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OGL STEERING COMMITTEE AGENDA
Monday, October 24, 1:30 PM
IN-Person and On-Line Meeting



Welcome & Introductions

1. **VOTE: Approval of July 25 Committee Minutes*** (page 2)
2. **VOTE: Vice-Chair, MO side**
3. **VOTE: TransCore Supplement and ATMS Regional Project Update** (page 4)
4. **VOTE: MO and KS CMAQ Project Bids and Update** (page 5)
5. **Agency Roundtable Operations Updates**
6. **Hot Topic: Noel Forrester, Old 56 & Lone Elm Continuous Flow Intersection**
7. **2023 Work Plan** (page 7)
8. **Quarterly Operations Report** (page 9)
9. **3rd Quarter Budget Report and 2023-2024 Budget and Agreements** (page 25)

Other Business

Next Regularly Scheduled Meetings: 1:30PM, January 23, April 24, July 24, October 23, 2023

Adjournment

***Action Items**

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, [can be found online](#). If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

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OGL STEERING COMMITTEE MEETING MINUTES
Monday, July 25, 2022, 1:30 p.m.
Web/Phone Conference Meeting

Members Present	MARC Staff Present	Non-Members Present
Derek Olson, MoDOT	Barry Viss	Alex Preston, TransCore
Noel Forrester, Olathe, Vice Chair	Scott Cutshall	Kurt Rotering, Olsson
Michael W. Spickelmier, Lansing	Cedrick Owens	Tom Gerend, KCMO Street Car
Chris Sandie, Blue Springs, Chair	Chris Jenkins	Blake Hansen, Olsson
Brian Scovill, Leawood	Ron Achelpohl	Christos Achillides, Iteris
Keith Bredehoeft, Prairie Village	Ray Webb	Lee Baer, Merge Midwest
Shawn Gotfredson, Overland Park		
Sol Moinuddin, KCMO		
Jim MacDonald, Merriam		
Erin Ralovo, Lees Summit		
Bill Stogsdill, Fairway		
John Sullivan, Westwood		
Steve Schooley, Lenexa		
Dave Northup, KDOT		
Sarah Peters, KDOT		
David LaRoche, FHWA		
Devin Tiebout, WYCOKCK		
Sherri McIntyre, Liberty		
Melissa Prenger, Prairie Village		
John Miller, FHWA		
Melissa Schmitz, MoDOT		

Welcome

The meeting started at 1:30 p.m. Chris Sandie, Chair, welcomed all.

- 1. April 25, 2022, committee minutes** – Erin Ralovo made a motion to accept the minutes. The motion was supported and approved unanimously.
- 2. OGL Bylaws review** – Four items were discussed. (1) Section 1.3 regarding sending notice by US mail and fax, the suggestion was to remove this requirement. (2) Section 1.4 regarding terms for chair and vice-chair, the suggestion was to change to 2-year terms. (3) Section 1.5 regarding voting, the suggestion was to remove requirement for roll call voting. (4) Section 1.5 also regarding voting, the suggestion was to remove the ability to recall a vote up to 7 days following the meeting. Brian Scovill made a motion to proceed with the suggested changes. The motion was supported and approved unanimously.
- 3. Agency roundtable: operations updates** – An opportunity was given for agencies to provide updates to the committee on any roadwork or other projects that may be of interest to the region. David LaRoche informed the committee of a new memo put out by FHWA regarding System Engineering for ITS projects. Ray will include this memo with the distribution of the minutes of this meeting.

4. **Hot topic: KC streetcar update** – Tom Gerend, Executive Director of the KC Streetcar Authority, updated the committee on the streetcar operations and plans for expansion. The starter line has been a great success during its initial 6 years of operation. Construction on the expansion line to the south, to UMKC is underway. Funding has been secured for expansion to the north, to Berkley Riverfront Park and design is in progress. Expansion to the north, to NKC, and an east-west line in midtown, are currently being explored.
5. **ITE guidelines for determining traffic signal clearance intervals** – Barry Viss introduced an updated memo that OGL had written detailing the methodology used to measure for and calculate clearance intervals. After examining the new recommendations released by ITE in 2020, we will continue to use the original guidelines.

Agencies are strongly encouraged to have and use a policy for their non-OGL signals as well. Please contact Ray Webb for assistance if interesting in exploring an agency policy.

6. **ATMS software** – Barry updated the committee on recent discussions by the ATMS software RFP sub-committee. The group has shifted away from a desire to release an RFP and prefer to stay with TransSuite. The committee was asked if there were any who had concerns with the plan of not releasing this RFP. None who were present voiced any concerns. Options are being explored for repurposing the funds that are available, perhaps to help pay for a signal performance measures (SPM) system. Ray invited any other agency representatives to join the sub-committee and participate in future discussions on this topic.
7. **Missouri and Kansas 2023-2024 operations agreement review** – Ray updated the committee. On June 23, draft agreements were sent to the agencies. One agency requested more cybersecurity insurance coverage, which coverage has been obtained already. Any further comments on the agreements are requested by August 12.
8. **Quarterly operations report** – The operations report was included in the meeting packet. Chris Jenkins highlighted a few noteworthy events on the network and server maintenance. TransCore and OGL staff continue to work on the errors occurring on the web user interface. In the meantime, all users have been allowed back on the original server thick client. Chris asked agencies to help us keep that server secure with only valid, active users.
Scott Cutshall asked agencies to try to give OGL staff a heads up about any known roadwork with lane closures that we may be able to help with. Scott also asked agencies to review the regional signal map available on the MARC website www.marc.org/ogl, and let him know if there are changes needed.
9. **Quarterly budget report** – The quarterly budget report was included in the meeting packet. As of the end of June the balance of funds available was \$432,790. STP funds should be expended in the month of August, after which we will be spending the balance of local funds until new funds are available in October.

Other Business – The October committee meeting will be a hybrid meeting, with MARC staff and any others available to be present that the MARC offices downtown, and others joining via an electronic option.

