



# 2021 Year-End Report



## 2021 HIGHLIGHTS

### CONNECT 2040

A prioritized list of future projects was amended into the long-range plan

### ST. GEORGE SRTS

The MPO completed the Safe Routes to School Plan for St. George Elementary

### AARP AWARD

Three semi-permanent projects were installed in Manhattan to improve pedestrian safety thanks to an AARP grant

### KDHE CONTRACT

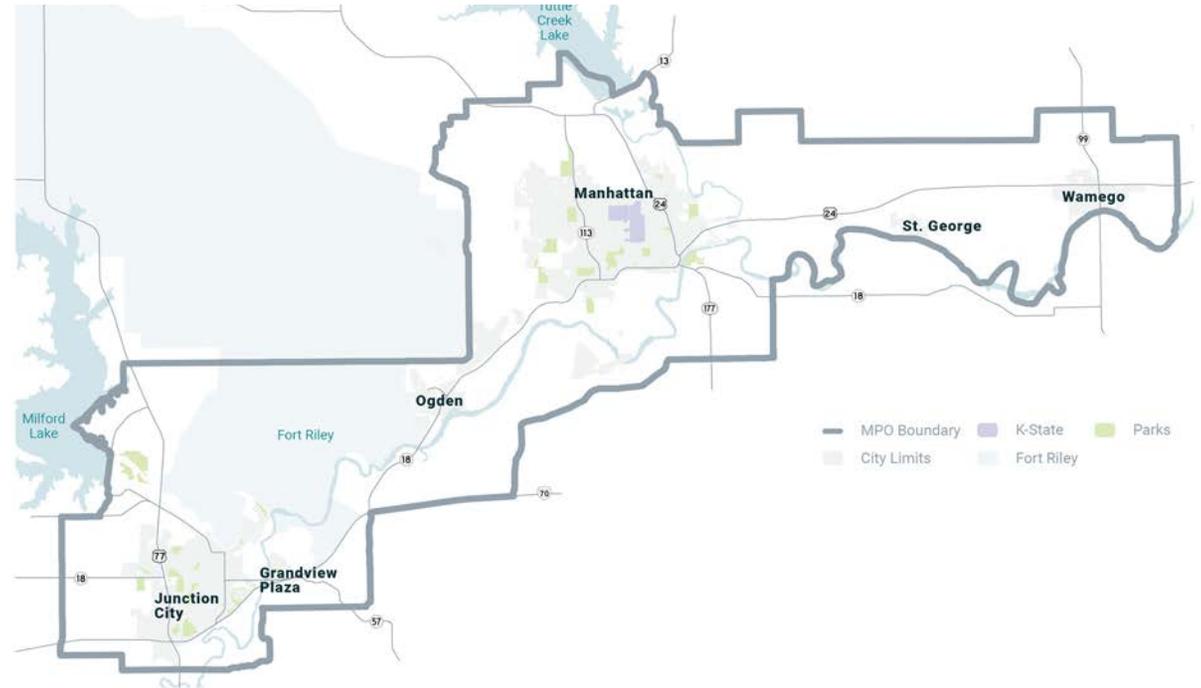
KDHE renewed the contract with the MPO to provide active transportation technical assistance to rural communities

### STIC AWARD

The MPO was awarded a State Transportation Innovation Council grant to install pedestrian safety projects in JC

\*Click any title to read more

## WHO WE ARE



The Flint Hills Metropolitan Planning Organization (MPO) is the designated entity to provide regional transportation planning and programming services across portions of Geary, Pottawatomie, and Riley Counties. At both the local and regional scale, the MPO places special emphasis on providing equal access to all modes of transportation. This includes public transit, bicycling, walking, and traveling by vehicle.

## OUR MISSION

We provide a **regional forum** to coordinate, encourage, and promote a **safe, efficient, affordable, and integrated** transportation system for all users; in support of **livable communities** and **economic competitiveness**.

