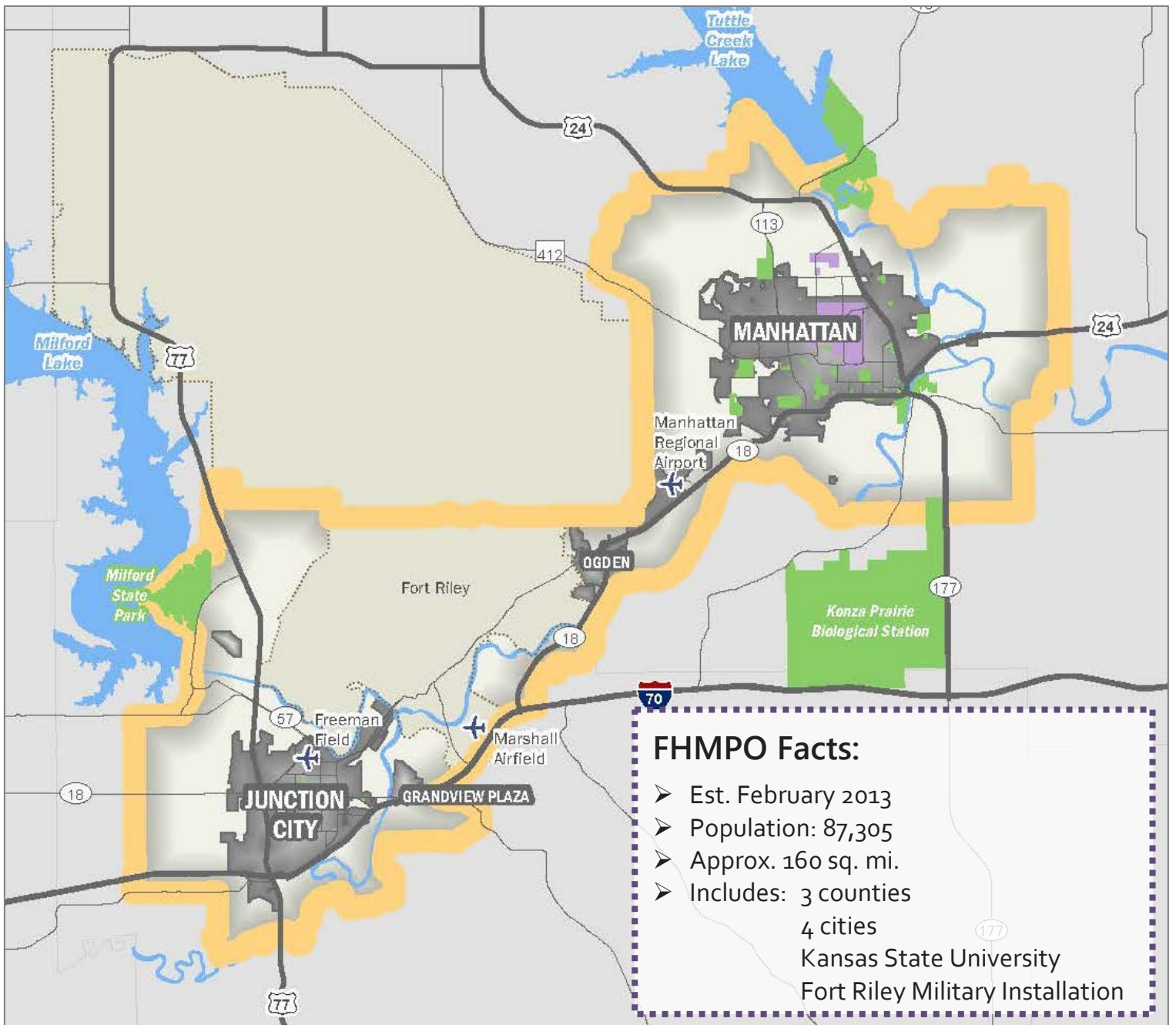




2015  
Year-End  
Report



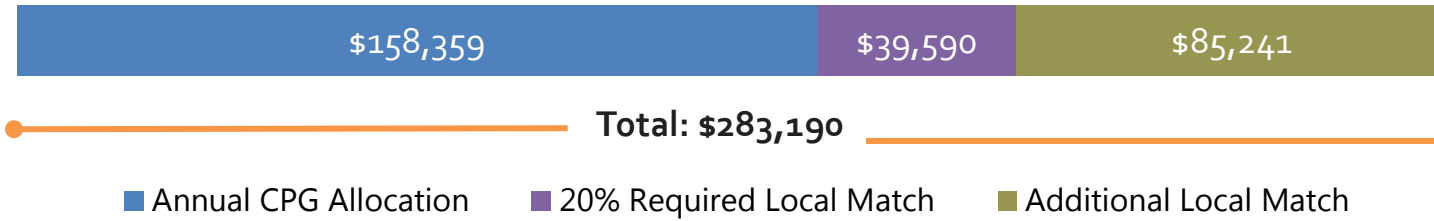
**FHMPO Facts:**

- Est. February 2013
- Population: 87,305
- Approx. 160 sq. mi.
- Includes: 3 counties  
4 cities  
Kansas State University  
Fort Riley Military Installation

## 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, the City of Manhattan, the City of Junction City, and Geary, Riley, and Pottawatomie Counties are responsible for the local match needed based on the percentage of their population within the FHMPO boundary.

## 2015 Funding Breakdown

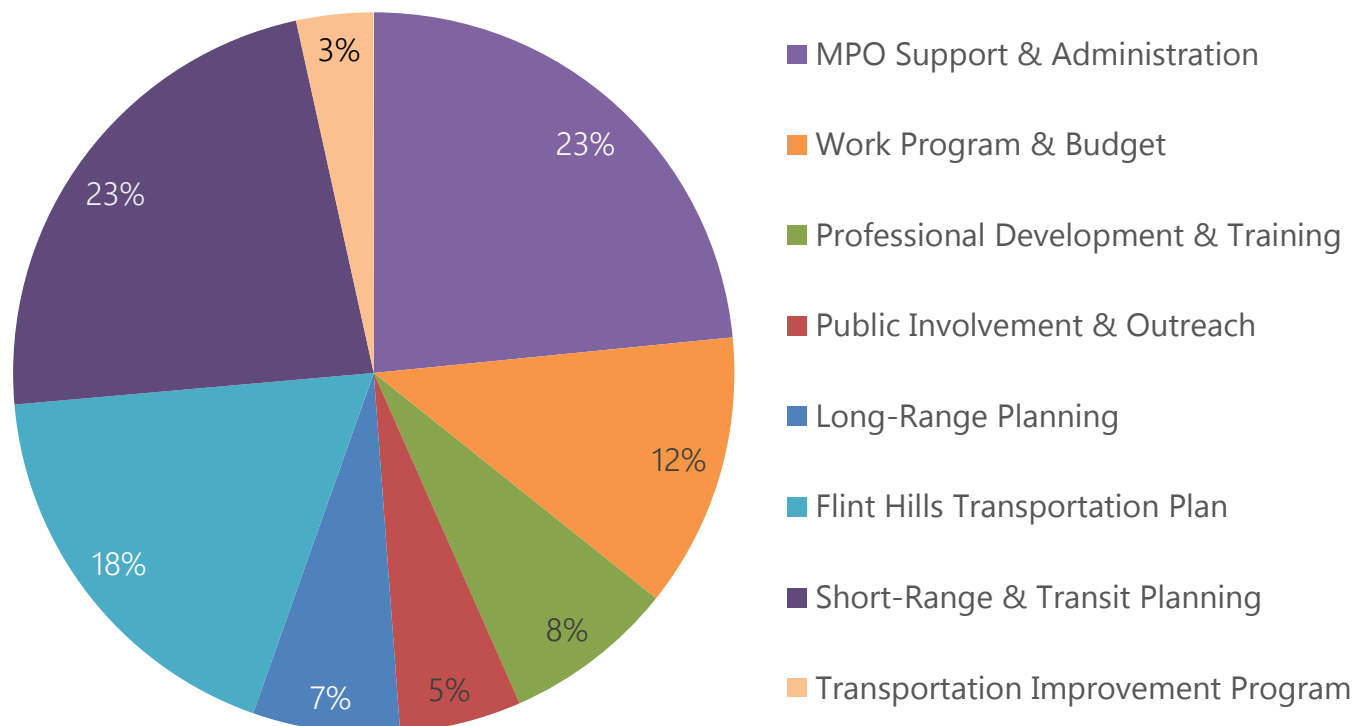


Jurisdiction	2015 Match Budgeted	2015 Match Needed
Manhattan	\$103,948.50	\$74,773.66
Junction City	\$46,334.31	\$33,329.83
Riley County	\$11,626.96	\$8,363.66
Geary County	\$6,247.32	\$4,493.91
Pottawatomie County	\$5,379.64	\$3,869.76
<b>TOTAL</b>	<b>\$173,536.73</b>	<b>\$124,830.82</b>

### Local Match Contributions

The amount of local match collected for 2015 exceeded the amount of match needed based on expenditures. The excess match will be credited towards the local jurisdictions' match requirements for 2016.

