

# A Regional Approach to Transportation



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Flint Hills  
Metropolitan Planning Organization



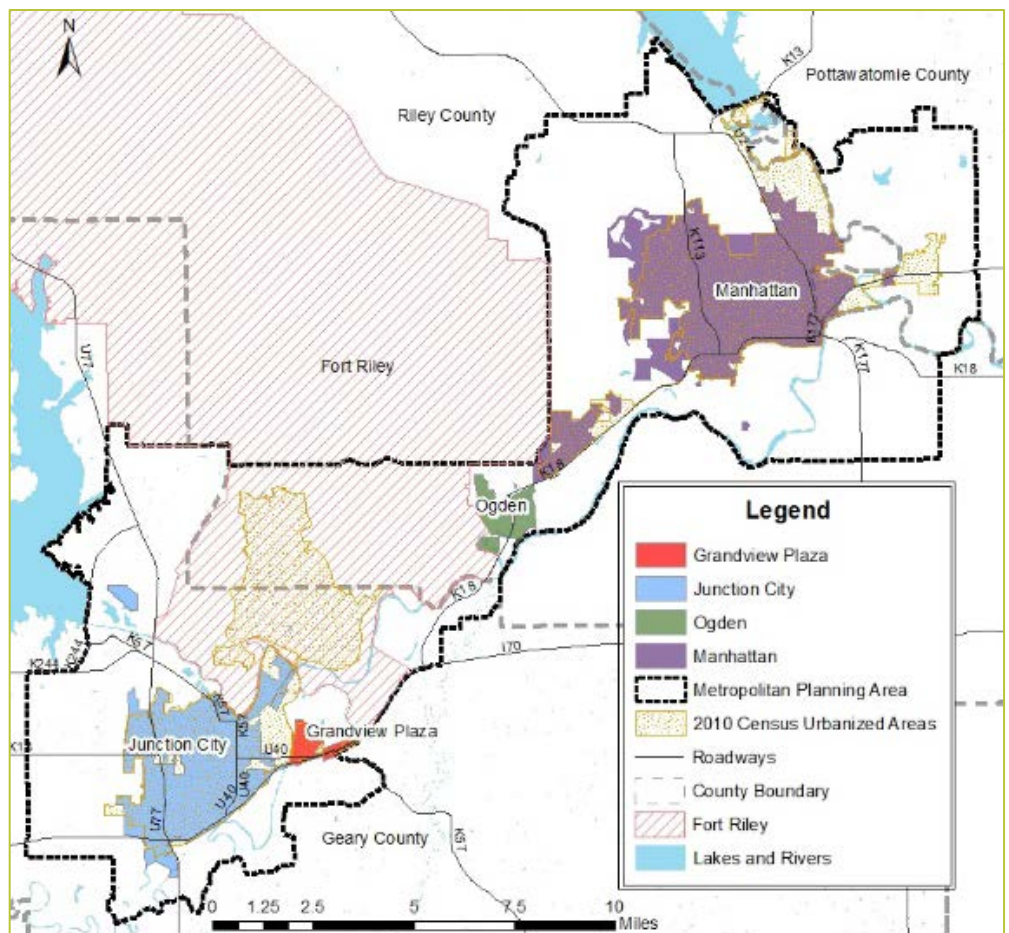
## 2013 Year-End Report

April 1, 2014

The "2013 Year-End Report" highlights major accomplishments in the FHMPO's first year in existence.

### FHMPO Facts:

- Population: 87,305
- Approx. 160 sq. mi.
- Contains 3 counties & 4 cities
- Includes Kansas State University and Fort Riley Military Base
- Housed within the Flint Hills Regional Council
- First MPO designated in KS in over 3 decades



Above: Map of the FHMPO Planning area, which includes City of Manhattan, City of Junction City, Geary Co., Pottawatomie Co., and Riley Co.



# The FHMPPO's 1<sup>st</sup> Year

## FHMPPO Designation

In February of 2013, the Flint Hills Metropolitan Planning Organization (FHMPPO) was designated by the State of Kansas as the Metropolitan Planning Organization (MPO) for the Manhattan Urbanized Area. This was the first MPO in over three decades to be designated by the State of Kansas.

## Policy Board

At the February 2013 Policy Board meeting, the Board adopted their bylaws and voted for Dave Lewis, Riley County Commissioner, to serve as the first Policy Board Chairperson.

## FHMPPO Planning Boundary

The FHMPPO planning boundary, known as the Metropolitan Planning Area (MPA) boundary, was defined by the local jurisdictions and approved by KDOT.

## Technical Advisory Committee

The Technical Advisory Committee (TAC) met in March to adopt the TAC bylaws. The Policy Board approved the TAC bylaws in May. Later that month, the TAC elected Karen Davis, City of

Manhattan Community Development Director, to serve as the first TAC Chairperson.

## Roadway Classification Map

MPOs are required to classify all streets within the MPO boundary based on the role each plays in the overall roadway network. The Federal Functional Classification includes seven different classifications of roadways that are determined by coordination between KDOT, the local jurisdictions and the MPO. KDOT and the Federal Highway Administration ultimately approve the functional class map.

