops” to assist with regional prioritization of State System projects.

- Assist local agencies with converting STBG projects to HURF Exchange.
- Assist local agencies with ADOT LPA project initiation paperwork (if necessary).
- Assist local agencies with ADOT HSIP project applications and submittals.
- Assist local agencies with TA project applications and submittals. If the MPO does not hire a consultant to assist with the TA Program, the MPO may still submit applications for project scoping (pending final ADOT eligibility criteria and policy).
- **Contract for Services - Safety Data Collection & Analysis; & HSIP Application Development**
Through an informal procurement process (three quotes method) tentatively scheduled for **FY 2027**, the LHMPO might hire a consultant to conduct regional crash data analysis, identify and prioritize potential safety projects, and assist local public agencies with application development for ADOT’s upcoming call for HSIP projects (FY28-29). ***PENDING** if ADOT announces the call for FY28/29 HSIP Projects during this 2-year UPWP/Work Program cycle (FY26/27).
- **Contract for Services – 2050 Regional Transportation Plan continued from FY25**
Through a formal procurement process scheduled in **FY 2026** the LHMPO has hired a consultant to complete the Regional Transportation Plan (2050).
Contract for Services – Transportation Alternative (TA) Project Scoping ; & Application Development Assistance,
- Through an informal procurement process (Three Quote Method) scheduled sometime in **FY 2026 and/or FY 2027**, the LHMPO might hire a consultant to conduct regional data analysis, identify, Lake Havasu MPO prioritize, and scope potential TA projects; and assist local public agencies with application development for ADOT’s upcoming call for TA projects. ***PENDING** ADOT announcement of the call for TA Projects during this 2-year **UPWP/Work Program cycle (FY26/27)**.
- **HURF Exchange projects**
The MPO will utilize the HURF exchange program to convert STBG funds to HURF Exchange funding to complete the design and construction of traffic signal improvements following final recommendations from the Traffic Signal Analysis and Modeling study.

Public Involvement & Title VI

The LHMPO will utilize a Public Involvement Plan (Participation Plan) to ensure the civil rights of all interested parties are protected through an opportunity to review and comment on the planning activities for the LHMPO region. The Public Involvement Plan defines a process by which to provide the public with reasonable opportunities to be involved in the transportation planning of the LHMPO region. The Public Involvement Plan process will be used in the development of the RTP, TIP, and any federally funded planning study conducted by the LHMPO.

Proposed Public Involvement & Title VI Activities:

LHMPO Staff in coordination with the LHMPO TAC and Executive Board, will work to:

- Continue to adhere to the Public Involvement Plan (PIP), Limited English Proficiency Policy (LEP) and Title VI Plans.
- Prepare, maintain and amend as necessary the Title VI Plan, LEP, and PIP to reflect any changes in board or committee membership, regional demographics, and/or to comply with additional FHWA, FTA, or ADOT requirements.
- Continue posting Title VI Notices at each meeting (both in-person and virtually).
- Ensure that Advertisements, Public Notices, Public Meeting schedules, agendas, & minutes, etc. are posted to normal media channels (Newspaper & Website) and social media channels (Facebook, Twitter, etc.).

- Post public notices (English & Spanish) announcing a 30-day public comment period for the 2050 Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and other LHMPO planning studies/projects outlined in this *UPWP*. Provide a 45-day public comment period for the Title VI Plan, Limited English Proficiency (LEP) policy, and Public Involvement Plan (PIP).
- Continue making meetings accessible to persons in need of foreign language assistance or with disabilities.

DRAFT

Work Element 300 - Public Transit & Mobility Management

Public Transportation Coordination (23 CFR Part 450.141(h))

The Lake Havasu MPO, ADOT, and providers of public transportation utilizing FTA section 5300 grant funds (i.e. 5310, 5311, & 5307 programs) will cooperatively work together in developing and sharing information related to data, performance targets, and reporting for the LHMPO region. This effort will provide a continuous, cooperative, and comprehensive transportation planning process throughout the region.

Rather than the LHMPO hiring a Mobility Manager for the minimal participation in the LHMPO area, the WACOG Mobility Manager manages the functions of this Work Element. The WACOG Mobility Manager compiles and prepares the Human Services Coordinated Plan which is presented to the LHMPO Technical Advisory Committee and Executive Board for approval.

The LHMPO will provide increased emphasis on issues related to alternative modes and regional intermodal connectivity including but not limited to: Local bus, express bus, regional transit services, pedestrian and bicyclist facilities/network, commercial freight movers (truck, rail, and air), connections between modes of travel, and maintaining the system in a state of good repair

The LHMPO will provide program and project support for public transit, human service transportation programs, and all other modes of transportation by enhancing a higher quality of life for area residents by:

- Supporting economic vitality and growth through public/private transportation.
- Increasing the safety of the transportation system.
- Increasing accessibility and mobility.
- Protecting and enhancing the environment, promoting energy conservation, improving quality of life, and promoting local planned growth.
- Enhancing the integration and connectivity of the transportation system.
- Emphasizing the preservation of the exiting transportation system.
- Promoting multi-modal activities within the region.

Proposed Transit Activities:

LHMPO Staff in coordination with the WACOG Mobility Manager, Lake Havasu Transit, LHMPO TAC, and Executive Board, will work to:

- Provide program and project support for public transit, bike, pedestrian and mobility services.
- Continue participation in the WACOG Regional Human Services Transportation Coordination Planning process.
- Participate in Lake Havasu Transit and WACOG transit related studies.
- Coordinate with ADOT, WACOG, and service providers in matters pertaining to FTA Section 5300 programs in the LHMPO region including, but not limited to, transportation planning, public transit, ridesharing, transportation systems management, announcing and publishing FTA program related application workshops, panel interviews, safety notices, and reporting requirements.
- Monitor federal, state and local legislation and policy activities.
- Ensure the LHMPO and rural regions are represented statewide through participation in state planning activities.
- Amend/update the LHMPO TIP to include all WACOG and Lake Havasu Transit 5300 grant applications, awards, and projects (as needed).
- Coordinate with Lake Havasu Transit on performance measures, targets, and goals.

Work Element 400 - Environmental Overview

It is LHMPO's goal to comply with guidelines set forth by the Partnership for Sustainable Communities created between the EPA, the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (DOT).

Proposed Environmental Overview Activities:

LHMPO Staff in coordination with the LHMPO TAC and Executive Board, will work to:

- Support communities by attending council meetings or community events where transportation issues are discussed.
- Coordinate with developers, communities, and others to help develop an economic development plan (within the RTP) which will identify ways to sustain growth in the region.
- Coordinate with the transit providers and encourage all member communities to support a regional system.
- Seek funding for transportation alternatives projects and for projects identified within the LHMPO Bicycle and Pedestrian Implementation Plan.
- Lower transportation costs while protecting the environment in communities within the region.
- Provide more transportation choices.
- Program projects utilizing the newly apportioned Carbon Reduction Program (CRP) funds into the LHMPO TIP that support the reduction of transportation emissions and meet the goals and objectives of the RTP.

5. Funding Sources & Descriptions

The Arizona Department of Transportation (ADOT) is the designated recipient of the Federal-aid Highway funds used for planning and research purposes. As the designated recipient of the planning funds ADOT has the responsibility and the authority under **49 CFR Part 18** (Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments) to oversee all activities funded under the Federal-aid Program by the sub recipients of these funds. ADOT's oversight responsibilities include, but are not limited to overall work plan reviews, invoice billing review and approval, TIP certification, air quality reviews, and quality assurance and quality control of traffic data. The LHMPO is funded primarily with Metropolitan Planning (PL) Funds, State Planning and Research (SPR) Funds, and 5305 Federal Transit Administration (FTA) Funds; however, the LHMPO may use other eligible funds for their planning.

Metropolitan Planning Funds (PL)

Metropolitan Planning Funds (PL) are provided from the Federal Highway Trust Fund and distributed by ADOT to the Lake Havasu MPO to conduct the planning activities. Each MPO is responsible for planning to meet the transportation needs within its metropolitan planning area. PL funds are distributed to States based on a ratio of urbanized-area population in individual States to the total nationwide urbanized-area population. State DOTs then distribute this funding to the MPOs based on a formula, agreed to by the MPOs, and approved by their FHWA Division Office.

Planning Funds (PL) Set-Aside - Safe & Accessible Transportation Options Set Aside (SATO)

The FHWA requires that MPOs allocate 2.5% of our standard Planning (PL) funds to be used for planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The required allocation or set-aside is referred to as PL-SATO. A 5.7% match typically provided through the use of in-kind / hard dollars by the MPO member agencies.

State Planning and Research Funds (SPR)

SPR funds are Federal dollars from the State Planning and Research Program administered by the Arizona Department of Transportation. SPR funds are allocated to the LHMPO to conduct transportation planning activities. A 20% match typically provided through the use of in-kind / hard dollars by the MPO member agencies.