Next meeting dates: October 24 of 2022, January 23 of 2023.

Adjournment – Sherri McIntyre moved to adjourn. The motion was supported and approved unanimously. Meeting was adjourned at 2:35 p.m.

BOARD AGENDA ITEM

For: Board Agenda Board Consent Agenda Budget & Personnel CSC

October 2022

Item No. x

Transportation & Environment Department

ISSUE:

VOTE: Authorization to enter into a one-year contract extension with TransCore ITS Inc. for the Operation Green Light Regional (OGL) Traffic Signal System Software Development and Support.

BACKGROUND:

Operation Green Light (OGL) is a MARC program that operates a regional traffic signal coordination program in partnership with local governments and the state departments of transportation in Kansas and Missouri. MARC staff currently assists in the management and operation of traffic signal timing for over 750 intersections in 27 jurisdictions throughout the region. The goal of this program is to coordinate traffic signal timing and operations to improve traffic flow, reduce delay, reduce fuel consumption, and reduce emissions. As part of this work, OGL develops and implements traffic signal timing plans on all signalized intersections in the system with the traffic signal software system and maintains and operates a communications network.

TransCore provides the software OGL uses to centrally manage these traffic signals using the Advanced Traffic Management System (ATMS) TransSuite. This includes software enhancements requested by the OGL partner agencies, ongoing technical support for the software and servers on which it runs, fixes and other additional features and functionality through regular software updates. The region shares the system software as opposed to each agency owning their own system and thus reducing the cost of signal operations.

This is the first supplement of a multi-year contract. The region will develop enhanced system software that will provide better network security and system improvements.

BUDGET CONSIDERATIONS

This contract will be funded through Federal STBG/CMAQ program administered by the Kansas and Missouri Departments of Transportation. Partner agencies provide the matching funds.

RECOMMENDATION

Authorize the Executive Director to enter a contract extension with TransCore ITS Inc. for Traffic Signal System Software Support Services for the Operation Green Light Program through October 31, 2023, with the extension amount not to exceed \$300,000.

STAFF CONTACT

Ron Achelpohl
Ray M. Webb

BOARD AGENDA ITEM

For: B&P CSC

Board: Presentation Discussion Brief Report Board Consent

Month November 2022

Item No. x

Transportation & Environment Department

ISSUE:

VOTE: Authorization to enter into a contract with ___(Contractor)_____ for the Operation Green Light Traffic Signal Enhancement construction project including work to be performed at various intersections in the Greater Kansas City Metropolitan Area.

BACKGROUND:

Operation Green Light (OGL) is a regional traffic signal coordination and operations system involving local governments and the State Departments of Transportation in Kansas. This initiative improves regional traffic flow, air quality and fuel consumption. OGL develops traffic signal timing plans for implementation by participating state and local governments and monitors over 750 traffic signals real-time operations on roadway intersections in the region.

The project will include the cities of Lansing, Leawood, Merriam, Mission, and Kansas City, in Kansas. The work under this contract shall consist of installation of fiber optic cable and traffic signal controllers in the five municipal jurisdictions. The contract includes listed items and peripherals needed to support the above-mentioned equipment. All equipment and materials are necessary for the Mid-America Regional Council (MARC) OGL system to add to or maintain operations that will enhance the existing system operations including repair, restoration, and replacement of existing areas or features that are disturbed during the construction activities.

On October 19, 2022, KDOT handled the bidding services and opened bids of which ___(contractor)_____ was the apparent low bidder of \$_____.

BUDGET CONSIDERATIONS:

Funds for this purchase are included in the MARC budget for Operation Green Light. This procurement will be funded through Federal Grants administered by the Kansas Department of Transportation. Participating local governments provide matching funds for this program.

COMMITTEE ACTION:

___(contractor)_____ is recommended to be accepted to enter a contract with MARC. The Operation Green Light Steering Committee met October 24th to review and approve the selection.

RECOMMENDATION:

Authorize the Executive Director to enter into a contract with ___(Contractor)___ for \$_____ for the project construction.

STAFF CONTACT:

Ron Achelpohl
Ray Webb

BOARD AGENDA ITEM

For: B&P CSC

Board: Presentation Discussion Brief Report Board Consent

Month November 2022

Item No. x

Transportation & Environment Department

ISSUE:

VOTE: Authorization to enter into a contract with (Contractor) _____ for the Operation Green Light Traffic Signal Enhancement project including work to be performed at various intersections in the Greater Kansas City Metropolitan Area.

BACKGROUND:

Operation Green Light (OGL) is a regional traffic signal coordination and operations system involving local governments and the State Departments of Transportation in Missouri. This initiative improves regional traffic flow, air quality and fuel consumption. OGL develops traffic signal timing plans for implementation by participating state and local governments and monitors over 750 traffic signals real-time operations on roadway intersections in the region.

The project will include the cities of Belton, Gladstone, Independence, Lees Summit, North Kansas City, Kansas City, Raymore and MoDOT. The work under this contract shall consist of installation of traffic signal controllers, CCTV's and vehicle detection. The contract includes listed items and peripherals needed to support the above-mentioned equipment. All equipment and materials are necessary for the Mid-America Regional Council (MARC) OGL system to add to or maintain operations that will enhance the existing system operations including repair, restoration, and replacement of existing areas or features that are disturbed during the construction activities.

On October 20, 2022, MARC opened bids for construction services. The bid was advertised via Drexel Technologies. (contractor) _____ was the apparent low bidder in the amount of \$ _____.

BUDGET CONSIDERATIONS:

Funds for this purchase are included in the MARC budget for Operation Green Light. This procurement will be funded through Federal Grants administered by the Missouri Department of Transportation. Participating local governments provide matching funds for this program.

COMMITTEE ACTION:

(contractor) _____ is recommended to be accepted to enter a contract with MARC. The Operation Green Light Steering Committee met October 24th to review and approve the selection.

RECOMMENDATION:

Authorize the Executive Director to enter into a contract with (Contractor) _____ for \$ _____ for the project construction.

