# Flint Hills Transportation Priorities

Salina, KS August 19, 2019

The mission of the Flint Hills MPO is to coordinate, encourage, and promote a **safe**, **efficient**, **affordable**, and **integrated** transportation system for all users; in support of livable communities and economic competitiveness.

24 **Safety on US-24 @ K-13 & K-113**

24 **US-24 Corridor Management Plan**

18 **ITS connectivity along K-18**

77 **Intersection Improvements along US-77**

99 **K-99 Improvements**

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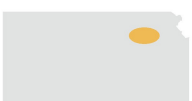
**Flint Hills Region:**

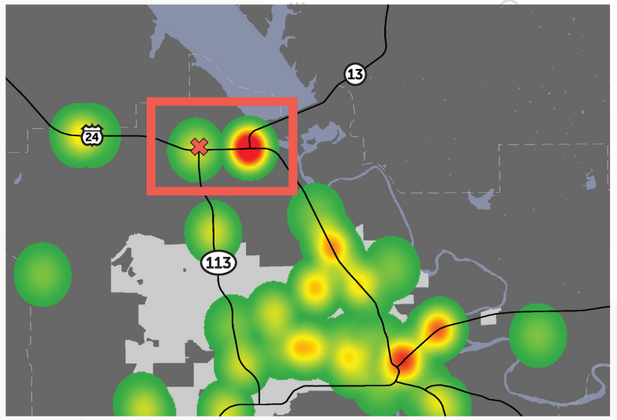


110,441 residents
47 square miles

3 counties
6 cities

Kansas State University
Fort Riley Military Installation

## 24 13 113 Safety on US-24 @ K-13 & K-113




- Two of the most dangerous intersections
- Most immediate need from the K-113 Corridor Plan

✖ Fatality

## 24 US-24 Corridor Management Plan

US-24 Corridor Management Plan

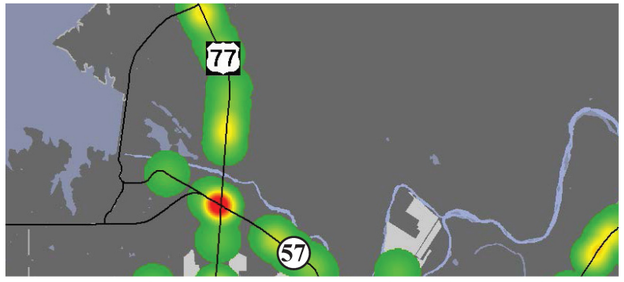
- The Corridor Plan identifies capacity improvements needed between Green Valley Rd & McCall Rd, to include an urban section accomodating all modes
- The Corridor connects Manhattan to the fastest growing residential area in our region
- The Plan proposes additional improvements along the Corridor to improve safety

Pedestrian Fatalities since 2012

## 18 ITS connectivity along K-18

Identified as a Critical Freight Corridor, fiber along K-18 would allow for ITS connectivity from Manhattan to Fort Riley, I-70, and Junction City.

## 77 Intersection Improvements along US-77




- Improve safety at several points along the corridor
- Programmed in the TIP for PE, ROW, and UTIL
- Direct benefit for Fort Riley's Estes Gate
- Identified in the US-77 Corridor Plan

## 99 K-99 Improvements

- Provides interstate access from Wamego's industrial businesses
- Segment B has been funded for construction
- Segment A & C still require design and construction funding

$1.7 billion dollar direct impact in 2018

### Legend

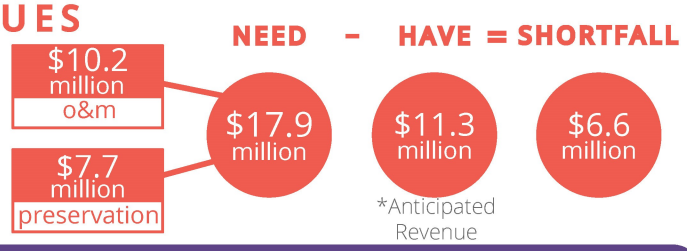
- Benefits Fort Riley
- T-WORKS Project
- Critical Freight Corridor
- Corridor Plan

Manhattan
Wamego
Fort Riley
Junction City

# The Future of Our Transportation System

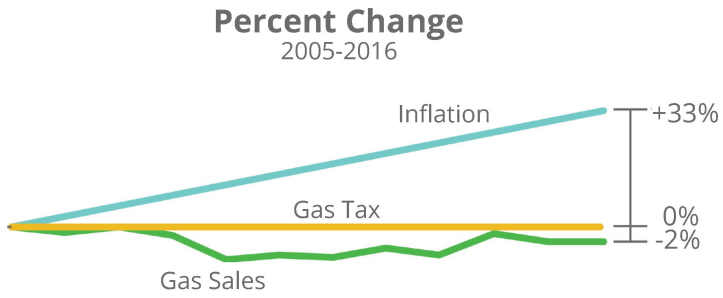
## EXPENDITURES VS. REVENUES

By the year 2040, our cities and counties, will lack revenues needed to preserve and maintain their existing systems based on historic revenues and rising expenditures.




## GAS TAX

The Motor Fuel Tax (Gas Tax) makes up 30% to 65% of our cities' transportation revenues; however, with no increase in nearly two decades, the Gas Tax places more pressure on local budgets.

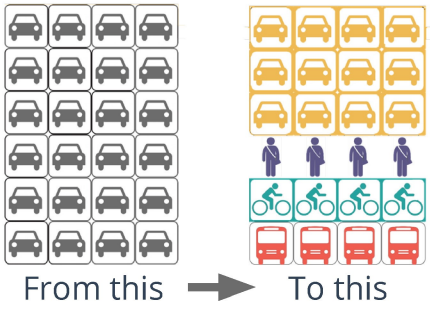



## KDOT PROGRAMS

With nearly stagnant revenue growth, KDOT programs that share funding opportunities or allow for more flexible uses of funds are extremely beneficial for the local governments. The Federal Fund Exchange program, or having the opportunity to compete for funding (City Connecting Link, Access Management, Geometric Improvement, and ITS Set Aside) are crucial to improve our transportation system. Sharing of federal funds through SRTS, Transportation Alternatives, or 5339, for example, enable projects that would otherwise be out of reach.

## Urban Center

Moving more people in the same space




## UTILIZING WHAT WE HAVE

As we look towards the year 2040, our projected revenues and expenditures show that maintaining our current travel expectations and expanding development patterns will be unattainable. The MPO's long-range plan update will examine the role redevelopment opportunities will play in leveraging existing infrastructure and assets, while expanding the role of other modes in our urban centers.

**Working together to create a safe, efficient, affordable, and integrated transportation system for all users.**