



MPO Definitions

The items underlined are work products the MPO is responsible for completing.

Annual Report: At the end of each calendar year, the MPOs provide KDOT with an Annual Performance and Expenditures Report summarizing the progress made on all activities outlined in the Unified Planning Work Program.

Annual Listing of Obligated Projects: this document provides an annual report of the federal funds obligated to projects in the MPO areas during the prior federal fiscal year.

Consolidated Planning Grant (CPG): The CPG is comprised of Planning (PL) funds from the Federal Highway Administration and 5303 funds from the Federal Transit Administration. KDOT distributes the CPG funds to the MPOs by formula. The CPG funds are to be used for planning purposes and require a 20% local match.

Cooperative agreement: The MPO, KDOT and local transit provider are required to develop a cooperative agreement to determine each agency's roles and responsibilities in carrying out the MPO planning process.

Designation agreement: An agreement between the Governor and local jurisdictions representing at least 75% of the MPO area, including the largest city. This agreement creates the MPO and identifies the policy making body.

Environmental Justice (EJ) analysis: Environmental Justice Executive Order 12898 is intended to ensure that communities of concern (defined as minority populations and low-income populations) are included in the transportation planning process, and to ensure that they many benefit equally from the transportation system without a disproportionate share of its burdens. This analysis is completed with the TIP.

Federal fiscal year (FFY): October 1st –September 30th

Intelligent transportation systems (ITS) architecture: a regional ITS architecture must be developed for areas planning to deploy ITS projects. The ITS architecture should provide a specific structure for facilitating institutional agreement and technical integration for the implementation of ITS projects in the region.

Limited English Proficiency (LEP) plan: Under Title VI of the Civil Rights Act of 1964, individuals who do not speak English as their primary language or who have limited ability to read, speak or understand English can be considered Limited English Proficiently (LEP). The LEP Plan identifies reasonable steps the MPO can or will make to ensure LEP persons have meaningful access to the MPO's programs and activities.

Metropolitan Planning Area (MPA): Determined between the MPO and Governor. At a minimum it must include the urban area boundary (UAB) plus the contiguous area expected to become urbanized within the next 20 years. This is the MPO's boundary.

Metropolitan Planning Organization (MPO): the forum for cooperative transportation decision making for the metropolitan planning area (MPA). Any urbanized area over 50,000 in population is required to create an MPO. The Flint Hills MPO is the designated MPO for the greater Manhattan urbanized area.

Metropolitan Transportation Plan (MTP): A long-range, multimodal plan outlining the region's transportation system goals and priorities over the next 20 years. Contains a fiscally constrained financial plan including a list of projects likely to be implemented within the lifetime of the MTP. The MTP is updated every 5 years.

Policy Board: the decision-making body for the MPO, which is created by the designation agreement.

Public participation plan (PPP): defines the goals, objectives, strategies, and methods that the MPO will use to engage, inform, and request participation by the public. This outlines the amount of time various documents are required to be out for public comment and addresses how the MPO will respond to public comments. This is reviewed and updated at least every 5 years (prior to the MTP).

Statewide Transportation Improvement Program (STIP): a staged, multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIP and processes.

Technical Advisory Committee (TAC): a staff level committee that serves an advisory role for the Transportation Policy Board (TPB). The TAC makes recommendations to the TPB and handles issues more technical in nature.

Title VI Program: The Title VI Program describes how the MPO intends to ensure that their planning process upholds Title VI and that a clear and concise complaint process is in place in the region.

Transportation Improvement Program (TIP): a four-year, multimodal program of prioritized transportation projects and initiatives (comparable to a CIP). The TIP must contain all regionally significant and federally funded projects. It is recommended the TIP be updated every 2 years.

Travel Demand Model (TDM): a tool to evaluate existing traffic and future demands on the transportation system. The TDM can be used to help prioritize projects and model existing and future conditions.

Unified Planning Work Program (UPWP): is a one-year program outlining how the Consolidated Planning Grant (CPG) funds will be utilized during the calendar year. The UPWP identifies tasks and activities to be performed by the MPO and consists of a budget including both the federal CPG funds and local matching funds. The UPWP is updated every year.

Urban area boundary (UAB): the FHMPO and KDOT work together to smooth the Census-defined urbanized area (UZA) boundary to create more a definable boundary known as the UAB. The UAB is used for functional classification and Highway Performance Monitoring System (HPMS) reporting purposes. It is approved by the FHMPO, KDOT and the Federal Highway Administration (FHWA).

Urbanized area (UZA): Defined by the Census, the UZA serves as the minimum area for the MPO's planning boundary (or MPA boundary).