STAFF CONTACT:

Ron Achelpohl
Ray Webb

2023 OGL WORK PLAN

Operation Green Light Program

Program Objectives

- Manage traffic signal operations on the arterial corridors included in Operation Green Light in cooperation with partner agencies.
- Support regional traffic incident management initiatives by managing traffic signal timing plans on the arterial corridors included in Operation Green Light.
- Maintain the regional shared wireless communication network in good working order.
- Collect Traffic Signal traffic data in support of the signal timing efforts
- Support the Regional Traffic Signal System Software

Background/Previous Work

Operation Green Light is a regional effort to improve traffic flow and reduce vehicle emissions. Operation Green Light works with federal, state and 27 local agencies to operate and coordinate traffic signal operations and network communication between traffic signal equipment across jurisdictional boundaries on over 750 traffic signals. Coordinating traffic signal systems can significantly reduce travel delay, reduce ozone precursor emissions and provide a powerful tool to help manage incident-related congestion.

Program Activities and Products

1. **ACTIVITY: Program management.** Activities included in this work include project management, stakeholder engagement, training, Integrated Corridor Management (ICM) activities, Transportation System Management and Operations (TSMO) and all other work necessary to ensure the active prioritization of objectives to efficiently manage traffic signal infrastructure and control devices (Ongoing)
2. **ACTIVITY: Signal Timing and synchronization.** Activities include traffic data collection and analysis, field observation, controller programming and deployment, signal timing troubleshooting and reporting, traffic modeling and deployment, updating signal timing based on changes in traffic patterns, citizen concerns, special events, incidents or roadwork. (Ongoing)
3. **ACTIVITY: Regional network communications.** Activities include, database management, repair tracking, field investigation, equipment procurement, server and software administration, contractor oversight and other activities associated with the system network (ongoing)
4. **ACTIVITY: Communications Network Upgrades.** Continue technology plan upgrades of aging communication network equipment following the technology plan
5. **ACTIVITY: Incident Management Work.** Finalize incident management diversion plans, and development of signal timing plans and procedures for I-435 and I-70
6. **ACTIVITY: Missouri and Kansas 2022 CMAQ funds.** Manage the funds and construction project that will add infrastructure elements in the cities of Leawood, KCK, Merriam, KCMO, North Kansas City, MoDOT, Belton, Raymore, Independence, Lees Summit. The project includes communication infrastructure, traffic signal controllers and CCTV's.
7. **ACTIVITY: Develop 2023-2024 Regional Agency Agreements as needed.** Develop and execute agreements for the 27 partner agencies including the MoDOT and KDOT STP funding agreements.
8. **ACTIVITY: Develop requirements and implement the 2023 ATMS software project**

Operations Funding 2023

Federal	\$ 490,000	FHWA-STP-MO
Federal	\$ 210,000	FHWA-STP-KS
Non-Federal	\$ 604,000	Local funds (755 @ \$800/signal)
Task Total	\$1,304,000	

2023 OGL SIGNAL TIMING PLAN

Corridor	Signals	Jurisdiction	Plans	Last timed	Status
Bann. Rd and Blue Ridge	12	KCMO, MODOT	All	2015	4th Quarter 2022
US-24	22	MODOT, KCMO	All	2011	4th Quarter 2022
KCMO South 75th area	33	KCMO, MODOT	All	2011	4th Quarter 2022
Rainbow Blvd/SW Blvd	12	KCK	All	2013	Update timings after volumes return from COVID
87th St, I-435	7	Lenexa	All	2017	Update timings after roadwork complete
M-291, North Liberty	6	MODOT	All	2014	
M-9, NKC	10	MODOT			
Armour Rd/M-210	11	NKC, MODOT	All	2014	
Stateline Rd	9	Leawood, MODOT, KC	All	2016	
163rd/Rt Y	5	MODOT, Belton	All	2016	
Red Bridge Rd	5	MODOT, KCMO	All	2011	
K-7 Lansing	5	Leavenworth, Lansing	All	2015	
Ward Pkwy	9	KCMO	All	2013	
Grandview new signals	7	Grandview	All		
TOTAL	153	TOTAL 2023	86		



Mid-America Regional Council's Quarterly Report For Operation Green Light

3rd Quarter 2022 Report
October 24th, 2022

Prepared For:
OGL Steering Committee

Prepared By:
OGL Operations Team

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Introduction

Operation Green Light (OGL) is a bi-state regional effort to improve traffic flow and reduce vehicle emissions. Managed by the Mid-America Regional Council (MARC), Operation Green Light works with federal, state, and local agencies to operate a program that coordinates traffic signal timing and communication between intersections across jurisdictional boundaries.

This report details the work performed on the Operation Green Light communications network during the 3rd Quarter of 2022 and highlights of signal timing and agency coordination. OGL currently monitors/operates 755 signals and manages over 1200 network devices. These devices include intersection controllers, wireless radios, switches, cameras, routers, serial-to-IP converters, and servers. For more information on the program, visit www.marc.org/OGL.

Operations Summary

A summary of the operational results and activities of the OGL program staff during the reporting period is presented below.

Repair tickets

- OGL staff actively responded to **8** repair tickets.

Corridor/Signal Timing Efforts

- 7/12 – Coordination plans on Blue Ridge CO were updated
- Incident management plans were input into 36 intersections.

Training Sessions/Panels/Events

- 7/14 – Scott Cutshall attended the July KSITE Chapter meeting
- 7/27- Ray participated in the Talking TIM webinar
- 8/17 – OGL participated in FHWA Crowdsourced Data for Arterial Operations webinar
- 8/29 – OGL participated in FHWA Enhancing ATSPM with Trajectory-based Corridor-level Signal Synchronization Performance Index
- 9/8 – OGL attended the Sept KSITE Chapter meeting
- 9/26 – OGL participated in FHWA, Creating a Workflow for Signal Operations Facilitated by ATSPM

Additional Information

- OGL staff set up and scheduled the Miovision equipment to conduct **17** counts. Most of these were 13-hour turning movement counts.