Federal Transit Administration Funding (FTA)

The FTA Funds are secured annually through the FTA Metropolitan Planning Program Section 5305d. FTA funds are designated for transit planning, coordination and research activities. In addition, other federal or state funding that is not specifically designed for planning activities can be allocated for planning purposes. A 20% match typically provided through the use of in-kind / hard dollars by the MPO member agencies.

Consolidated Planning Grant (CPG) Program

The FTA and FHWA offer States the option of participating in the CPG program. The CPG program allows the States and Metropolitan Planning Organizations (MPOs) to merge funds from the FTA Metropolitan Planning Program (MPP) and State Planning and Research Program (SPRP) with FHWA Planning (PL) and SPRP 5305D funds into a single consolidated planning grant. States have the option to transfer planning funds to either FTA or FHWA to be awarded and administered for metropolitan or metropolitan and statewide planning purposes. This CPG program fosters a cooperative effort between the Federal agencies and the participating States and MPOs to streamline the delivery of their planning programs to provide flexibility in the use of planning funds. A 5.7% Match is typically provided through the use of in-kind / hard dollars by the MPO member agencies.

Surface Transportation Block Grant Program (STBG) Funds

The STBG funding is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, airport access, vanpool, and bicycle, and pedestrian facilities. Transit and other related planning, research, and development activities are also eligible uses of STBG funds. A 5.7% match is typically provided through the use of in-kind / hard dollars by the MPO member agencies.

Highway Safety Improvement Program (HSIP) Funds

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 program is to fund safety projects with a goal to achieve a reduction in fatalities and serious injuries on public roads. A 5.7% match is typically provided through the use of in-kind / hard dollars by the MPO member agencies however, some projects qualify for 0% match. Title 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).

Transportation Alternatives (TA) Funds

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 stormwater and habitat connectivity. A 5.7% Match is typically provided through the use of in-kind / hard dollars by the MPO member agencies.

Highway User Revenue Fund (HURF) Exchange Program

The HURF Exchange program enables local governments to exchange federal transportation funding with ADOT for state-generated HURF revenue. HURF Exchange funding can be used on eligible design and construction projects.

Carbon Reduction Program (CRP) Funds

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. Eligible projects included, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. In addition, advanced transportation and congestion management technologies such as; Deployment of infrastructure-based intelligent transportation systems, capital improvements and the installation of vehicle-to-infrastructure communications equipment; replacing street lighting and traffic control devices with energy-efficient alternatives; projects to establish or operate a traffic monitoring, management, and control facility or program. A 5.7% Match is typically provided through the use of in-kind / hard dollars by the MPO member agencies.

Matching Funds

In order to secure federal funds, the local government(s) must place matching funds on a project. A detailed table of the state and local funds should be included in the budget section of the UPWP and must also reflect the required percentages of matching amounts, which varies according to the Federal fund type. The LHMPPO receives funds or in-kind match from member agencies, Lake Havasu City and Mohave County, to leverage federal funds for all expenses.

In-kind (Soft Money) Contribution: The value of third-party in-kind contributions may be accepted as the match for federal funds, in accordance with the provisions of 49 CFR 18.24(a)(2), and may be applied on either a total planning work program basis or for specific line items. ADOT requires that in-kind contributions must be disclosed by line item. The Federal Highway Administration Regional Office has requested that in-kind contributions be identified in the Work Program and be accompanied by a narrative explaining who is providing the service and what service is being provided.

Carry Forward Funds

Carry Forward Funds may occur when LHMPPO obligates but doesn't use all available eligible funds in the current and/or prior fiscal years or if it has de-obligated funds that have been obligated previously. All carry forward funds are identified in the UPWP and are combined with current fiscal year funding.

Exhibit A – Budget Summaries

DRAFT

LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION (MPO) - Operating Budget Summary

ADOT Contract #: GRT-25-0011019-T		Fiscal Year 2026				OA Rate: 0.949
Description		Funding Sources				
		Consolidated Planning Grant (CPG)		SPR	STBG	CRP
		PL	5305 (d)			
Lake Havasu City Project #:		931010	931011	931013	931014	931016
Federal Contract #:		LHM-P-026	LHM-G-026	LHM-S-026	LHM-T-026	-
ADOT Project/GAE #:		PLH26 02P	PLH26 G1P	PLH26 01P	PLH26 03P	-
In-Kind Match Rate		5.7%	5.7%	20%	5.7%	5.7%
FY 26 Revenue						
FY26 Federal Apportionments / Award		\$ 163,839	\$ 67,108	\$ 125,000	\$ 312,048.00	\$ 130,902.72
Obligation Authority (OA)		\$ 155,483	\$ -	\$ 118,625	\$ 296,133.55	\$ 124,226.68
Amount to be Authorized by LHMPO		\$ 163,839	\$ 67,108	\$ 110,269	\$ 296,134.00	\$ 124,226.68
FY 25 Carry Forward (OA)	PL	\$ 30,748.00				
FY 25 Carry Forward (OA)	5305 (d)		\$ 15,185.00			
FY 25 Carry Forward (OA)	SPR			\$ 369,867.00		
FY 25 Carry Forward (OA)	STBG				\$ 1,468,034.00	
FY 25 Carry Forward (OA)	HSIP					
FY 25 Carry Forward (OA)	CRP					\$ 2,316.14
Total FY 26 Revenue (OA)		\$ 194,587.00	\$ 82,293.00	\$ 480,136.21	\$ 1,764,167.55	\$ 126,542.82
FY 26 Local Match (In-Kind) Required		\$ 11,441.51	\$ 4,942.78	\$ 120,034.05	\$ 106,635.79	\$ 31,635.71
FY 26 Expenditures						
		PL	5305(d)	SPR	STBG	CRP
Personnel Expenses		\$ 129,307.00	\$ 82,293.00	\$ -	\$ -	\$ -
Operating Expenses		\$ 45,280.00	\$ -	\$ 140,136.21	\$ 1,764,167.55	\$ -
Proffesional Services / Planning Studies		\$ 20,000.00	\$ -	\$ 340,000.00	\$ -	\$ -
Total FY26 Expenditures (OA)		\$ 194,587.00	\$ 82,293.00	\$ 480,136.21	\$ 1,764,167.55	\$ -
Remaining Balance		\$ -	\$ -	\$ 0.00	\$ 0.00	\$ 126,542.82

Total FY26 Budget (OA):	\$ 2,647,726.58
Total In-Kind Match:	\$ 274,689.84
Total w/Match	\$ 2,922,416.42

FY26 Work Element Breakdown - OA						
Work Element Number	Work Element Description	PL	5305(d)	SPR	STBG	CRP
100	Administration	\$ 29,188	\$ 12,344	\$ -	\$ -	\$ -
200	Regional Planning Data Collection - HPMS Transportation Improvement Plan (TIP) Regional Transportation Plan (RTP) Public Involvement Plan (PIP) & Title VI	\$ 136,211	\$ 57,605	\$ 480,136	\$ 1,764,168	\$ -
300	Coordinated Public/Mobility	\$ 25,296	\$ 10,698	\$ -	\$ -	\$ -
400	Environmental Overveiw	\$ 3,892	\$ 1,646	\$ -	\$ -	\$ -
Total		\$ 194,587	\$ 82,293	\$ 480,136	\$ 1,764,168	\$ -

LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION (MPO) - Budget Summary

ADOT Contract #: GRT-25-0011019-T		Fiscal Year 2027				OA Rate: 0.949
Description		Funding Sources				
		Consolidated Planning Grant (CPG)		SPR	STBG	CRP
		PL	5305 (d)			
Lake Havasu City Project #:		931010	931011	931013	931014	931016
Federal Contract #:		-	-	-	-	-
ADOT Project/GAE #:		-	-	-	-	-
In-Kind Match Rate		5.7%	5.7%	20%	5.7%	5.7%
FY 27 Revenue						
FY27 Federal Apportionments / Award		\$ 163,839	\$ 67,108	\$ 125,000	\$ 312,048.00	\$ 130,902.72
Obligation Authority (OA)		\$ 155,483	\$ -	\$ 118,625	\$ 296,133.55	\$ 124,226.68
Amount to be Authorized by LHMPO		\$ 163,839	\$ 67,108	\$ 110,269	\$ 296,134.00	\$ 124,226.68
FY 26 Carry Forward (OA)	PL	TBD				
FY 26 Carry Forward (OA)	5305 (d)		TBD			
FY 26 Carry Forward (OA)	SPR			TBD		
FY 26 Carry Forward (OA)	STBG				\$ 15,209.00	
FY 26 Carry Forward (OA)	HSIP					
FY 26 Carry Forward (OA)	CRP					\$ 126,542.83
Total FY 27 Revenue (OA)		\$ 163,839.00	\$ 67,108.00	\$ 110,269.21	\$ 311,342.55	\$ 250,769.51
FY 27 Local Match (In-Kind) Required		\$ 9,594.68	\$ 4,030.72	\$ 27,567.30	\$ 18,700.24	\$ 62,692.38
FY 27 Expenditures						
		PL	5305(d)	SPR	STBG	CRP
Personnel Expenses		\$ 144,492.00	\$ 67,108.00	\$ -	\$ -	\$ -
Operating Expenses		\$ 38,550.00	\$ -	\$ -	\$ 311,342.55	\$ -
Profesional Services / Planning Studies		\$ -	\$ -	\$ 40,000.00	\$ -	\$ -
Total FY27 Expenditures (OA)		\$ 183,042.00	\$ 67,108.00	\$ 40,000.00	\$ 311,342.55	\$ -
Remaining Balance		\$ (19,203.00)	\$ -	\$ 70,269.21	\$ 0.00	\$ 250,769.51