# 2021 FUNDING

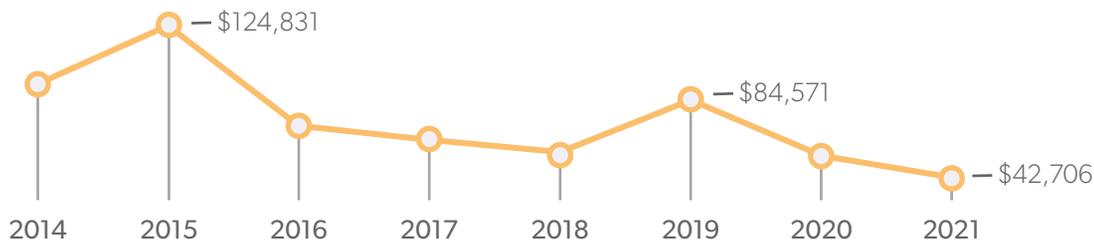
## FLINT HILLS MPO FUNDING

The MPO receives an annual allocation of federal Consolidated Planning Grant (CPG) funds to carry out the MPO planning process. Per the Fiscal Agreement, the Cities and Counties are responsible for the local match share. The contribution amount is based on the percentage of the population within the MPO boundary.

## 2021 LOCAL MATCH

Jurisdiction	% of MPO Population	2021 Match Spent
Manhattan	54.4%	\$23,232
Junction City	24.3%	\$10,378
Pottawatomie County	7.6%	\$3,246
Riley County	5.9%	\$2,519
Wamego	4.5%	\$1,922
Geary County	3.3%	\$1,409
<b>TOTAL</b>		<b>\$42,706</b>

Since 2015, the amount of local match spent by the MPO has been trending downward, despite a reduction in federal CPG funding. Recently, this has been achievable through contracts with outside agencies and grant opportunities.



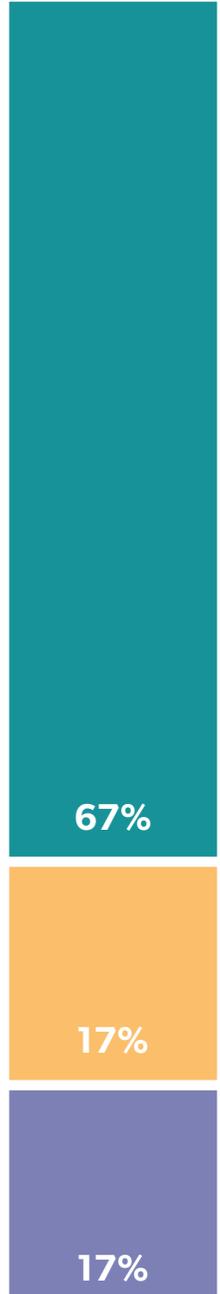
**TOTAL:**  
**\$252,917**

- CPG (\$168,415)
- Local Match (\$42,706)
- Outside Agencies & Grants (\$41,796)

**Consolidated Planning Grant (CPG)** is a federal funding source the MPO receives to carryout the federally required transportation planning process. The CPG requires a 20% local match.

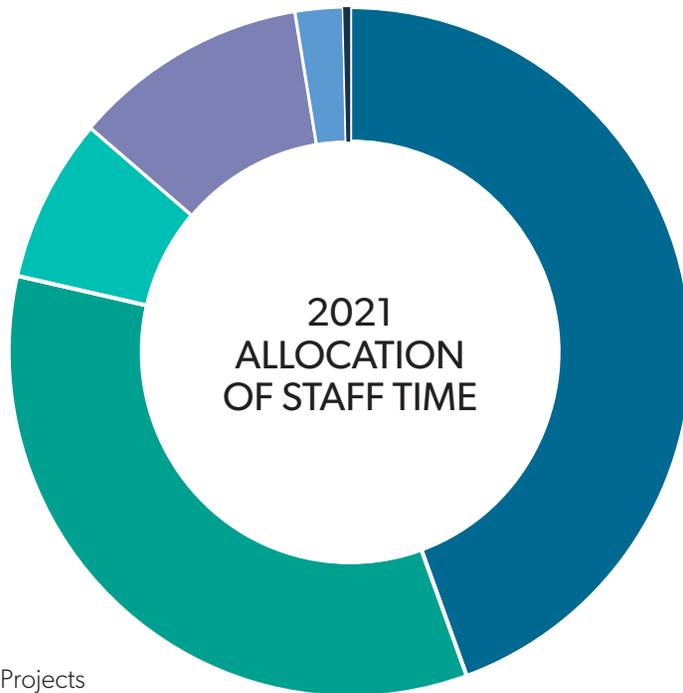
**Local Match** refers to the funding provided to the MPO by the Cities and Counties to match the CPG.