Notes on Operations Summary

1. Repair ticket levels used by OGL staff are defined in Exhibit I Scope of Services as follows:
 - Minor – investigate and resolve communication problem within 5 business days, weather permitting
 - Major – investigate and resolve communication problem within 2 business days, weather permitting
 - Critical – investigate and resolve communication problem within 24 hours, weather permitting

System Hardware/Software Activities/Issues

The following list represents major software or hardware activities performed during the 3rd Quarter of 2022:

Interagency Coordination

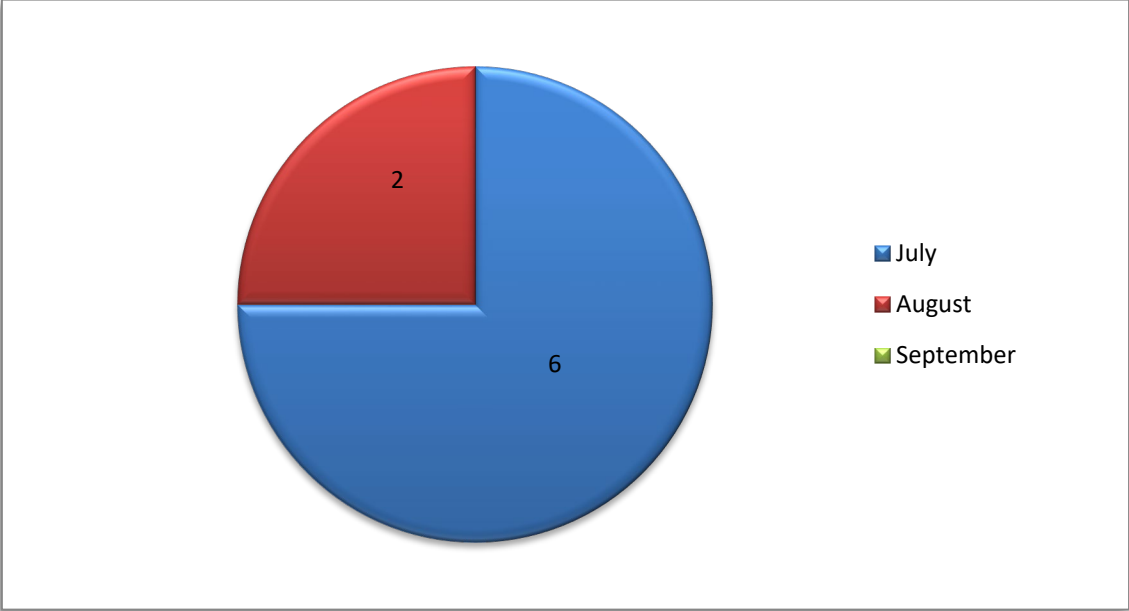
During the 3rd Quarter, OGL staff participated in the following interagency activities:

- 7/6, 7/20 – OGL and Olsson held bi-weekly conference calls for contract work
- 7/11 – OGL and partner agencies met to discuss the Regional ATMS RFP work
- 7/13 – OGL staff met with Iteris regarding contract work
- 7/21 – Chris Jenkins attended the KC Scout Infrastructure meeting
- 7/21 – OGL and several agencies met informally to discuss ATMS software procurement options
- 7/21 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 7/25 – OGL team held the July OGL Steering Committee meeting
- 7/28 – OGL team met with MoDOT project managers to discuss operations
- 8/1 – OGL and partner agencies met to discuss the Regional ATMS RFP work
- 8/3, 8/17, 8/31 – OGL and Olsson held bi-weekly conference calls for contract work
- 8/5 – Ray met with the city of lees summit regarding the ATMS project as it relates to the city
- 8/9 – OGL met with Yunex Traffic
- 8/10 – OGL staff met with Iteris regarding contract work
- 8/11 – OGL and partner agencies met to discuss the Regional ATMS RFP work
- 8/18 – OGL and several agencies met informally to discuss various technical topics
- 8/18 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 8/23 – OGL staff met with the project team working on the Chipman Rd bridge
- 8/30 – OGL staff attended Pre-Con meeting for upcoming K7 & Parallel RCUT project
- 9/14 – OGL and Olsson held bi-weekly conference calls for contract work
- 9/14 – OGL staff met with Iteris regarding contract work
- 9/15 – OGL and several agencies met informally to discuss various technical topics
- 9/15 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 9/20 – Barry Viss met with Olsson and MODOT regarding US-24 retiming work
- 9/21 – OGL staff met with Iteris regarding contract work
- 9/23 – Chris Jenkins attended the KC Scout Infrastructure meeting
- 9/23 – OGL and ETI staff met to discuss contract work items
- 9/28 – OGL participated in TTS Status update meeting
- 9/29 – Chris Jenkins attended the KCMO City Manager’s Camera Coordination meeting
- 9/29 – OGL and KDOT staff met to discuss traffic study for SMP & Antioch
- 9/29 – OGL met with TCC/WTI to discuss product enhancements

Quarterly Repair Ticket Statistics by Month

In the 3rd Quarter of 2022, OGL staff created and responded to 8 repair tickets in the Kansas City area.