Total FY27 Budget (OA):	\$ 903,328.27
Total In-Kind Match:	\$ 122,585.32
Total w/Match	\$ 1,025,913.59

FY27 Work Element Breakdown - OA						
Work Element Number	Work Element Description	PL	5305(d)	SPR	STBG	CRP
100	Administration	\$ 27,456	\$ 10,066	\$ 400	\$ -	\$ -
200	Regional Planning Data Collection - HPMS Transportation Improvement Plan (TIP) Regional Transportation Plan (RTP) Public Involment Plan (PIP) & Title VI	\$ 128,129	\$ 46,976	\$ 38,800	\$ -	\$ -
300	Coordinated Public/Mobility	\$ 23,795	\$ 8,724	\$ 400	\$ -	\$ -
400	Environmental Overveiw	\$ 3,661	\$ 1,342	\$ 400	\$ -	\$ -
Total		\$ 183,042	\$ 67,108	\$ 40,000	\$ -	\$ -

Exhibit B – Travel Policy

DRAFT



Lake Havasu Metropolitan Planning Organization (LHMPO)

FY26-FY27

Travel Policy



Prepared By: Sarah Lojewski, LHMPO Director

Contents

1. Purpose and Scope	2
2. Definition of Travel Costs.....	2
3. Reimbursement of Travel Costs	2
4. Lodging and Subsistence Costs.....	2
5. Dependent Care Costs.....	3
6. Rates and Amounts for Reimbursement.....	3
7. Air Travel Policies	3
8. Ground Transportation	3
9. Reimbursement Process	4
10. Travel Authorization Requirements	4
11. In-State Travel Authorization	4
12. Out-of-State Travel Authorization	4
13. Compliance and Monitoring	4

1. Purpose and Scope

This travel policy establishes guidelines and procedures for the reimbursement of travel costs incurred by employees, board members, technical advisory committee (TAC) members, and contractors/consultants engaged in official business for the Lake Havasu Metropolitan Planning Organization (LHMPO). This policy complies with federal regulations and ensures that travel expenses are reasonable, necessary, and in line with federal cost principles, which are applied to the entire trip.

2. Definition of Travel Costs

Travel costs include expenses incurred while in official travel status for transportation, lodging, meals, and incidentals. This policy applies to:

- Employees, board members, and TAC members.
- Contractors and consultants performing work under authorized contracts.

3. Reimbursement of Travel Costs

LHMPO reimburses travel costs using the following methods, applied to an entire trip:

- **Actual cost basis:** Reimbursement of actual costs incurred, supported by receipts.
- **Per diem/mileage basis:** Reimbursement based on federal General Services Administration (GSA) per diem and mileage rates.
- **Combination of the two:** As approved by LHMPO Executive Board Chairman.

All travel expenses are charged to the employee's designated bank card and reimbursed based on actual costs incurred, supported by appropriate documentation.

All reimbursement rates and methods must be consistent across federally and non-federally funded travel.

4. Lodging and Subsistence Costs

- Lodging and per diem rates will not exceed federal GSA rates.
- Travel costs charged to a federal award must be necessary for the award and must be reasonable, consistent with LHMPO policies.

5. Dependent Care Costs

- Temporary dependent care costs incurred during official travel are reimbursable if they meet the following conditions:
 1. They result from travel required for a federal award.
 2. They align with LHMPO's established policies for all travelers.
 3. They are temporary and applicable only for the travel period.

Travel costs for dependents are unallowable, except for travel exceeding six months with prior federal approval.

6. Rates and Amounts for Reimbursement

- Reimbursements must follow the federal GSA rates or be lower.
- Employees may not receive both mileage reimbursement and fuel reimbursement for the same trip.

7. Air Travel Policies

- **Commercial Air Travel:**
 - Only economy or basic least expensive unrestricted accommodations are allowable.
 - First-class or business-class airfare is only reimbursable with justification, including instances where it avoids excessive layovers or medical accommodations.
 - Travelers must provide documentation if lower-cost airfare was unavailable.
- **Non-Commercial Air Travel:**
 - Costs of leased, chartered, or owned aircraft must not exceed commercial airfare for similar routes.

8. Ground Transportation

- Employees must use the most cost-effective option, including:
 - Work vehicles, if available, must be the first option.
 - Personally-owned vehicles (mileage reimbursement based on federal rates).
 - Rental cars (only if necessary and approved in advance).
 - Rideshare services such as Uber/Lyft and taxis (when justified).
- Travelers cannot claim both mileage and fuel reimbursement for the same trip.

9. Reimbursement Process

- Employees and contractors must submit travel reimbursement requests through LHMPO's Accounts Payable Department.
- Direct reimbursement from funding agencies is not permitted.
- Reimbursement will be processed according to LHMPO's standard financial procedures.

10. Travel Authorization Requirements

- All official travel requires prior approval from LHMPO Executive Board Chairman.
- Additional federal agency approval is required for elected officials when travel costs are charged to federal funds.
- Work program approval needed on individual or event travel that will exceed \$5,000

11. In-State Travel Authorization

- LHMPO Staff, Board Members, and TAC members may attend meetings, trainings, conferences, and review panels related to transportation and planning, hosted by:
 - Federal, state, and local government agencies (e.g., FHWA, FTA, ADOT, MPOs, AASHTO, etc.).
 - National or local non-profit organizations related to transportation (e.g., AzTA, RTAC, ACEC, AMPO, NARC, ITE, APA, etc.).

12. Out-of-State Travel Authorization

- LHMPO anticipates participation in two out-of-state conferences:
 - **AMPO Conference**
 - **Transit-related conference (to be determined)**
- Additional out-of-state travel must receive prior approval from LHMPO Executive Board Chairman.

13. Compliance and Monitoring

- All travel expenses are subject to audit and must comply with LHMPO's internal financial processes.
- Any misuse or fraudulent claims may result in disciplinary action.

This policy ensures that LHMPO travel expenditures are consistent with federal regulations, support the organization's mission, and maintain fiscal responsibility.

Exhibit C – Self Certification

DRAFT

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
LHMPO Director

Date

MD Iqbal Hossain, PE. Date
Director, Multimodal Planning

Exhibit D – UPWP & Budget Approvals

In accordance with **GRT-25-0011019-T**, the Lake Havasu MPO shall submit the Unified Planning Work Program and Budget to the Executive Board for approval. The Lake Havasu MPO may not incur any costs for work outlined in the UPWP or any subsequent amendments prior to receiving written approval from ADOT, FHWA, and FTA.

Lake Havasu Metropolitan Planning Organization (MPO)

Sarah Lojewski, Director
Lake Havasu MPO

Date

Cal Sheehy, Chair
Lake Havasu MPO

Date

Arizona Department of Transportation (ADOT), Multimodal Planning Division

MD Iqbal Hossain, PE.
Director ADOT

Date

Will Randolph, Regional Transportation Planner
ADOT MPD

Date

Item #7

ACTION ITEM

***FY2026-FY2030 Transportation Improvement
Plan***

(TIP)

Sarah Lojewski, LHMPO Director

**LAKE HAVASU MPO
REQUEST FOR ACTION**

SUBJECT: **Discussion and Possible Action to Approve the Updated FY 2026-FY2030
Transportation Improvement Program (TIP)**

SUBMITTED BY: Sarah Lojewski, MPO Director

AGENDA TYPE: Discussion & Possible Action

ATTACHMENTS:

- Memo/Summary
- Updated TIP FY 2026-FY 2030
- FY 2025 Transit Administrative Amendment #1/ 5307 Transit TIP

SUMMARY/BACKGROUND:

See attachments, The Updated TIP FY2026-FY2030 which include all formal and administrative amendments made during FY25.

ACTION OPTION:

Motion to approve the Update FY2026-FY2030 TIP.

OR

Action as a result of the discussion

RECOMMENDATION:

Motion to approve the Update FY2026-FY2030 TIP.



LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2026 – 2030

900 London Bridge Road, Building B
Lake Havasu City, AZ 86404

Telephone (928) 453-2823

www.LHMPO.org

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

Date

MD Iqbal Hossain, PE.
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

TABLE OF CONTENTS

I. INTRODUCTION.....	4
Mission Statement.....	4
Purpose.....	4
Executive Board	4
Technical Advisory Committee (TAC)	4
Geographic Area	4
II. PUBLIC INVOLVEMENT PROCESS.....	6
TIP Public Involvement Process	6
III. FUNDING SOURCE AND BUDGET.....	8
Planning Funds (PL) and State Planning & Research Funds (SPR)	8
Surface Transportation Block Grant Program Funds (STBGP)	8
Highway Safety Improvement Program Funds (HSIP)	8
Carbon Reduction Program Funding (CRP).....	9
Transportation Alternatives Funding (TA)	9
Federal Transit Administration Funding (FTA) – Section 5305d.....	9
Federal Transit Administration Funding (FTA) – Section 5304 & 5305e	10
FTA Section 5307 – Urbanized Areas.....	10
Highway User Revenue Funds (HURF) Exchange Program	10
IV. TRANSIT.....	11
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program:.....	11
FTA 5307 Urbanized Public Transit:.....	11
V. PERFORMANCE TARGETS	12
Safety.....	12
Infrastructure Conditions	13
Congestion Reduction	14
System Reliability.....	14
Freight Movement and Economic Vitality	15
Transit.....	15
Transit Asset Management Plan.....	16
Public Transportation Agency Safety Plan.....	16
Greenhouse Gas Emissions Reduction	17
VI. TIP PROJECTS	18

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.lhmopo.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).

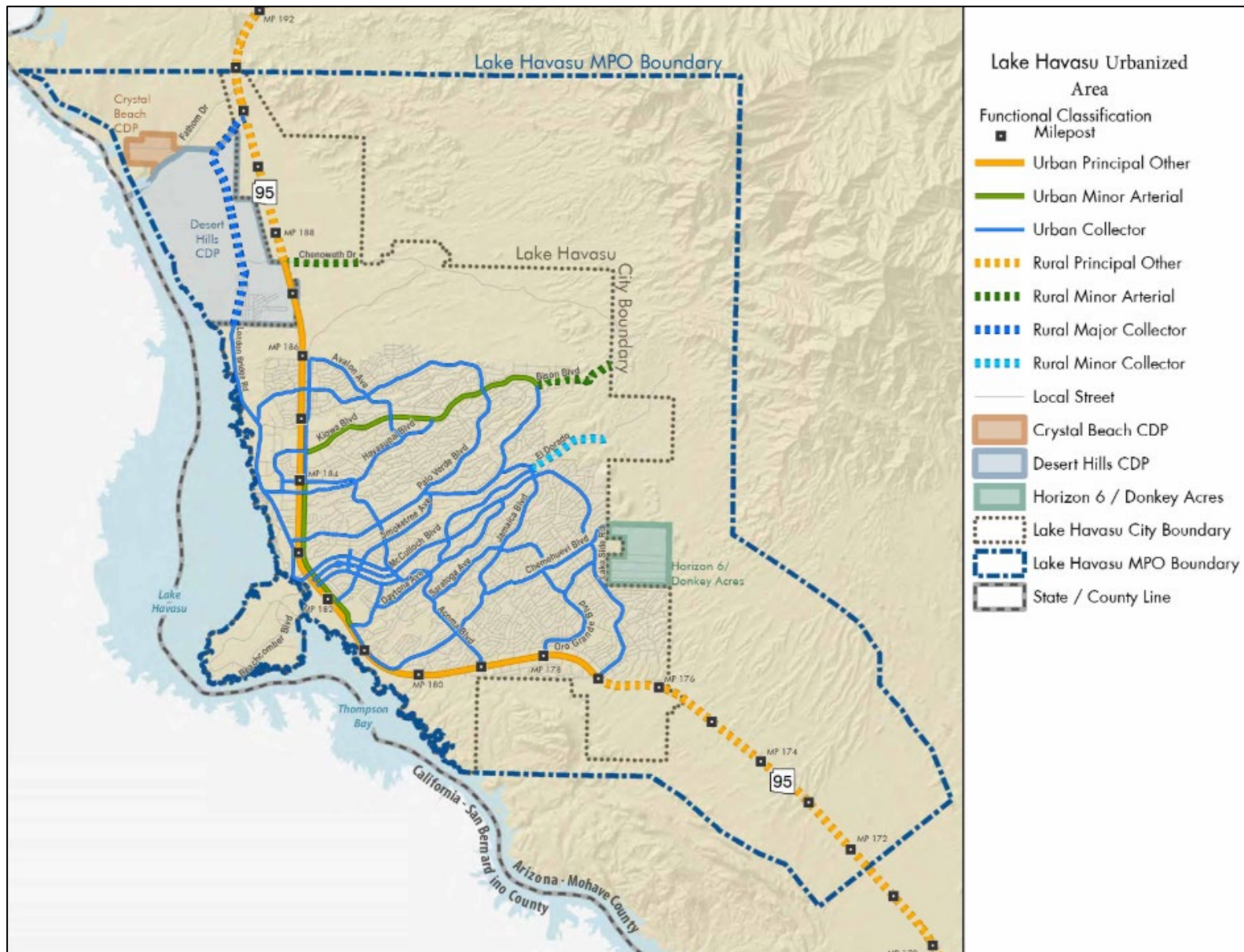
Technical Advisory Committee (TAC)

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:

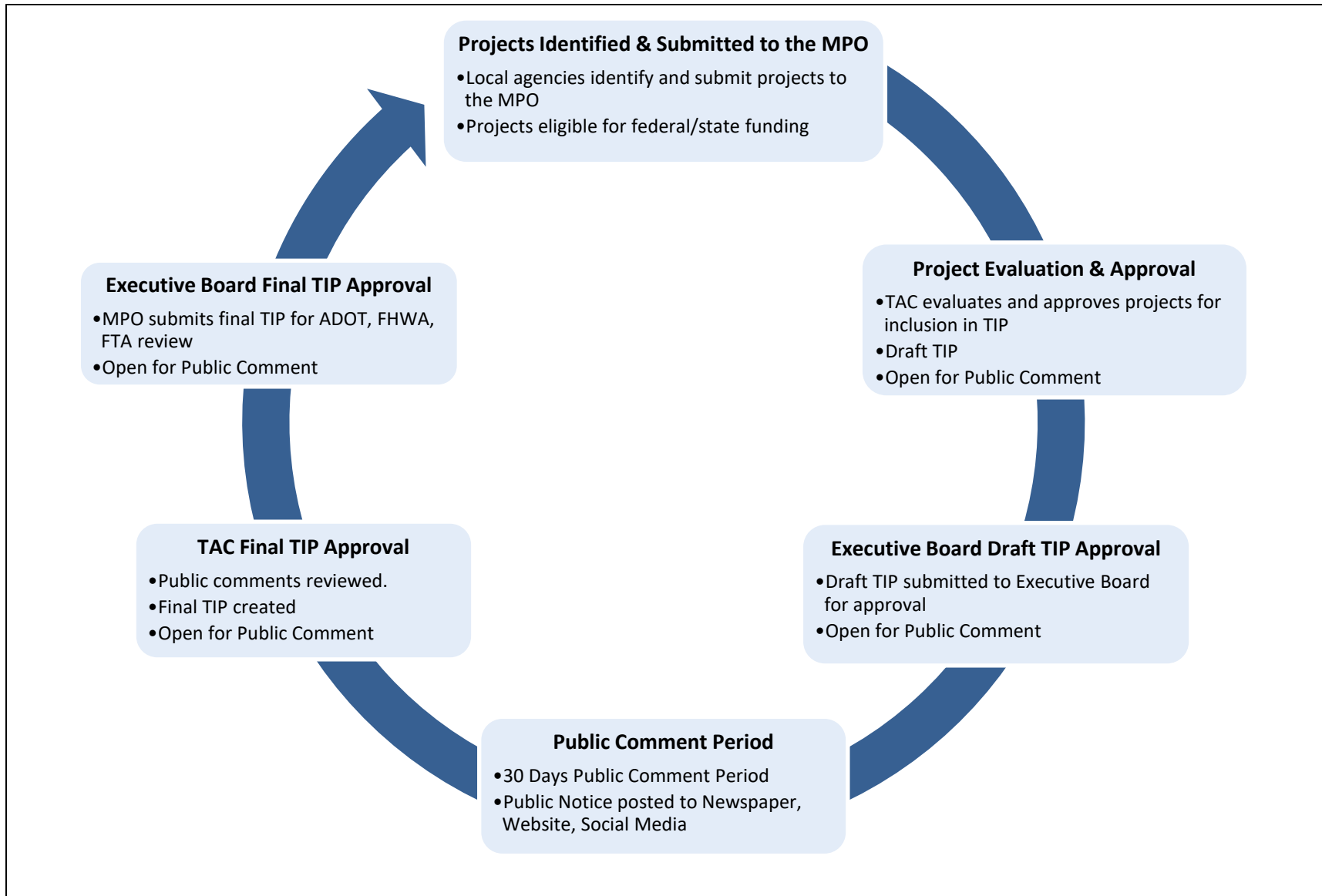
- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and 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	\$163,839
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
--	-----------

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	\$128,335
--------------------------------------	-----------

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 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 amount below reflects the annual apportionment of FTA Section 5305d funding.