## 2014-2017 TIP

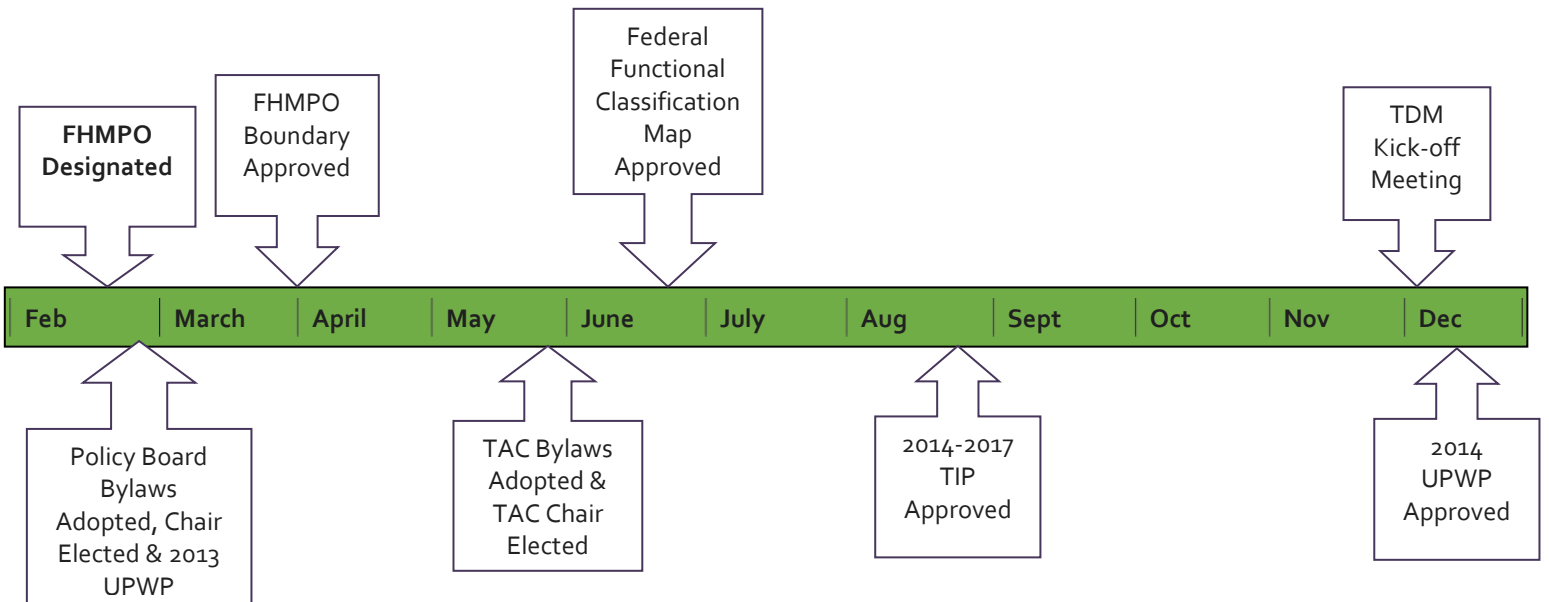
The Transportation Improvement Program (TIP) is a short-range planning program that identifies regionally significant and federally funded projects to be implemented over the next four years. The Policy Board approved the 2014-2017 TIP in August. The TIP was then forwarded to KDOT and the US DOT for approval.

## Travel Demand Model

A Travel Demand Model (TDM) is a computer-based tool used during the long-range planning process to inform decision makers and forecast future roadway conditions. KDOT provided a generous amount of staff time to initiate the development of the TDM. Olsson Associates was hired in November to complete the region's first travel demand model. A kick-off meeting was held December 4<sup>th</sup> with Olsson and a small subcommittee of local representatives to discuss the scope of the project and timeline. The TDM is scheduled for completion by early 2015.

## Unified Planning Work Program

The Unified Planning Work Program (UPWP) outlines the activities the MPO staff and its consultants will undertake during the fiscal year. The UPWP also includes a budget for how the federal and local funds the MPO receives to support the planning process will be utilized. The UPWP is approved by the Policy Board, KDOT and US DOT.



# 2013 Financial Analysis

## Consolidated Planning Grant

To carry out the multimodal, transportation planning process, the FHMPO receives a specific source of federal funds designated for MPOs, called the Consolidated Planning Grant (CPG). The CPG is comprised of PL (planning) funds from FHWA and 5303 funds from FTA that requires a 20% local match. KDOT manages the distribution of these funds and serves as the grant manager

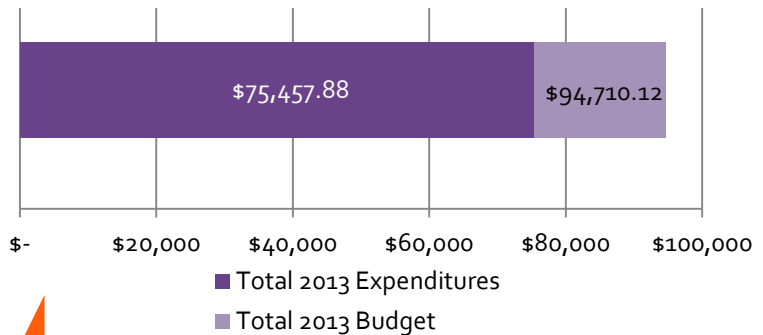
## Local Match

As mentioned, the CPG requires a 20% local match. Per the Fiscal Agreement, Manhattan, Junction City and the three counties are all responsible for a share of the local match based on the percentage of their population within the FHMPO boundary. The table below shows the percentage each jurisdiction is responsible for contributing.

