

# Flint Hills

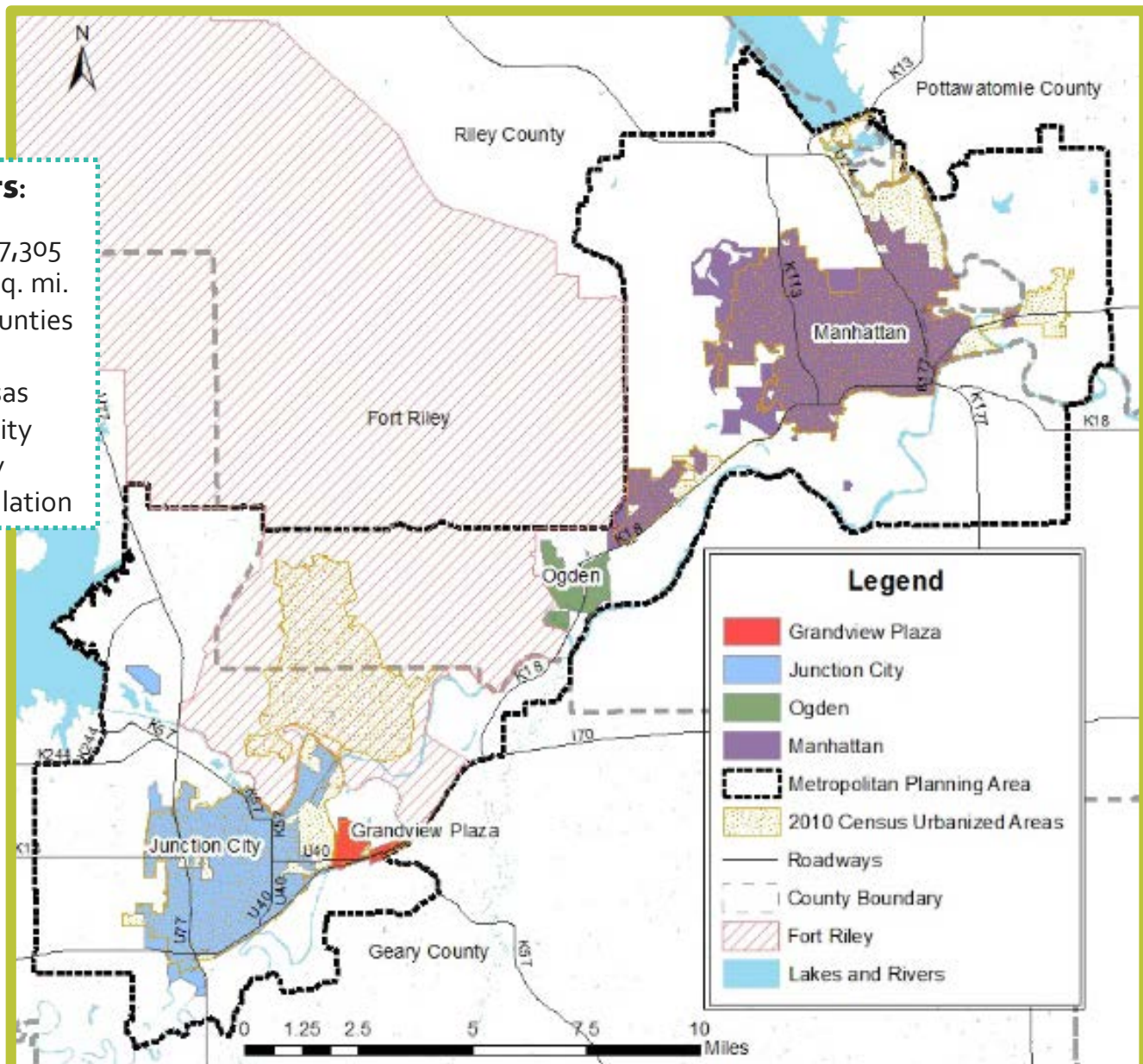
Metropolitan Planning Organization



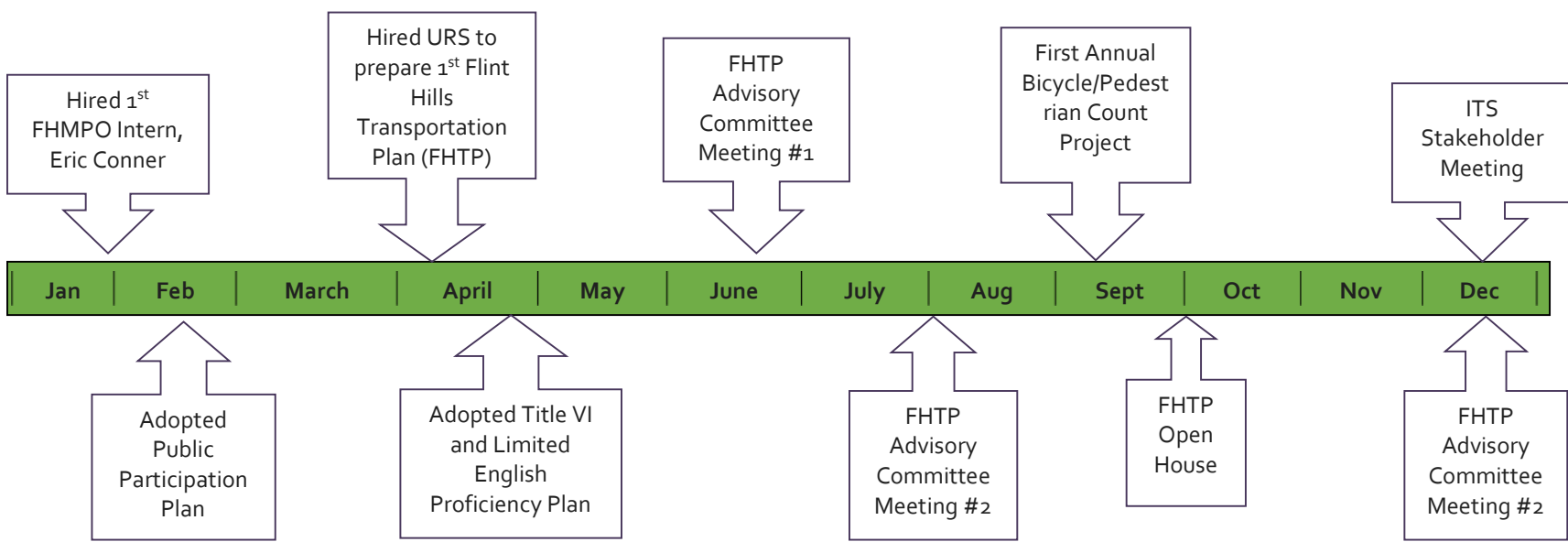
2014  
Year-End  
Report

## FHMPO Facts:

- Population: 87,305
- Approx. 160 sq. mi.
- Contains 3 counties & 4 cities
- Includes Kansas State University and Fort Riley Military Installation

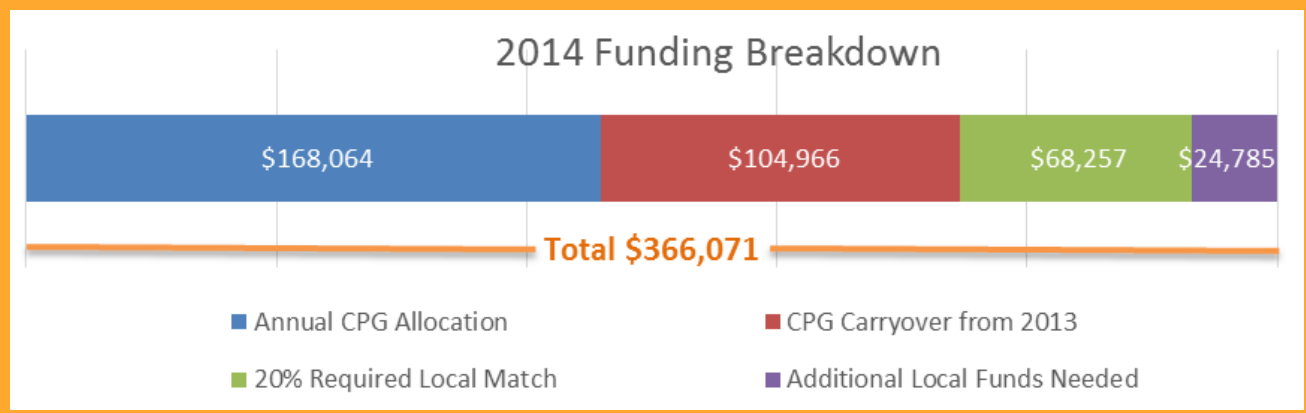


# 2014 Accomplishments



## FHMPO Funding

The FHMPO receives an annual allocation of Consolidated Planning Grant (CPG) Funds (federal funds from both Federal Highway and Federal Transit Administration) to carry out the MPO process. The CPG requires a 20% local match. Per the Fiscal Agreement, Manhattan, Junction City, Geary County, Riley County and Pottawatomie County are responsible for the local match based on the percentage of their population within the FHMPO boundary.



# Flint Hills

## TRANSPORTATION PLAN



The FHMPO is responsible for developing the region's long-range transportation plan. In April 2014, URS was hired to assist staff with the development of the first Flint Hills Transportation Plan (FHTP).

