



## LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION

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# Transportation Improvement Program

**Fiscal Year 2026 – 2030**

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**Endorsed and Approved on April 8, 2025, 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

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Director, LHMPO

6/26/2025

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6/30/2025

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 21<sup>st</sup> Century Act of 2012  
**MPD** – Multimodal Planning Division  
**MPO** – Metropolitan Planning Organization  
**NHS** – National Highway System  
**PIP** – Public Involvement Plan  
**PL** – Metropolitan Planning Funds  
**RTP** – Regional Transportation Plan  
**SHF** – State Highway Funds  
**SPR** – Statewide Planning and Research Funds  
**STBG** – Surface Transportation Block Grant  
**STIP** – State Transportation Improvement Program  
**TA** – Transportation Alternatives  
**TAC** – Technical Advisory Committee  
**TIP** – Transportation Improvement Program  
**UPWP** – Unified Planning Work Program  
**WACOG** – Western Arizona Council of Governments

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## I. INTRODUCTION

In 2010, the United States Census reflected that Lake Havasu City population surpassed the 50,000 threshold thus requiring the establishment of a Metropolitan Planning Organization (MPO). The Lake Havasu Metropolitan Planning Organization (LHMPO) received its designation as a Metropolitan Planning Organization (MPO) from Governor Janice K. Brewer March 26, 2013, and began operation in December 2013. The LHMPO is responsible for the continuous, cooperative and comprehensive transportation planning process for the Lake Havasu Metropolitan Planning Organization Planning Area.

### Mission Statement

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

### Purpose

The purpose of the LHMPO TIP is to provide a prioritized listing of transportation projects covering a period of at least 4 years that is consistent with and implements the goals and objectives of the most recently adopted **Regional Transportation Plan**. The most recent RTP (2045 Regional Transportation Plan) was adopted in February 2022 and is available on the LHMPO website: <https://www.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).

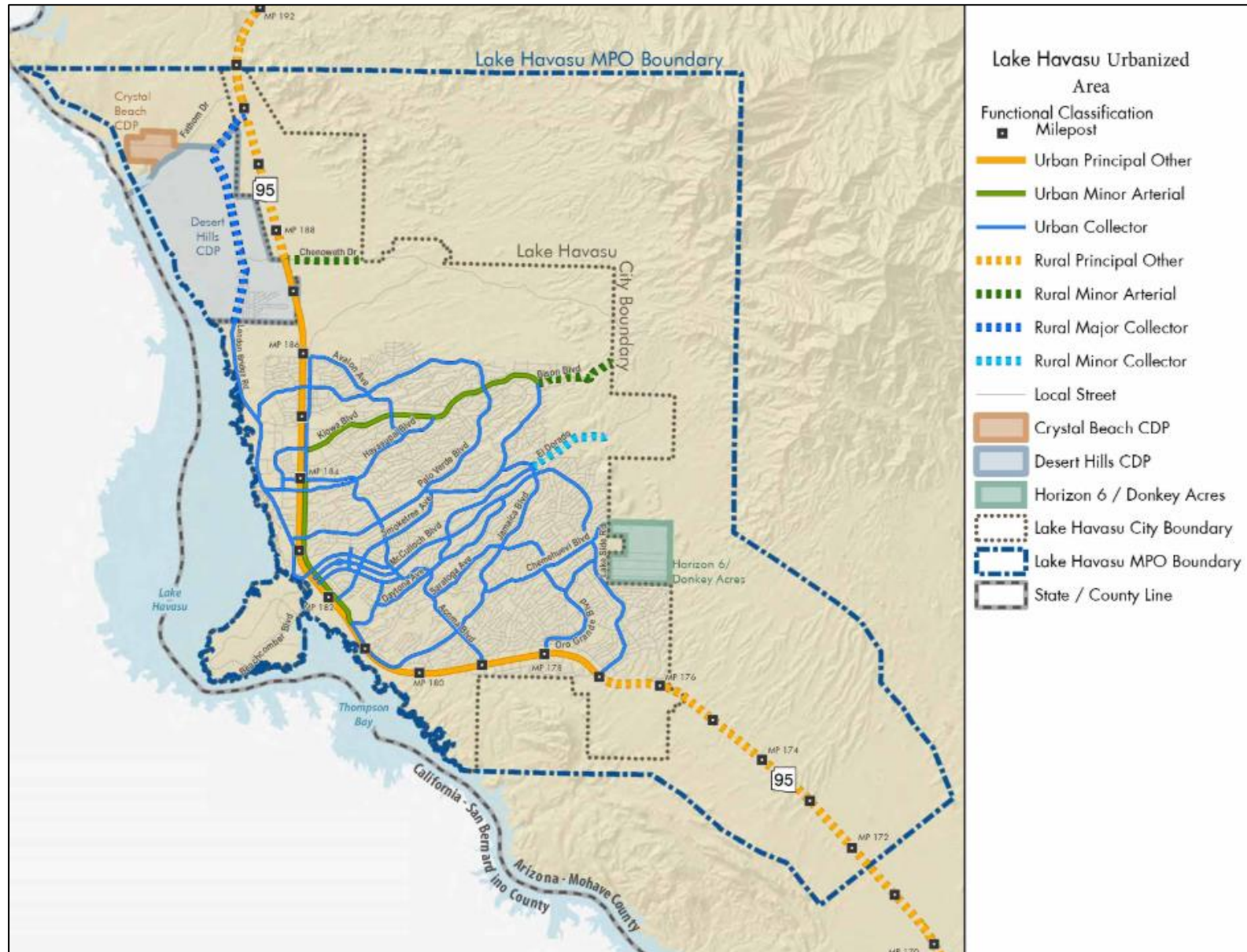
### Technical Advisory Committee (TAC)