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

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 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, 2024, the Arizona Department of Transportation (ADOT) formally established Safety Projections (Targets) for the state of Arizona for 2025. 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	2025 Target
Number of Fatalities	1263.8
Rate of Fatalities per 100 million VMT	1.665
Number of Serious Injuries	3729.6
Rate of Serious Injuries per 100 million VMT	4.914
Number of Non-motorized Fatalities and Serious Injuries	846.6

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 LHMPPO 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	Percent of revenue vehicles that have met or exceeded their useful life benchmark	17%
Equipment	Percent of service vehicles that have met or exceeded their useful life benchmark	0%
Facilities	Percent of facilities rated below 3 on the FTA Transit Economic Requirements Model (TERM) Scale	0%

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. LHMPPO 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 2026-2030 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	Installation	Lake Havasu City	Traffic Signals ITS	Various Intersections - SR95, Lake Havasu Ave. & Other Intersections	-	Varies	-	-	HURF X STBG	FHWA	\$ -	\$ -	\$ -	\$ 113,991.94	\$ 1,025,927.44	\$ 1,139,919.38	
TOTALS												\$ -	\$ -	\$ -	\$ 113,991.94	\$ 1,025,927.44	\$ 1,139,919.38	
2027																		
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028																		
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																		
															\$ -	\$ -	\$ -	
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																		
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

1. "STBG" 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 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 2026 to 2030. 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 2026-2030 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
2025																	
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		\$ -	\$ -	\$ 40,000.00	\$ -	\$ 40,000.00
TOTALS												\$ -	\$ -	\$ -	\$ 40,000.00	\$ -	\$ 40,000.00
2026																	
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	\$ -	\$ 27,569.50	\$ -	\$ -	\$ 483,675.50
TOTALS												\$ 456,106.00	\$ -	\$ 27,569.50	\$ -	\$ -	\$ 483,675.50
2027																	
										CRP	FHWA						\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028																	
										CRP	FHWA						\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																	
										CRP	FHWA						\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																	
										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 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 2026 to 2030. 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.

Terms: "CRP" : Carbon Reduction Program

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2026-2030 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
2024																
LHM-H23-101	T0399	Construction	Lake Havasu City	McCulloch Blvd & Jamaica Blvd Traffic Signal	McCulloch Boulevard and Jamaica Boulevard, McCulloch Blvd and El Dorado Ave	-	Urban Major Collector			HSIP	FHWA	\$ 917,000.00	\$ -	\$ -	\$ 531,810.00	\$ 1,448,810.00
LHM-H25-101		Design	ADOT Northwest Dist.	State Route 95 - Raised Median	S. Palo Verde to Industrial Blvd (0.8 miles), N. Palo Verde to North of Chenoweth (2.2 miles), S. Acoma to Oro Grande (1.0 miles)	4 Miles	Urban Principal Arterial	4	4	HSIP	FHWA	\$ 212,884	\$ -	\$ 12,868	\$ -	\$ 225,752
LHM-H25-102	T0434	Design	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	\$ 192,950	\$ -	\$ -	\$ -	\$ 192,950
LHM-H25-103	T0456	Design	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	\$ 235,735	\$ -	\$ 14,249	\$ -	\$ 249,984
LHM-H25-104	T0435	Design	Lake Havasu City	Systemic Speed Feedback Signs	Various Locations (10) Corridors in LHC	N/A	N/A			HSIP	FHWA	\$ 272,400	\$ -	\$ -	\$ -	\$ 272,400
TOTALS												\$1,830,969	\$0	\$27,117	\$531,810	\$2,389,896
2025																
LHM-H25-104	T0435	Construction	Lake Havasu City	Systemic Speed Feedback Signs	Various Locations	N/A	N/A			HSIP	FHWA	\$ 742,456	\$ -	\$ -	\$ -	\$ 742,456
LHM-H25-101		Construction	ADOT Northwest Dist.	State Route 95 - Raised Median	S. Palo Verde to Industrial Blvd, & N. Palo Verde to Price Rd (3.4 miles)	3.4 Miles	Urban Principal Arterial	4	4	HSIP	FHWA	\$ 3,079,723	\$ -	\$ 186,155	\$ -	\$ 3,265,878
TOTALS												\$3,822,179	\$0	\$186,155	\$0	\$4,008,334
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	\$ 215,598	\$ -	\$ -	\$ -	\$ 215,598
TOTALS												\$215,598	\$0	\$0	\$0	\$215,598
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	\$ 287,226	\$ -	\$ 17,361	\$ -	\$ 304,587
LHM-H27-101		Design	Mohave County	London Bridge Road High Friction Surface Treatment and shoulder pavement	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	\$ 233,553	\$ -	\$ 14,117	\$ -	\$ 247,670
LHM-H27-102		Design	Lake Havasu City	McCulloch Blvd High Visibility Crosswalks with In-Pavement Light System	McCulloch Blvd		Urban Minor Arterial			HSIP	FHWA	\$ 245,314	\$ -	\$ 2,280	\$ -	\$ 247,594
LHM-H27-103		Design	Lake Havasu City	Palo Verde Blvd N/ N. Lake Havasu Ave Traffic Signal	Palo Verde Boulevard North and North Lake Havasu Avenue		Urban Major Collector			HSIP	FHWA	\$ 333,479	\$ -	\$ 2,280	\$ -	\$ 335,759
TOTALS												\$287,226	\$0	\$17,361	\$0	\$1,135,610

**Lake Havasu Metropolitan Planning Organization (MPO)
FY 2026-2030 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
2028																
LHM-H27-101		Construction	Mohave County	London Bridge Road High Friction Surface Treatment and shoulder pavement	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	\$ 1,770,928	\$ -	\$ 107,044	\$ -	\$ 1,877,972
LHM-H27-102		Construction	Lake Havasu City	McCulloch Blvd High Visibility Crosswalks with In-Pavement Light System	McCulloch Blvd		Urban Minor Arterial			HSIP	FHWA	\$ 876,591	\$ -	\$ -	\$ -	\$ 876,591
LHM-H27-103		Construction	Lake Havasu City	Palo Verde Blvd N/ N. Lake Havasu Ave Traffic Signal	Palo Verde Boulevard North and North Lake Havasu Avenue		Urban Major Collector			HSIP	FHWA	\$ 1,295,571	\$ -	\$ -	\$ -	\$ 1,295,571
TOTALS												\$1,770,928	\$0	\$107,044	\$0	\$4,050,134
2029																
											FHWA					\$ -
											FHWA					\$ -
2030																
											FHWA					\$ -
											FHWA					\$ -
											FHWA					\$ -
TOTALS												\$0	\$0	\$0	\$0	\$0

Notes:

1. Only "STBG" & "CRP" funded programs are selected by LHMPPO; 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 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

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 2026 to 2030. 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 2026-2030 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
2024																	
LHM-TA24-101	104264	Planning/Scoping	LHMPO	Lake Havasu MPO Safe Routes to School Scoping Project	Various Locations	-	Varies - Local, Minor Collector, Major Collector	-	-	TA	FHWA	\$ 408,668.00	\$ -	\$ 24,702.00	\$ -	\$ -	\$ 433,370.00
TOTALS												\$ 408,668.00	\$ -	\$ 24,702.00	\$ -	\$ -	\$ 433,370.00
2025																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2026																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2027																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030																	
																	\$ -
TOTALS												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