**Outside Agencies & Grants** are the contracts the MPO has with external agencies or grants received for a specific work product. MPO staff bills time at 100% when working on activities for these agencies or grants. This helps to reduce the amount of CPG and local match needed for that fiscal year. The outside agencies also benefit from the partnership as they can utilize the expertise of MPO staff at a highly competitive rate.



# STAFF TIME

A significant portion of MPO staff time is dedicated to supporting our local jurisdictions and community partners. To provide value to our jurisdictions, the MPO undertakes discretionary projects, represented below as **Community Projects**, that offer a direct benefit to our partners. While the MPO's primary responsibility is to develop and maintain federally required documents and processes, this task represents a small portion of the organization's overall workload.



- 45% - Community Projects
- 34% - General Admin
- 8% - Federal Requirements
- 11% - Flint Hills aTa Bus
- 2% - KS Dept of Health & Environment Contract
- .3% - State Transportation Innovation Council Grant

Consolidated Planning Grant eligible

**Community Projects** hours encompass MPO staff time to develop community or regional plans. This would include Safe Routes to School plans, active transportation plans, the Regional Connections Plan, or direct support provided to our jurisdictions or community partners.

**General Admin** includes the day-to-day operations, general management of the organization, or tasks related to accounting, human resources, or other administrative tasks. This also includes all paid-leave employees receive.

**Federal Requirements** refers to the hours worked to ensure all federally required documents are maintained and approved. This includes the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and Connect 2040, to name a few.

Billed at 100% to the agency listed

**Flint Hills aTa Bus** and the MPO work together on the planning and implementation of transit routes and services for the region. Effectively, the MPO serves as an extension of aTa Bus staff, as needed.

**KS Dept of Health & Environment Contract** is a formal agreement with KDHE to work with the Chronic Disease and Risk Reduction (CDRR) rural community grantees. All costs incurred by MPO staff working with the CDRR grantees are covered at 100% by KDHE.

**State Transportation Innovation Council (STIC) Grant** reimburses the MPO for staff time spent developing a Demonstration Project How-to Guide. The STIC funds (the federal portion) cover 80% of expenditures, while the *Pathways* grant provides the 20% local match.

# 2021 PROJECTS

## AARP GRANT



In the Summer of 2021, the MPO received a highly competitive AARP Community Challenge Grant. The grant paid for the materials to create three semi-permanent projects in Manhattan. Each of these locations also served as the site of week-long demonstration project several years ago.

The semi-permanent projects allow the City to quickly and inexpensively improve roadway safety until permanent construction is achievable. It is anticipated that the semi-permanent projects will remain in place for several years.

Find out more: [www.flinhillsmpo.org/aarp](http://www.flinhillsmpo.org/aarp)

## ST. GEORGE SRTS



The MPO developed a Safe Routes to School (SRTS) Plan for St. George Elementary to identify key routes and crossings needed for children to safely walk or bike to school.

In late summer, a series of demonstration projects were installed along 1st Street in downtown to show how roadway improvements can benefit both vehicles and pedestrians. The concept of curb extensions was introduced through the demonstration projects prior to recommending this countermeasure in the SRTS Plan.

View the plan: [www.flinhillsmpo.org/st-george-projects](http://www.flinhillsmpo.org/st-george-projects)

## JUNCTION CITY STIC



The City of Junction City street crews installed semi-permanent projects near four elementary schools in 2021. The projects aimed at increasing student safety by shortening the crossing distance and increasing the visibility of the crossing. A fifth semi-permanent project will be installed in early 2022.

The funding for the supplies was provided by a Federal Highway Administration (FHWA) *State Transportation Innovation Council* (STIC) grant awarded to the MPO. The local match is being provided by a Blue Cross and Blue Shield of Kansas *Pathways* grant.

Find out more: <https://www.flinhillsmpo.org/junction-city-stic>

## PT COUNTY DEMOS



In the Fall of 2021, a series of demonstration projects were installed in the Green Valley Area of Pottawatomie County. The demonstration projects aimed to raise awareness of students walking and biking to the new school, Oliver Brown Elementary.

Based on the results of a survey deployed during the demos, there was agreement that improvements to crosswalks and the sidewalk network were needed. Project recommendations will be included in the USD 383 Safe Routes to School Plan being developed by the MPO in 2022.

Find out more: [www.flinhillsmpo.org/cdrr](http://www.flinhillsmpo.org/cdrr)



## FLINT HILLS METROPOLITAN PLANNING ORGANIZATION

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