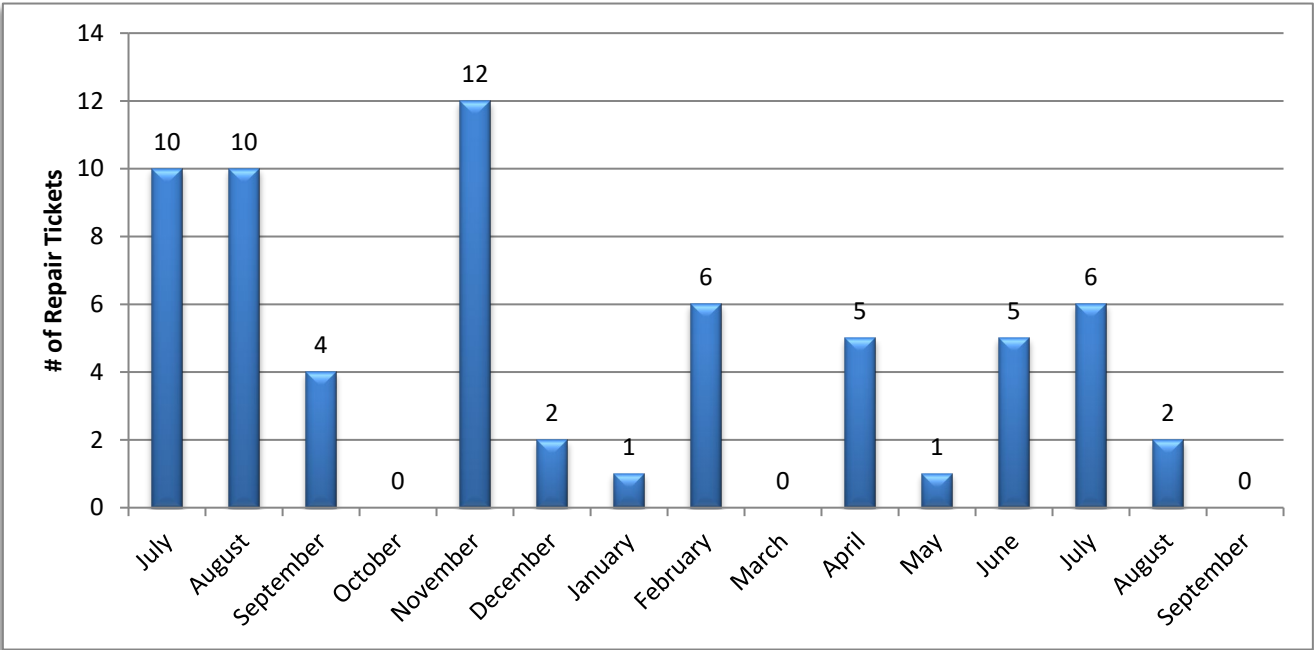
Figure 1 – Quarterly Repair Ticket Statistics by Month



Additional Repair Ticket Details:

Figure 2 – Monthly Repair Ticket Statistics / Prior 15 months

Figure 2 shows the number of repair tickets that OGL staff responded to for the last 15 months. It is intended to show long-term trends in incidents that are occurring on the OGL network.

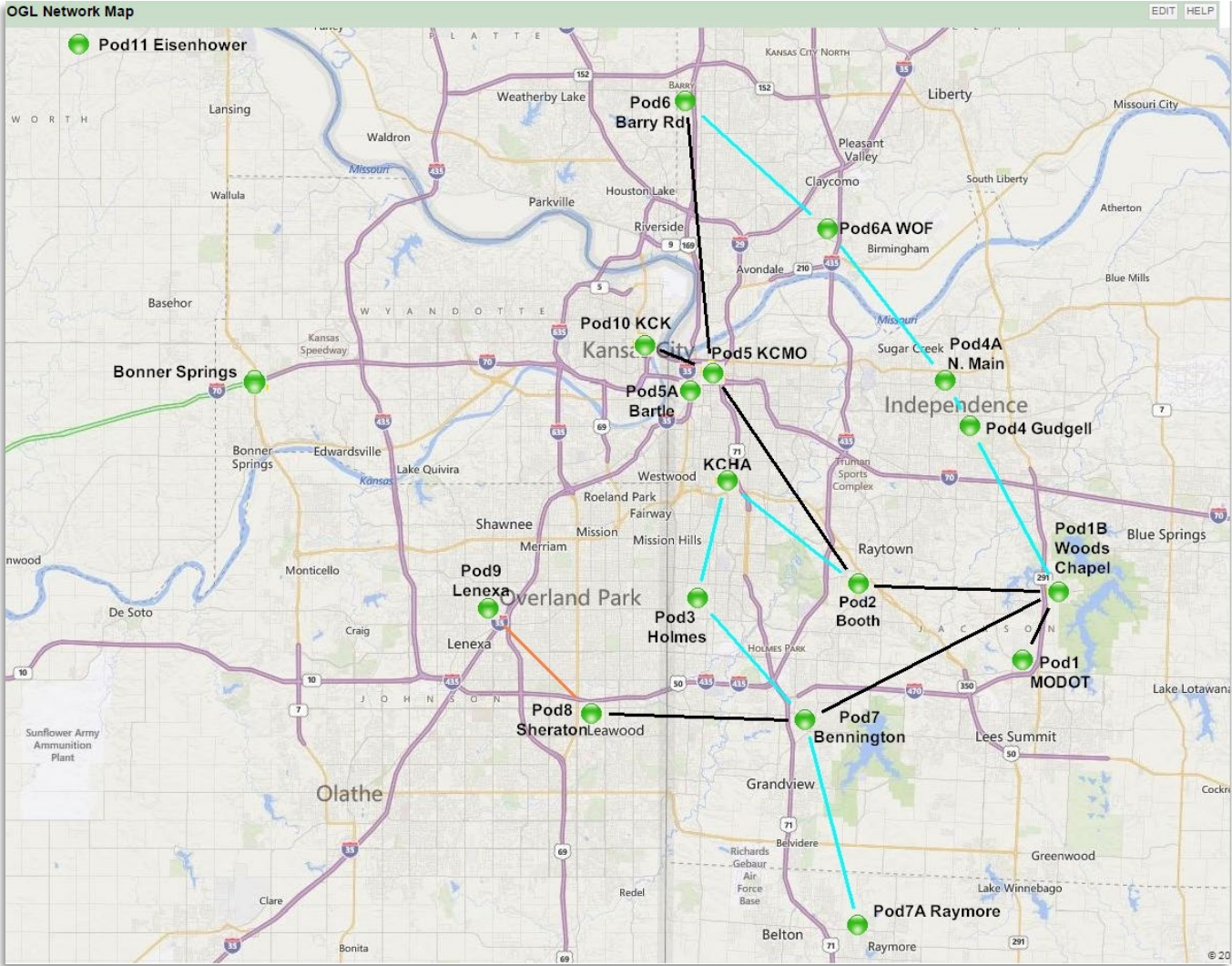


Additional Communications Statistics

OGL Network Pod Diagram

Figure 3 shows the overall design of the OGL Network and Pod Locations. It is noted that the different color of lines between the Pods are representing the different type of network connections. A black line represents an FCC licensed link, an orange line represents a fiber optic connection, and a light blue line represents an unlicensed radio link. The OGL network now has 2 wireless rings as seen in the diagram.