- Notes:
1. Only "STBG" & "CRP" funded programs are selected by LHMPO; 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 LHMPO 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 2026 to 2030. 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 2026-2030 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
2024											
LHM-M24-101	Awarded	LHMPO	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2024 Section 5310 Awards	Cutaway with Lift (9 passenger) Replacement 7985	5310	FTA	\$119,762		\$29,940		\$ 149,702
LHM-M24-102	Awarded	LHMPO	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2024 Section 5310 Awards	Van w/ Lift (11 passenger) Replacement 7986	5310	FTA	\$88,240		\$22,060		\$ 110,300
LHM-M24-103	Awarded	LHMPO	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2024 Section 5310 Awards	Preventative Maintenance (Yr-2)	5310	FTA	\$10,000		\$2,500		\$ 12,500
LHM-M24-104	Awarded	LHMPO/WACOG/BHMP O	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2024 Section 5310 Awards	Operating Funds	5310	FTA	\$21,000		\$21,000		\$ 42,000
LHM-M24-105	Awarded	LHMPO/WACOG/BHMP O	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2024 Section 5310 Awards	Minivan - w/ ramp Replacement 9503	5310	FTA	\$28,662		\$7,166		\$ 35,828
LHM-M24-106	Awarded	LHMPO	Western Arizona Council of Governments	COG/MPO Regional Mobility Management (Yr-1)	5310	FTA	\$57,400		\$14,350		\$ 71,750
LHM-M24-107	Awarded	LHMPO/WACOG/BHMP O	NAU - Senior Companion Program - Small Urban Operating per FFY 2020 Section 5310 Awards	Operating Funds	5310	FTA	\$3,790		\$3,790		\$ 7,580
LHM-M24-108	Awarded	LHMPO/WACOG/BHMP O	New Horizons Center Inc. for People with Special Needs - Small Urban Capital per FFY 2024 Section 5310 Awards	Capital	5311	FTA	\$4,077		\$1,019		\$ 5,097
LHM-M24-109	Awarded	LHMPO/WACOG	Rise Inc. - Small Urban Capital per FFY 2024 Section 5310 Awards	Capital	5312	FTA	\$2,500		\$625		\$ 3,125
TOTALS							\$ 335,431.16	\$ -	\$ 102,450.17	\$ -	\$ 437,881.33
2025											
					5310	FTA					\$ -
					5310	FTA					\$ -
					5310	FTA					\$ -
TOTALS							\$0	\$0	\$0	\$0	\$0
2026											
					5310	FTA					\$ -
					5310	FTA					\$ -
					5310	FTA					\$ -
TOTALS							\$0	\$0	\$0	\$0	\$0



The following memos outline the administrative modifications made to the FY2026-30 LHMPO Transportation Improvement Program (TIP) for **FY2025 – Amendments #1 (Administrative)**

FY2025 – Amendment # 1

The following outlines changes made to the TIP:

Action Taken:

Local public/city transit projects are funded with 5307 FTA federal dollars and must be listed in the LHMPO's TIP. However, these projects have no impact on LHMPO fiscal constraint or other regional funding; Any changes made to the 5307 Transit section of the TIP are considered Administrative.

The following are 5307/STBG Public Transit projects that have already taken place and are for informational purposes only:

Projects Removed

1. LHT-21-305 ADOT ID 102325 Shade Cover for Vehicles Remove Project
2. LHT-22-301C ADOT ID 102320 Transit Facility Yard Remove Project

Project Funding Decrease / Increase

1. LHT-23-303 ADOT ID #103321 Vehicle Wireless Camera Technology change funding from \$38,896 with a local match of \$2,351 to \$112,466 with a local match \$6,411

Lake Havasu City Transit - 5307 / CARES Act / Transit STBG											
TIP ID #	Project Phase / Description	ADOT ID	Project Sponsor	Project Name / Location	Fed Aid Type	Fed Aid Funding Year	Federal Funds Source	Federal Funds	Local Match	Other Funds Local	Total Cost
2021											
LHT21-301A	FTA Vehicle	102245	Lake Havasu City Transit	FTA Vehicle	CARES	FFY2020	FTA	\$ 130,000	0		\$ 130,000
LHT-21-307	FTA Vehicle	102327	Lake Havasu City Transit	FTA Vehicle	5307	FFY2019	FTA	\$ 86,000	\$ 15,176	\$ -	\$ 101,176
LHT-21-308	FTA Vehicle	102328	Lake Havasu City Transit	FTA Vehicle	5307	FFY2019	FTA	\$ 86,000	\$ 15,176	\$ -	\$ 101,176
LHT-21-309	FTA Vehicle	102329	Lake Havasu City Transit	FTA Vehicle	5307	FFY2019	FTA	\$ 86,000	\$ 15,176	\$ -	\$ 101,176
TOTALS								\$ 258,000	\$ 45,529	\$ -	\$ 303,529
2022											
LHT-22-302	Capital	102247	Lake Havasu City Transit	Bus Signage	5307	FFY2019	FTA	\$ 17,000	\$ 4,250		\$ 21,250
LHT-22-303	Capital	102248	Lake Havasu City Transit	Bus Shelters	5307	FFY2019	FTA	\$ 33,000	\$ 8,250		\$ 41,250
TOTALS								\$ 50,000	\$ 12,500	\$ -	\$ 62,500

Lake Havasu Metropolitan Planning Organization (MPO)

FY 2021-2026 Transportation Improvement Program

2022 UPDATE

TIP ID #	Project Phase / Description	ADOT ID	Project Sponsor	Project Name / Location	Fed Aid Type	Fed Aid Funding Year	Federal Funds Source	Federal Funds	Local Match	Other Funds Local	Total Cost
2023											
LHT-23-301	FTA Vehicle	102341	Lake Havasu City Transit	FTA Vehicle	5307	FFY2020/FFY2021	FTA	\$150,000	\$26,471	\$-	\$176,471
TOTALS								\$150,000	\$26,471	\$0	\$176,471

Lake Havasu Metropolitan Planning Organization (MPO)

FY 2021-2026 Transportation Improvement Program

2022 UPDATE

TIP ID #	Project Phase / Description	ADOT ID	Project Sponsor	Project Name / Location	Fed Aid Type	Fed Aid Funding Year	Federal Funds Source	Federal Funds	Local Match	Other Funds Local	Total Cost
2024											
LHT-21-305	Capital	102325	Lake Havasu City Transit	Shade Cover for Vehicles	5307	FFY2019	FTA	\$ 50,000	\$ 12,500	\$	\$ 62,500
LHT-24-303	Capital	103322	Lake Havasu City Transit	FTA Vehicle	5307	FFY2020/ FFY2021	FTA	\$ 180,000	\$ 31,765		\$ 211,765
LHT-24-304	Capital	103323	Lake Havasu City Transit	FTA Vehicle	5307	FFY2024	FTA	\$ 200,000	\$ 35,294	\$ -	\$ 235,294
LHT-23-303	Capital	103321	Lake Havasu City Transit	Vehicle Wireless Camera Technology	STBG	FFY2021/ FFY2022/ FY2023	FTA	\$ 112,466	\$ 6,411	\$ -	\$ 118,877
LHT-24-307	Maintenance	103828	Lake Havasu City Transit	Vehicle/Building Maintenance	5307	FFY2020	FTA	\$ 42,000	\$8,400		\$ 50,400
LHT-24-308	Maintenance	104658	Lake Havasu City Transit	Vehicle/Building Maintenace FY24-FY26	5307	FFY2022	FTA	\$ 60,000	\$12,000		\$ 72,000
TOTALS								\$644,466	\$106,370	\$0	\$750,836
2025											
LHT-25-301	Operating	103325	Lake Havasu City Transit	Operating Expenses	5307	FFY2021	FTA	\$458,000	\$229,000		\$687,000
LHT-23-302	Capital	102344	Lake Havasu City Transit	FTA Vehicle	5307	FY2025	FTA	\$ 200,000	\$ 35,294	\$ -	\$ 235,294
LHT-25-303	Capital	103327	Lake Havasu City Transit	FTA Vehicle	5307	FFY2024	FTA	\$200,000	\$35,294		\$235,294
TOTALS								\$858,000	\$299,588	\$0	\$1,157,588
2026											
LHT-26-301	Operating	103328	Lake Havasu City Transit	Operating Expenses	5307	FFY2022 / FFY2023	FTA	\$440,000	\$220,000		\$660,000
LHT-26-305	Operating	104659	Lake Havasu City Transit	Vehicle/Building Maintenance FY27-FY29	5307	FFY2025	FTA	\$60,000	\$12,000		\$72,000
LHT-26-306	Operating	104660	Lake Havasu City Transit	Operating Expenses	5307	FFY2023	FTA	\$300,000	\$150,000		\$450,000
TOTALS								\$800,000	\$382,000	\$0	\$1,182,000

Lake Havasu Metropolitan Planning Organization (MPO)
FY 2021-2026 Transportation Improvement Program

2022 UPDATE

TIP ID #	Project Phase / Description	ADOT ID	Project Sponsor	Project Name / Location	Fed Aid Type	Fed Aid Funding Year	Federal Funds Source	Federal Funds	Local Match	Other Funds Local	Total Cost
2027											
LHT-22-301C	Construction	102320	Lake Havasu City Transit	Transit Facility Yard	5307	FFY2026	FTA	\$ 400,000	\$ 20,000	\$ 80,000	\$ 500,000
LHT-27-301	Operating	103829	Lake Havasu City Transit	Operating Expenses	5307	FFY2024	FTA	\$500,000	\$250,000		\$750,000
LHT-27-302	Capital	103830	Lake Havasu City Transit	FTA Vehicle	5307	FFY2025	FTA	\$200,000	\$35,294		\$235,294
LHT-27-304	Maintenance	103832	Lake Havasu City Transit	Vehicle/Building Maintenance	5307	FFY2024	FTA	\$60,000	\$12,000		\$72,000
TOTALS								\$1,160,000	\$317,294	\$80,000	\$1,557,294
2028											
LHT-26-302	Capital	103329	Lake Havasu City Transit	Electric Charging Station	5307	FFY2026	FTA	\$150,000	\$37,500		\$187,500
LHT-28-301	Operating	104661	Lake Havasu City Transit	Operating Expenses	5307	FFY2026	FTA	\$500,000	\$250,000		\$750,000
LHT-28-302	Maintenance	104662	Lake Havasu City Transit	Vehicle/Building Maintenance	5307	FFY2026	FTA	\$60,000	\$12,000		\$72,000
								\$710,000	\$299,500		\$1,009,500