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:

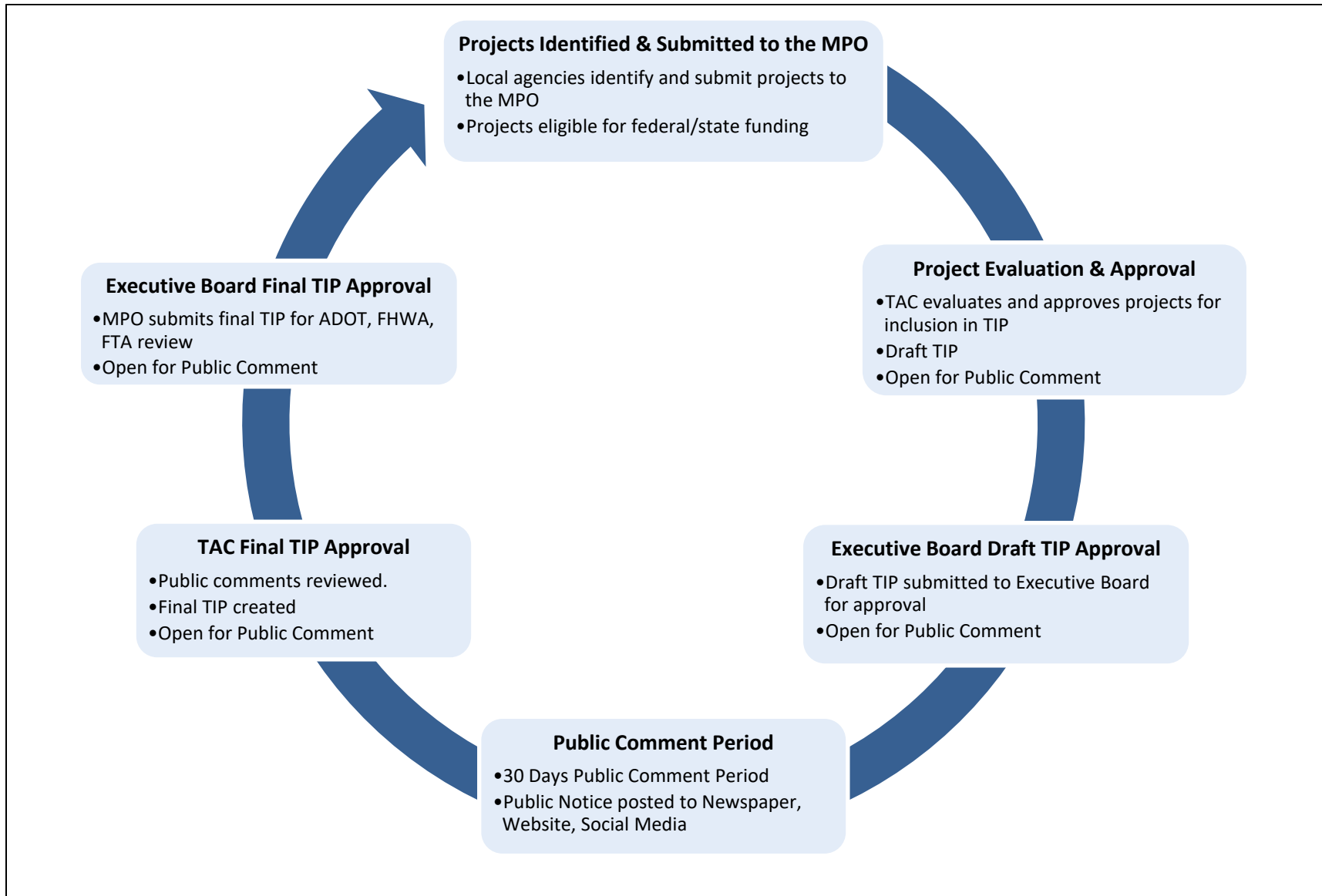
- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and 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
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#### Highway Safety Improvement Program Funds (HSIP)

