LAKE HAVASU CITY
Transit Asset Management Plan

2025

Introduction

Lake Havasu City Transit (LHC Direct) provides an on-demand service that uniquely combines paratransit rides with the regular public transportation system. This integrated service allows riders requiring paratransit accommodations to travel seamlessly alongside the general public within the same transit network. Through advanced scheduling and routing technology, the system ensures flexible, curb-to-curb rides for those with mobility needs while maintaining efficient service for all passengers. This approach promotes inclusivity, convenience, and accessibility, making transit more adaptable to individual needs and enhancing mobility options for the community. As a 5307 small urban designated recipient we provide over 26,000 passenger rides annually and are continuing to grow our ridership.

In May 2024, we upgraded our dispatch platform, which has allowed us to co-mingle trips and has resulted in increased ridership and operational efficiency. Currently, our service runs from 6:30 a.m. to 5:00 p.m., and it is closed on all City-observed holidays. Lake Havasu City experiences extreme heat from May through September, with the hottest months reaching into the low 120s. This intense heat takes a toll on our vehicles' air conditioning systems, tires, and upfitted parts. As Lake Havasu City enters its fifth year of providing public transit, we are developing this plan to adapt to the evolving needs of our fleet and community.

Lake Havasu City Transit's fleet primarily consists of vans, with a few light-duty transit buses. We use our Transit Vehicle Maintenance Plan and the FTA-Defined Useful Life table from the FY2025 CORTAP Manual to assess the condition of our assets and ensure they remain in a state of good repair.

This plan has been updated this year to reflect our current approach to replacing and maintaining vehicles since the last Transit Asset Management Plan.

Lake Havasu City Transit core inventory of federally funded vehicle and capital assets, include the following:

- See Appendix A Fiscal Year (FY) Vehicle/Asset Inventory List updated at the end of every fiscal year

Performance Targets & Measures

Asset Class	Performance Measure	Target
Rolling Stock *All Revenue Vehicles*	**Age** - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<20%
Equipment *Non – Revenue Vehicles* *Administrative Staff Vehicles*	**Age**- % of vehicles that have met or exceeded their Useful Life Benchmark	<20%
Facilities *All buildings or structures*	**Condition** - % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirements Model (TERM) Scale	<5%

Target Setting Methodology

To establish our targets, we have evaluated the performance of our fleet since the last Transit Asset Management Plan, as we approach our sixth year of public transit service. Most of the vehicles in the fleet are 2020 or newer. These targets incorporate safety, operations, and maintenance measures, consider historical trends, and set goals related to risk, cost, and public perception.

TAM Vision

Lake Havasu City Transit's goal is to utilize the developed TAM Plan to measure performance of assets, create a reliable replacement plan and evaluate the effectiveness of maintenance.

Asset Inventory Summary

Asset Category	Total Number	Avg Age Years	Avg Value
Equipment	1	4	$ 31,514
Facilities	1	15	$ 1,600,000
Rolling Stock	13	3.15	$ 94,514

- See Appendix A Fiscal Year (FY) Vehicle Inventory List updated at the end of every fiscal year

- See Appendix B Fiscal Year (FY) Inventory of Assets-Facilities updated at the end of every fiscal year

Asset Condition Assessment

Asset Category	Total Number	Avg Age Year	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	1	4	4	$ 31,514	0%
Facilities	1	15	4	$ 1,600,000	0%
Rolling Stock	13	3.15	3.61	$ 94,514	23%

Management Approach

Investment Prioritization

Lake Havasu City Transit's fleet consists of 13 vehicles, with the oldest being a 2015 Ford Transit and the newest a 2023 BraunAbility Promaster. We follow the most recent FTA useful life benchmarks from the CORTAP manual to guide our vehicle replacement decisions. Additionally, we maintain a preventative maintenance log and repair log for each vehicle, using checklists to ensure all maintenance requirements are met and that every vehicle remains in a state of good repair.

If expansion of service is needed we will look at what the best vehicle is for the expansion right now the Ford Transit and BraunAbility Promaster have been the best fit for our on demand service

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Fiscal Year (FY) Vehicle Inventory List	Vehicle inventory list that uses ULB benchmark
Vehicle PM Bible	Vehicle PM Log lists all maintenance and repairs done on each vehicle

Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2025	Paratransit Vehicle	Rolling Stock	$ 135,000.00	High
2025	Paratransit Vehicle	Rolling Stock	$ 135,000.00	High
2025	Paratransit Vehicle	Rolling Stock	$ 60,000.00	High
2026	Paratransit Vehicle	Rolling Stock	$ 180,000.00	High
2026	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium
2027	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium
2027	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium
2028	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium
2028	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium
2029	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium
2029	Paratransit Vehicle	Rolling Stock	$ 180,000.00	Medium