Notes:

Projects highlightd in "Yellow" show an amended change in this updated summary

Terms:

5307 Funding - Allocated funding for transit
CARES Act- One time funding source no expiration date

Note: This is an overall listing of all Lake Havasu Transit projects that have been preliminarily approved by Lake Havasu City, by year, for 2024 to 2030. Some projects will need to be moved or reprogrammed due to

Item #8

ADOT MPD Traffic Presentation

Sanja Katic-Jauhar & Lucas Murray, ADOT MPD

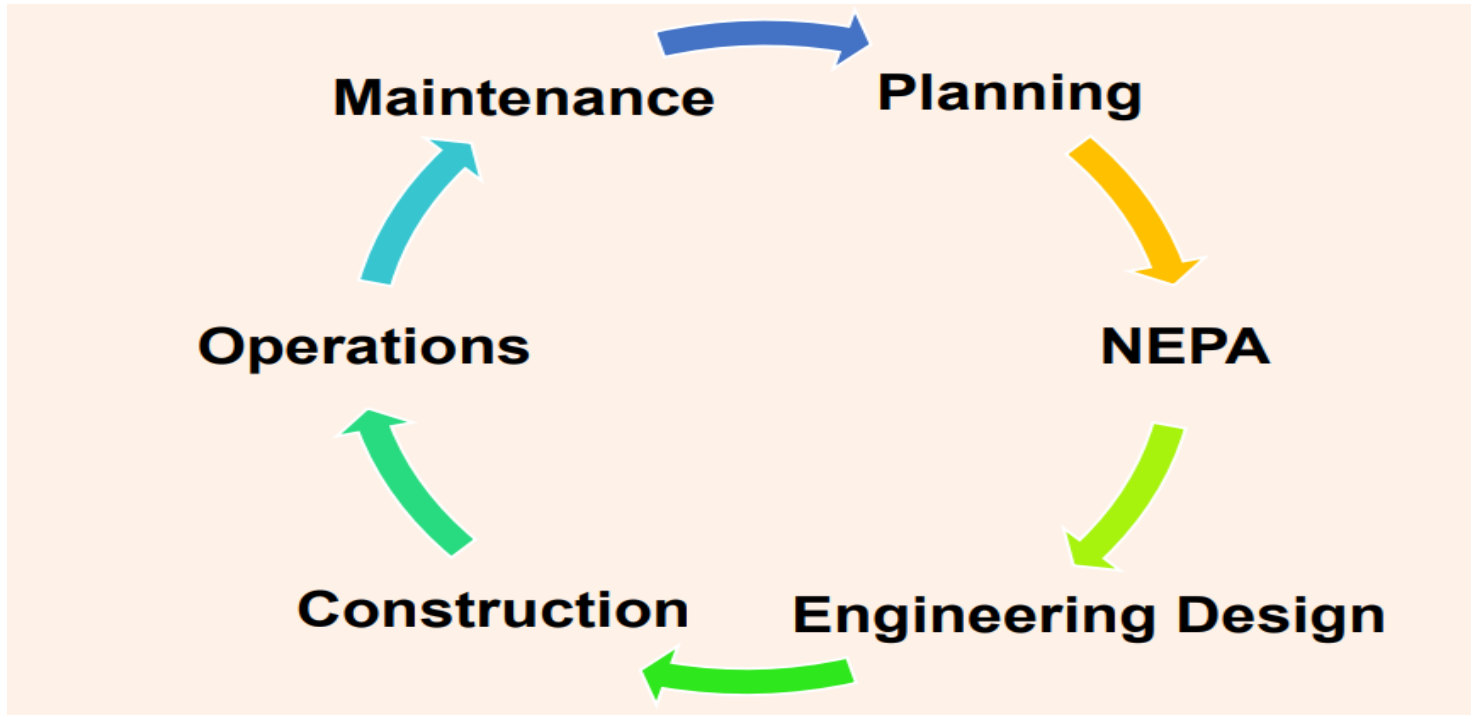
Traffic Data Coordination Updates

Sanja Katic -Jauhar (ADOT MPD)

Lucas Murray (ADOT MPD)

LHMPO TAC Meeting, March 25, 2025

Why do public agencies collect traffic data?



Traffic Count Data Coordination Roles

ADOT

- Compile and submit annual HPMS data report to FHWA
- Technical assistance to local public agencies
- Provide data management tools, information, training, and support to local public agencies

Local Partners

- Collect the traffic data on roads under your ownership
- Voluntary data sharing with ADOT via MS2 or send to AZTrafficData@azdot.gov
- Voluntary coordination with ADOT on management of traffic count program

ADOT's HPMS Requirements and Guidance

ARIZONA HPMS TRAFFIC REPORTING

What traffic related Data Items are needed, and where?

HPMS Traffic Data Items (from HPMS Field Manual, page 2-3)

Data Item Type	Item Number	Data Item	Extent
Traffic	21	Annual Average Daily Traffic	FE + R
	22	Single-Unit Truck & Bus AADT	FE* SP*
	23	Percent Peak Single-Unit Trucks & Buses	SP
	24	Combination Truck AADT	FE* SP*
	25	Percent Peak Combination Trucks	SP
	26	K-factor	SP
	27	Directional Factor	SP
	28	Future AADT	SP
	29	Signal Type	SP
	30	Percent Green Time	SP
	31	No. of Signalized Intersections	SP
	32	No. of Stop Sign-Controlled Intersections	SP
	33	No. of Intersections, Type - Other	SP

FE = Full Extent (all FFC above "local" network, R = Ramps, SP = Sample Panels, * = some functional systems and some sample panels as relevant to individual data items in HPMS Field Manual section 4.4.

- AADT required on all functionally classified urban roads, and all but minor collectors and local roads in rural areas.

Functional System	NHS	1	2	3	4	5	6	7
	IH	OFE	OPA	MIA	McC	MIC	Local	
Rural	FE+R	FE+R	FE+R	FE+R	FE+R	FE+R		
Urban	FE+R	FE+R	FE+R	FE+R	FE+R	FE+R		

- Traffic volume cannot be extrapolated from sample panels to estimate non-sample segments.
- Existing sample panels make up 30% of all Federal Functionally Classified (FFC) road miles, but only 13% of local agency owned FFC miles.
- Vehicle classification counts are needed on all sample panel road segments.
- Directional 15-minute bin traffic counts are needed to calculate K-factor and Directional Factor.

ARIZONA HPMS TRAFFIC REPORTING

How often are new traffic counts needed?

- Minimum 3-year count cycle** – The traffic monitoring program shall cover all NHS and Principal Arterial System (PAS) roadway sections (i.e., Interstates, Other Freeways and Expressways, and Other Principal Arterials) on a three-year cycle or better, at least one-third of these roadway sections should be counted each year. The remaining two-thirds counts must be estimated based on a documented process in accordance with the TMG and the Field Manual. The State shall cover all roads on these systems, not just State-owned roads, so data provided by MPOs, cities, or counties should be included in the count cycle. [HPMS Field Manual page 5-3]
- Minimum 6-year count cycle** – The traffic count program on a six-year cycle or better for all non-NHS lower functional system roadway sections (i.e., minor arterials, major collectors, and urban minor collectors). Traffic data for ramps, as defined in Chapter 4, are also to be collected on a six-year cycle or better. [HPMS Field Manual page 5-3]

Summary of traffic count cycles for state and non-state owned roads:

Logical Groups	Count Cycle	Classification Counts?
Principal Arterials & NHS Connectors	3-year	Interstate and Samples only
Minor Arterials and most Collectors	6-year	Samples only
Local and Rural Minor Collectors	Unstated ¹	No
Sample Panels	According to functional system ²	Yes

Source: HPMS Field Manual, December 2016, Chapter 4, Item 21, pages 4-51 and 4-52, except as follows:
¹ Page 5-7, under Count Cycle heading, implies 6-year. Pages 5-3 and 4-52 fail to specifically state a cycle.
² Comparison of Dec 2016 vs March 2014 version removes the 3-year requirement from samples.

- ADOT requires that all collected traffic counts be shared through the ADOT or COG MS2 Traffic Count Database System (TCDS) module.