Figure 3 – OGL Network Pod Diagram



Repair Tickets by Network Pod

OGL staff is continually working on improving the reliability of the OGL network. Therefore, staff monitors and tracks which network pods continually have incidents. Figure 4 shows the number of repair tickets for each Pod and Figure 5 shows the number of repair tickets year-to-date for each Pod.

Figure 4 – Repair Tickets by Network Pod

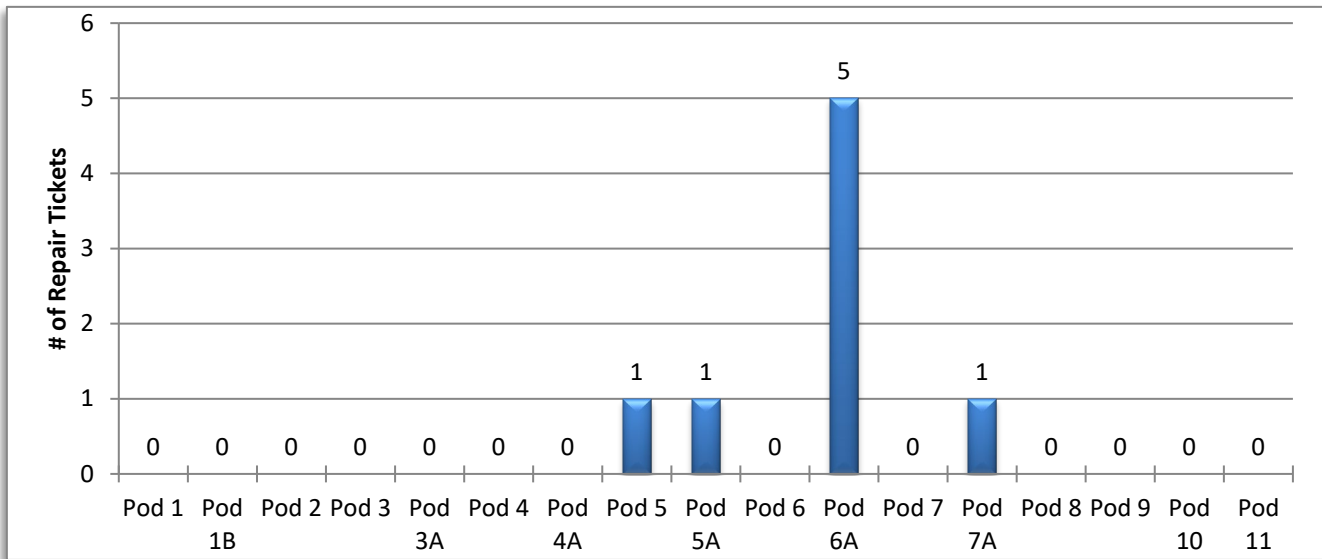
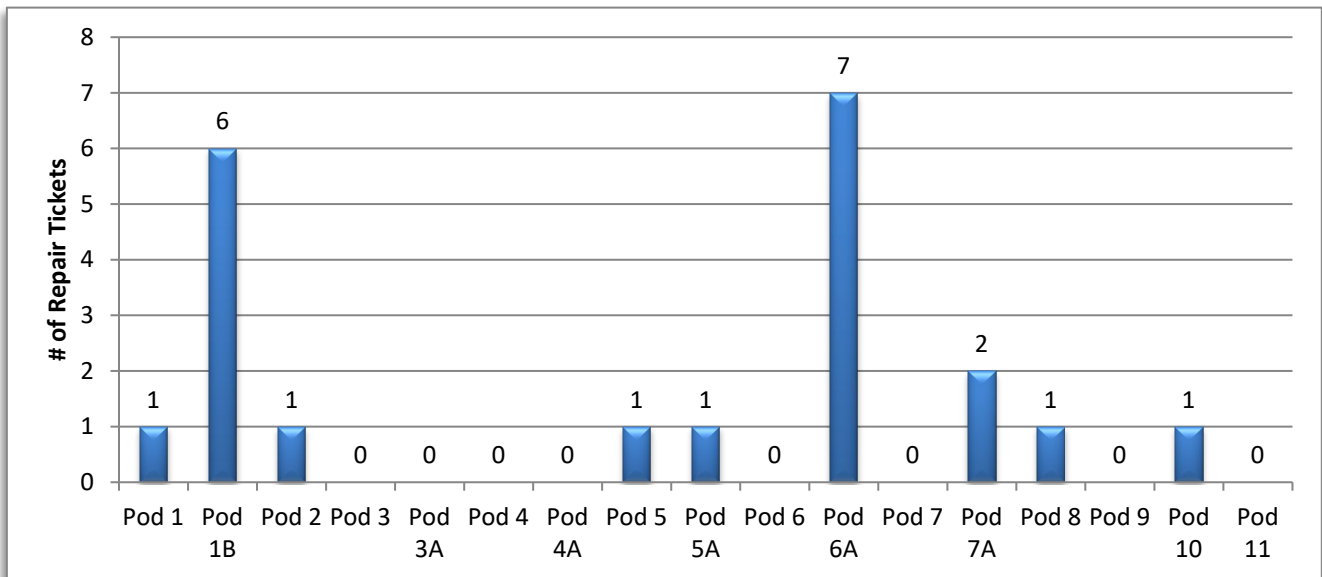


Figure 5 – Repair Tickets by Network Pod / Year – to – date



Repair Tickets by Equipment Type

Figure 6 – Repair Tickets by Equipment Type

Figure 6 shows the number and percentage of incidents that occur for each equipment type for the quarter.