HSIP funds are a federal funding source dedicated to safety improvements and are distributed within the State on a competitive basis. The main purpose of the HSIP funding is to achieve a reduction in fatalities and serious injuries on public roads. These funds require a 5.7% match which is typically provided through the use of in-kind / hard dollars by the MPO member agencies however, for some projects the match can be as low as 0%. Title 23 U.S.C. sections 120(c) and 130 address the local match waiver on HSIP funded projects. Section 120(c) allows certain types of highway safety improvement projects to be funded at 100 percent (i.e., traffic control signalization, traffic circles, safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-

highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections).

Total Estimated HSIP Funding Annually	\$ Competitive
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### 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
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### 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
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### 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
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### **Federal Transit Administration Funding (FTA) – Section 5304 & 5305e**

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

Total Estimated FTA Section 5305e Funding Annually	\$ Competitive
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### **FTA Section 5307 – Urbanized Areas**

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

Total Estimated FTA Section 5307 Funding Annually	\$800,000
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### **Highway User Revenue Funds (HURF) Exchange Program**

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

## IV. TRANSIT

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

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

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

### **FTA 5307 Urbanized Public Transit:**

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

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

## V. PERFORMANCE TARGETS

Moving Ahead for Progress in the 21<sup>st</sup> 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 21<sup>st</sup> Century Act of 2012 (MAP-21). On November 22, 2024, the Arizona Department of Transportation (ADOT) established revised pavement performance targets for 2025. The LHMPO Executive Board voted in 2018 to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets. The pavement performance measures cover the Interstate and Non-Interstate NHS.

Performance Measure	2-Year Target	4-Year Target
Percent of National Highway System (NHS) Bridges Classified as in Good Condition based on deck area	52%	52%
Percent of NHS Bridges Classified in Poor Condition based on deck area	4%	4%
Percent of Interstate Pavements in Poor Condition	4.5%	4.5%
Percent of Non-Interstate NHS Pavements in Poor Condition	10%	10%
Percent of Interstate Pavements in Good Condition	44%	44%
Percent of Non-Interstate NHS Pavements in Good Condition	28%	28%

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

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

**Congestion Reduction**

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The LHMPO Executive Board voted in 2018 to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets.

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

**System Reliability**

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The LHMPO Executive Board voted in 2018 to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets. NHS Travel Time Reliability identifies the percent of person-miles on the Interstate and the non-Interstate NHS that have reliable travel times.

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

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

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

**Freight Movement and Economic Vitality**

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The LHMPO Executive Board voted in 2018 to support and adopt the ADOT performance targets established in perpetuity or until the MPO should deem it necessary to establish and adopt our own targets. The freight reliability performance measure applies to Interstate freeways. This measure utilizes the Truck Travel Time Reliability Index, a planning time index that may be used to schedule trip travel times. The freight reliability targets are data-driven and realistic; and intended to keep ADOT focused on improving freight movement on the Interstate freeways.

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

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

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

**Transit**

On November 18, 2022, the Arizona Department of Transportation (ADOT) formally released their Transit Asset Management Group Plan for the State of Arizona which included updated performance measures and targets for FY22 through FY26, based upon the transit assets currently held by ADOT



subrecipients. The LHMPO Executive Board voted in 2018 to support and adopt the ADOT performance targets established in perpetuity, however, Lake Havasu Transit forewent the ADOT targets and deemed it necessary to establish and adopt their own targets (in coordination with LHMPO).

### **Transit Asset Management Plan**

The LHMPO region has one FTA 5307 transit provider agency (City of Lake Havasu) who is required to identify performance measures and targets. The LHMPO, ADOT, and regional providers of public transportation (City of Lake Havasu) signed a Performance Measure Target Setting and Data Sharing Charter, affirming the region's commitment to a performance-based planning approach. The Transit Asset Management Plan for the region was developed by the City of Lake Havasu in collaboration with LHMPO and ADOT.

The city does not own the revenue nor support vehicles that will be used in this service. It is anticipated that service will be provided with large vans and small buses (9 to 14 passenger capacity). Performance targets and measures are therefore based upon service expectations.

Asset Class	Performance Measures	2025 Target
Rolling Stock	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