### FHTP Quick Facts:

- Plan year = 2040
- Multimodal (Vehicles, Bicycles, Pedestrians and Transit)
- Identifies goals, needs, and future projects
- Fiscally constrained (can only program projects in which funding is available)

### Flint Hills Transportation Plan Goals

- Safety and Security-** Provide a safe and secure multi-modal transportation system.
- Mobility and Accessibility-** Contribute to a high quality of life by providing comprehensive mobility and accessibility opportunities for all travelers.
- Transportation System Integration-** Foster intra- and inter-modal connectivity, including connectivity across inter-jurisdictional boundaries and regions.

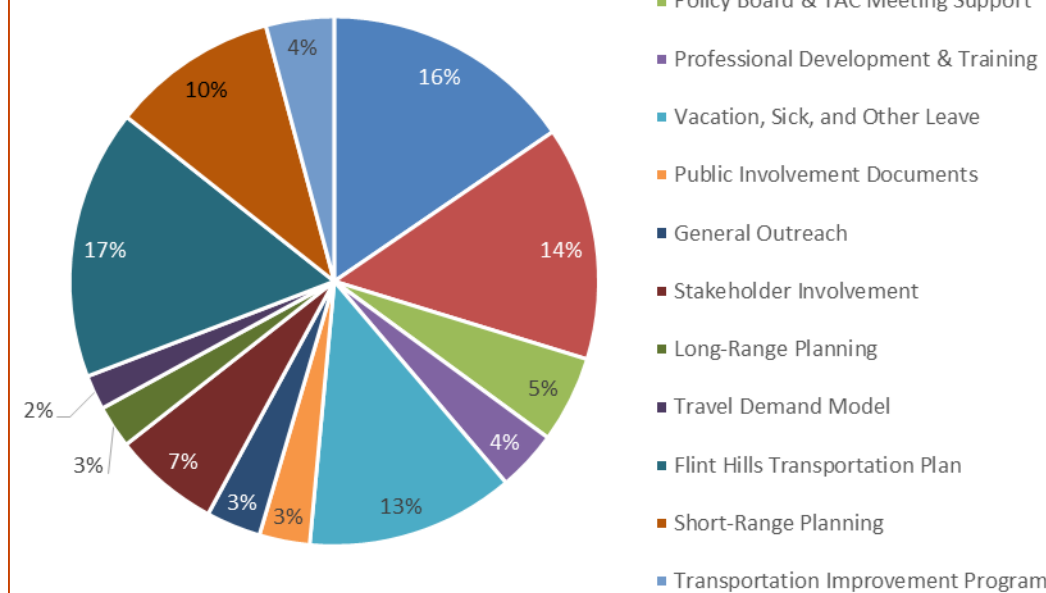
- Multi-Modal Choice-** Make available and promote the usage of alternative transportation options for area residents and workers.
- Asset and System Management-** Preserve and maintain existing transportation assets and strategically manage roadway operations.
- Economic Vitality-** Support the economic health of the region through the provision of a reliable and accessible transportation system to move people and goods.

Jurisdiction	2014 Match Budgeted	2014 Match Used
Manhattan	\$116,746.95	\$55,732.13
Junction City	\$52,039.12	\$24,842.20
Riley County	\$13,058.51	\$6,233.81
Geary County	\$7,016.51	\$3,349.51
Pottawatomie Co	\$6,042.00	\$2,884.30
<b>TOTAL</b>	<b>\$194,903.09</b>	<b>\$93,041.96</b>

### Local Match Contributions

The amount of local match collected for 2014 exceeded the amount of match needed based on expenditures. The excess match will be credited towards the local jurisdictions' match requirements in 2015.

### 2014 Allocation of Total Staff Time



The UPWP is divided into five major tasks.

- 1.0 MPO Support & Administration
- 2.0 Public Involvement
- 3.0 Long-Range Planning
- 4.0 Short-Range Planning

Those tasks are further divided into sub-tasks to help track the amount of time and money FHMPO staff spends on each activity. The diagram to the right shows the overall percentage of staff time spent on each sub-task.

A majority of staff time in 2013 was devoted to Program Administration, which primarily consisted of creating the MPO and the day-to-day operations.

# Flint Hills Transportation Plan

**What is it?** The Flint Hills Transportation Plan (FHTP) is a long-range plan that establishes goals and priorities for the region's multimodal transportation system.

**Project Timeline?** The FHTP began in April 2014 and the final plan should be adopted around December 2015.

**How will the Travel Demand Model (TDM) be used?** The TDM is used to forecast traffic volumes and roadway level of service (LOS) for the 2040 planning horizon. This allows planning-level insight into future transportation issues and the ability to model projects to understand the long-term effects.

## FHTP Development



2040 E+C model- This shows congestion levels on the region's roadways in the year 2040, including existing plus the committed (E+C) projects from the 2014-2017 Transportation Improvement Program (TIP).

Capacity, more commonly known as congestion, is measured using level of service (LOS), or the number of vehicles on the roadway (volumes) divided by how many vehicles the roadway was intended to carry (capacity).

The Flint Hills Region designs to a LOS of C in most cases.