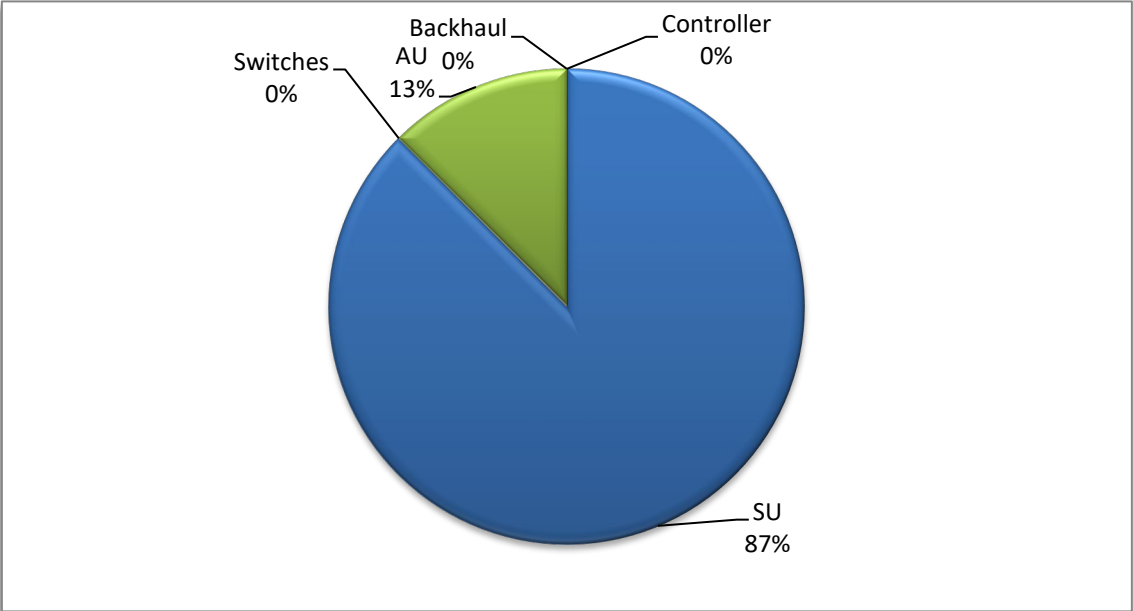
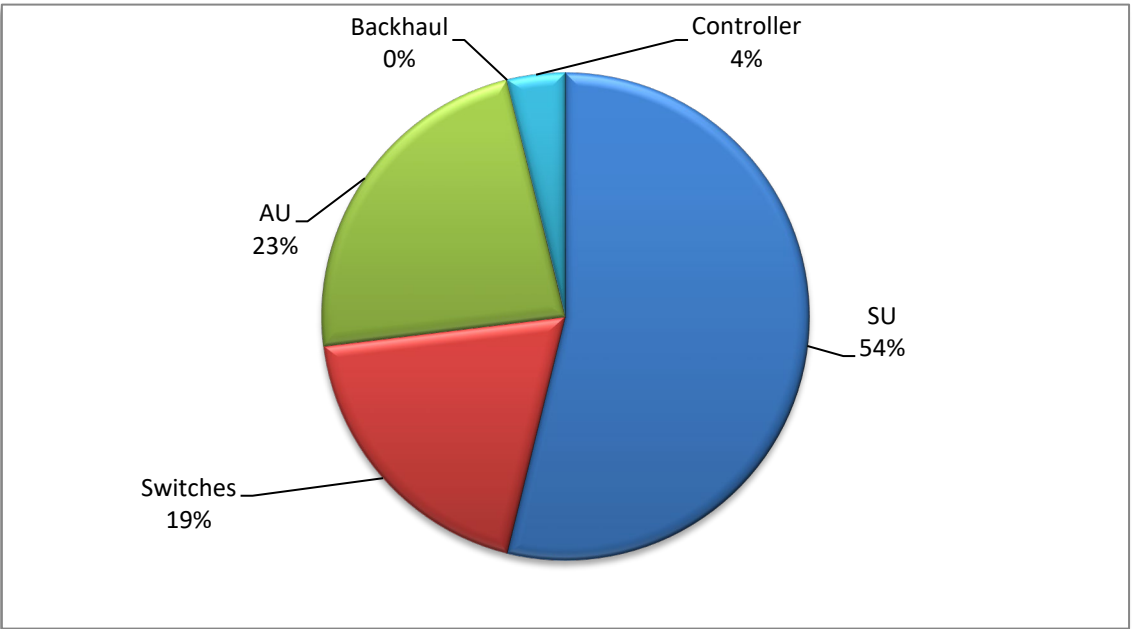


Figure 7 – Repair Tickets by Equipment Type / Year – to – Date

Figure 7 shows the percentage of repair tickets year – to – date for each equipment type.



Repair Ticket Statistics by Severity Level

Figure 8 – Repair Ticket Statistics by Severity Level

Figure 8 shows the number and percentage of incidents by severity level for the quarter.