Jurisdiction	% of Population	2013 Match Billed	2013 Match Needed
Manhattan	59.9%	\$ 15,670.85	\$ 9,039.85
Junction City	26.7%	\$ 6,985.17	\$ 4,029.45
Riley County	6.7%	\$ 1,752.83	\$ 1,011.14
Geary County	3.6%	\$ 941.82	\$ 543.30
Pottawatomie Co	3.1%	\$ 811.01	\$ 467.84
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 26,161.68</b>	<b>\$ 15,091.58</b>

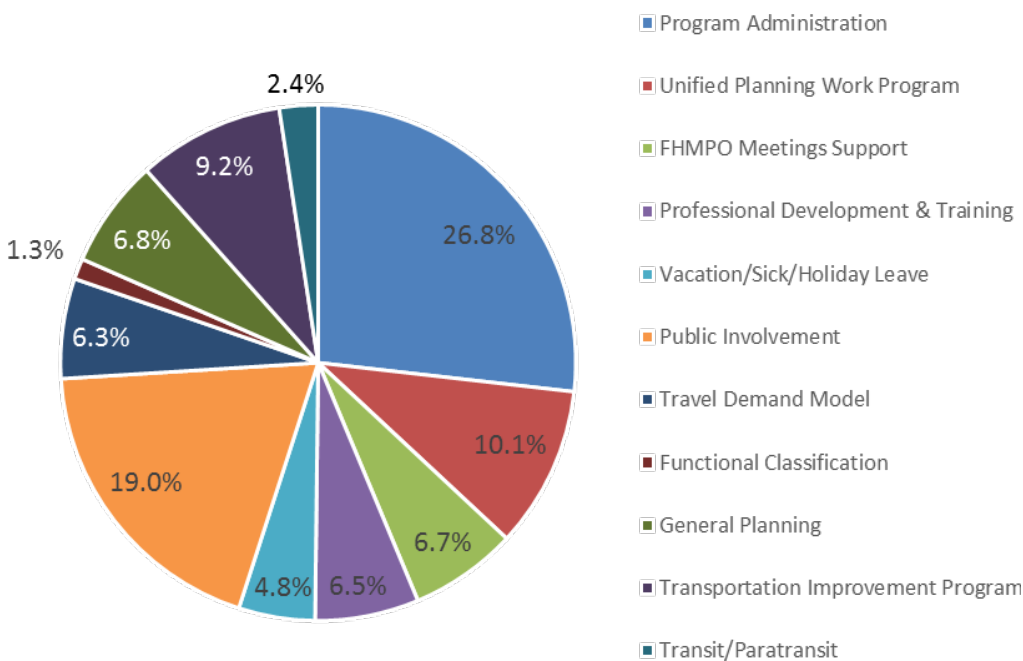
## 2013 Expenditures

In 2013, the FHMPO received \$165,332 in CPG funds through the KDOT formula, however, not all of these funds were programmed in the 2013 UPWP. The 2013 UPWP had an approved total budget of \$94,710.12, which includes both federal and local funds. The FHMPO expended a total of \$75,457.88 in 2013, \$60,366.30 in federal funds and \$15,091.58 in local funds.



The amount of local match collected for 2013 exceeded the amount of match needed based on expenditures. The excess match will be credited towards the local jurisdictions' match requirements in 2014.

## 2013 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
- 5.0 Transit and Paratransit

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 left 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.

# 2014 Initiatives

## 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 regional multimodal transportation system. URS Corporation was hired in March 2014 to work as an extension of FHMPO staff to develop the region's first transportation plan.

**Project Timeline?** The FHTP will begin in April and consist of a series of committee, stakeholder and public meetings over the next 18 months. The final plan should be adopted by December 2015.

## Travel Demand Model

**What is it?** The Travel Demand Model (TDM) is a computer-based tool used to inform the long-range planning process. The TDM uses future landuse data, along with future projections of the region's demographics, to forecast 25 years into the future what traffic conditions will likely be like. This allows decision-makers to understand long-term transportation issues and select projects to address future needs.

**Project Timeline?** The TDM has been under development since the spring of 2013. It is anticipated that a fully calibrated model will be completed by August 2014.

## Flint Hills Metropolitan Planning Organization

Creating Opportunities for a...

Safe

Efficient

Healthy

...Transportation System

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