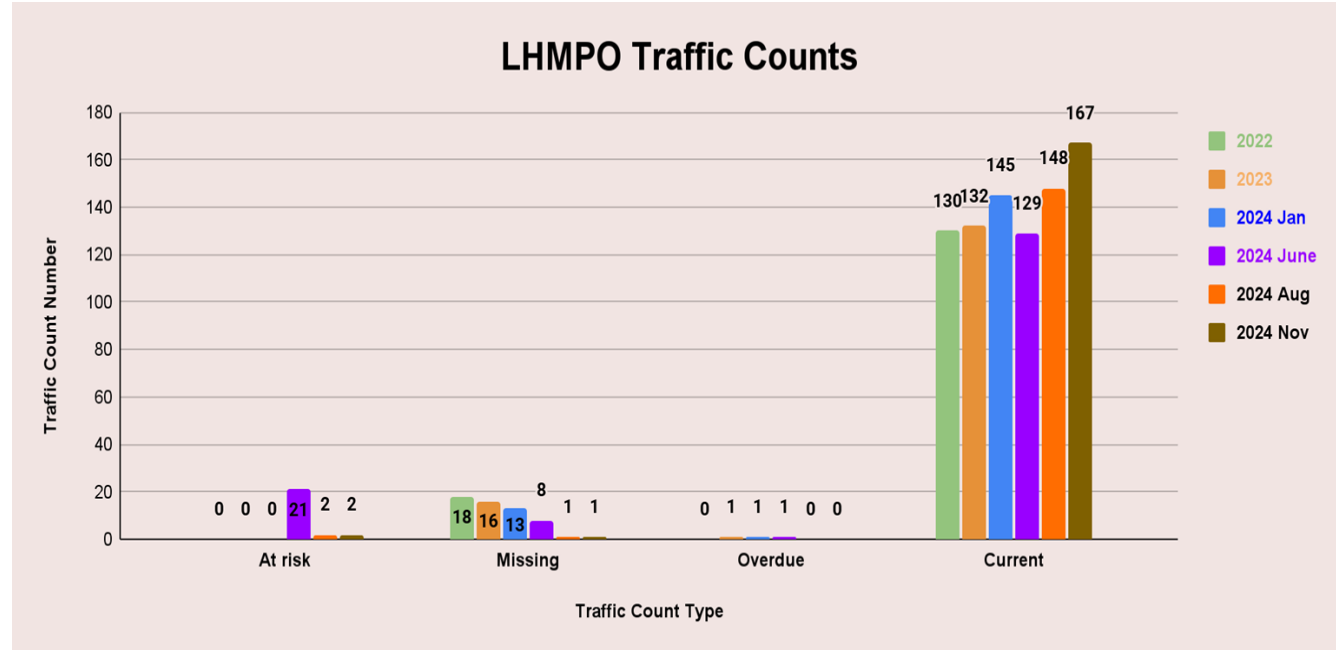
References:

- HPMS Field Manual <https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/>
- Traffic Monitoring Guide (TMG) <https://www.fhwa.dot.gov/policyinformation/tmguide/> [information in the HPMS Field Manual will always supersede information in the TMG].
- The ADOT TCDS portal is viewable at <https://adot.ms2soft.com>. Corresponding local agency TCDS sites are viewable from a similar web address where "adot" is replaced with the abbreviated COG/MPO name (i.e., <https://pag.ms2soft.com>).
- The ADOT HPMS Manager, James Meyer, can be contacted with questions, comments, or training requests (jmeyer@adot.gov).

[illegible]

LHMPO Traffic Count Status

- Current Counts ~ 98%; 11 % increase since June '24
- Missing Counts ~ status quo
- Overdue Counts ~ status quo
- At Risk Counts ~ status quo



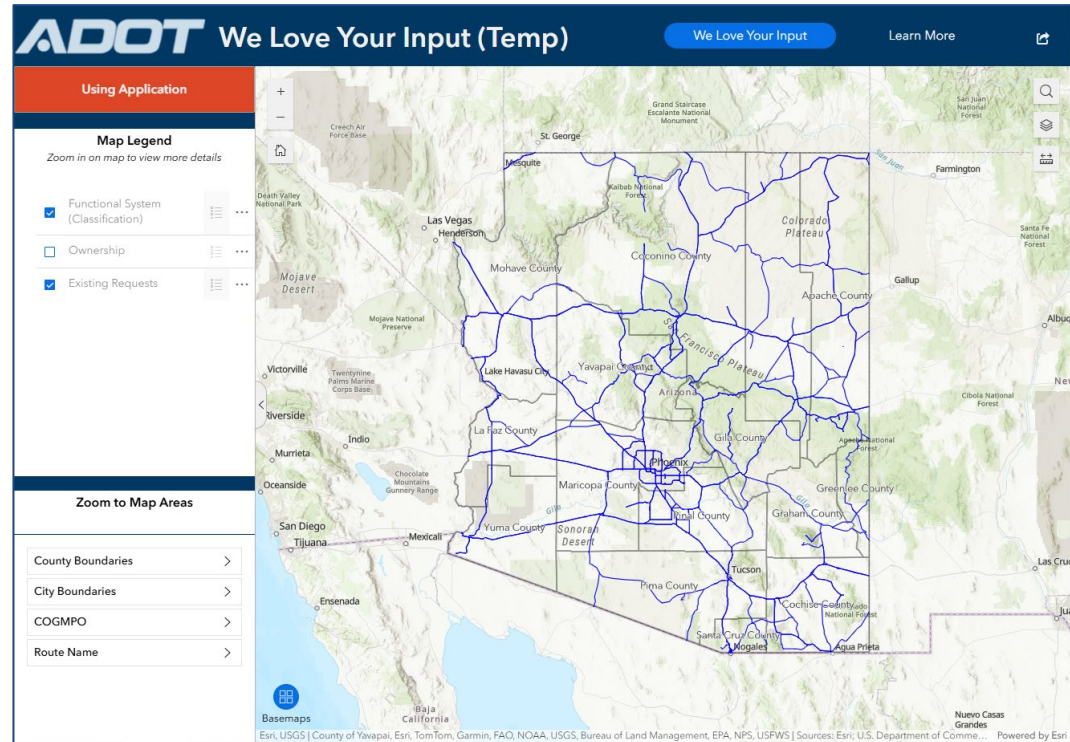
Helpful Tools and References

- Traffic Count Status Map (aka Gap Map) <https://arcg.is/1mH0aT>
- [ADOT Data Analytics](#) web page with various Story Maps
- Intersection Sensor Survey <https://forms.gle/zK7UQ654bqJr9Yer8>
- Guide to MS2 and other learning materials [Guide to MS2 and more](#)
- LHMPO MS2 Portal [LHMPO TCDS Portal](#)

Functional Class and Ownership Changes

Temporary We Love Your Input Tool

- Temporary site for submitting functional class and ownership changes
 - Site will be used until a permanent replacement is ready
- DOES NOT require a login
- <https://arcg.is/0Lzbj0>



Important Takeaways

1. Please continue to load traffic counts to the LHMPO TCDS Portal
 - Coordinate with me to load data to TCDS (Traffic Count Database System) module
 - Email your traffic counting schedules or plans to aztrafficdata@azdot.gov
1. Contact me via aztrafficdata@azdot.gov for traffic count data related questions or training requests.
2. Contact Lucas Murray via lmurray@azdot.gov for Certified Public Mileage (CPM), road ownership information, AADT information or questions.
3. Contact Jothan Samuelson or Sean Hills for technical assistance with MS2, jsamuelson@worksconsulting.com or sean@gisworks.com

Contact Information



ADOT MPD Traffic Monitoring

Sanja Katic-Jauhar

MPD Local Gov't Liaison

aztrafficdata@azdot.gov

Work: 602-712-7720

Marissa Abeyta

Traffic Monitoring Group

Manager

MAbeyta@azdot.gov

Phone: 602-712-6172

ADOT MPD Data Analytics

Lucas Murray

Senior GIS Analyst

lmurray@azdot.gov

Work: 602-342-6152

Nicholas Dennis

Senior GIS Analyst

ndennis@azdot.gov

Work: 623-715-5362

Sage Donaldson

Data Analytics and HPMS Program

Manager

SDonaldson@azdot.gov

Phone: 602-712-7870



Jothan Samuelson, PE

Traffic Data Consultant

Works Consulting LLC

jsamuelson@worksconsulting.com

Work: 480-813-0570

Mobile: 480-648-5007

Sean Hills

Senior Consultant

Works Consulting LLC

shills@worksconsulting.com

Work: 480-813-0570

Mobile: 417-294-1396

Item #9

ADOT District Engineer's Report (*Information Only*)

Todd Steinberger, ADOT NW District Engineer

Item #10

ADOT Planner's Report ***(Information Only)***

Will Randolph, ADOT MPD Planner

Item #11

WACOG Transportation Report ***(Information Only)***

Roland Hulse, WACOG Transportation Manager