### Allocation of Staff Time Hours



## 2015 Projects

### Vision for Riley Avenue, Ogden, KS

The City of Ogden has partnered with the Flint Hills MPO and K-State's College of Architecture Planning & Design, in an effort to revitalize the vision for Ogden's downtown main street, Riley Avenue. The students developed design concepts and presented Ogden a multi-phased streetscape plan.

#### Phase One: Better Block Project

The City of Ogden is moving towards its established vision for Riley Avenue by implementing a Better Block project during its Fall Festival in October 2016. Through the Better Block approach, the City will create an inexpensive streetscape design to provide the community with a temporary experience of how the street and adjacent public spaces could be better utilized. The Better Block project is the first step in creating a downtown that is welcoming for all users, esthetically pleasing, and economically viable.



## Flint Hills TRANSPORTATION PLAN



The FHMPO is responsible for developing the region's long-range transportation plan. The first Flint Hills Transportation Plan (FHTP) will be adopted in February 2016. The FHTP identifies the region's transportation goals, needs, and future projects and investments.

#### FHTP Quick Facts:

- > Plan Year = 2040
- > Multimodal = Vehicles, Bicycles, Pedestrians, & Transit
- > Fiscally constrained = Can only program projects if funding is expected to be available

### Flint Hills Transportation Identified Needs & Opportunities

**Funding** – \$179.6 million of available funding has been forecasted for addressing roadway expansion and preservation needs. A total of \$294.5 million in roadway needs were submitted for funding consideration.

**Transit** – Additional funding to support transit will be needed to support the current system. There are opportunities to expand routes better serve underrepresented areas.

**Bike/Ped** – The region is lacking a comprehensive regional bicycle and pedestrian network. Bike/ped elements should also be considered as an integral component of future roadway projects

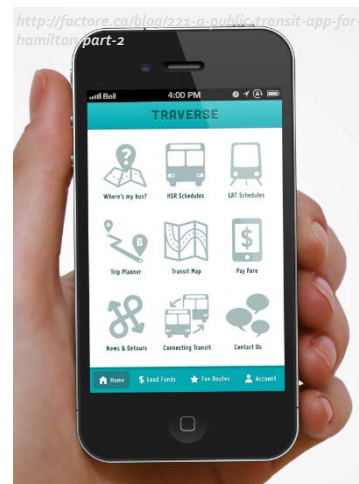
**ITS** – Intelligent Transportation Systems has an opportunity to play a significant role in improving safety, efficiency, and mobility within the region.

# Multimodal Integration Plan

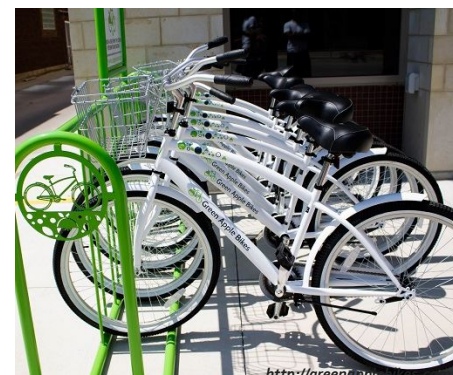
**What is it?** The Multimodal Integration Plan (MIP) will bring together opportunities that encourage the use of multiple modes of transportation and increase the convenience of transitioning from one mode to another through proper planning and technology.

**Project Timeline?** The MIP will begin in April 2016 and the final plan should be completed by December 2017.

**What are some of the concepts included in the Multimodal Integration Plan (MIP)?** The MIP might include concepts of a long-term bike share program, park and ride location, suggestions toward a regional Complete Streets like policy, and the role of technology (i.e. intelligent transportation systems, real-time transit, mobile applications etc.)



Multimodal Integration Plan



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