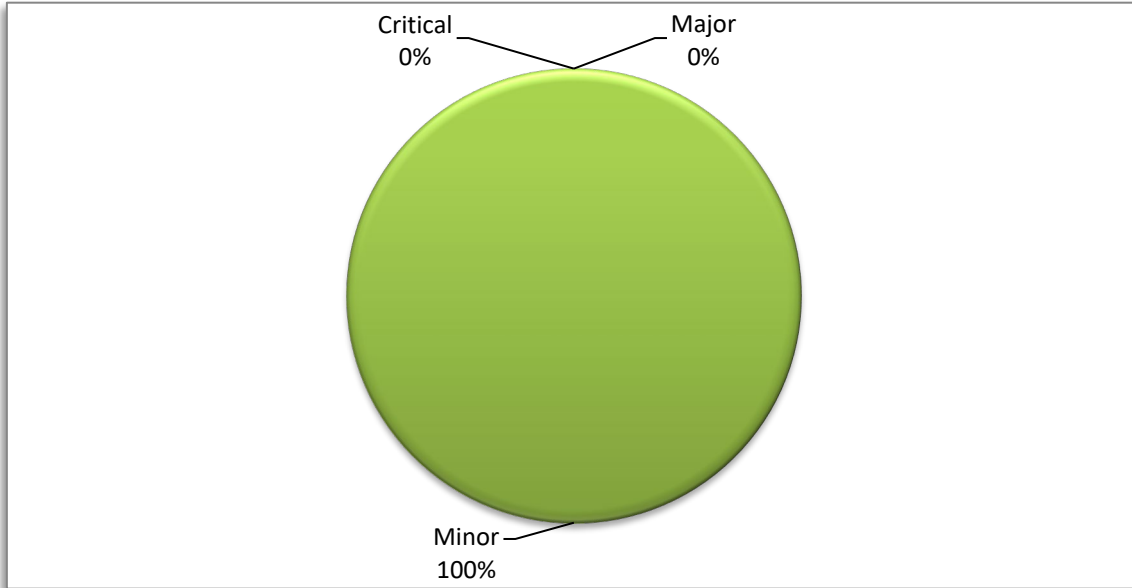
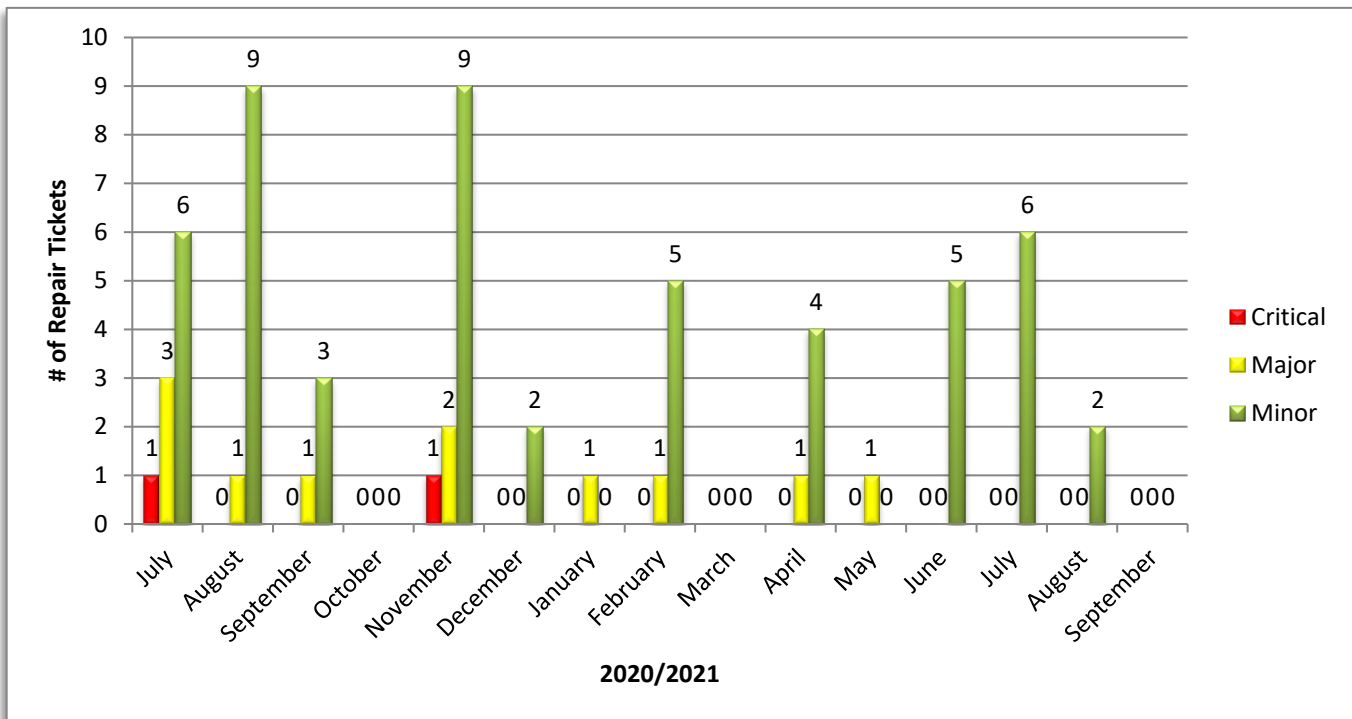


Figure 9 – Repair Ticket Statistics by Severity Type / Prior 15 months

Figure 9 shows the number of incidents by severity type that OGL staff has managed in the last 15 months.



Summary of Critical Events

The OGL staff responded to **0** critical event during the 3rd Quarter of 2022.

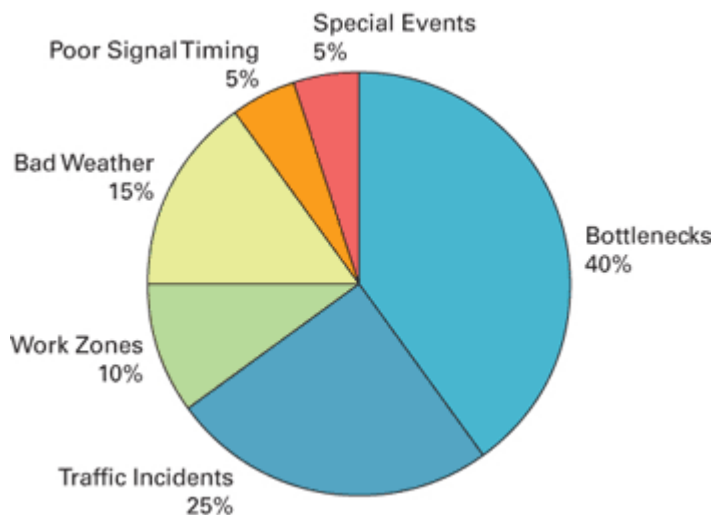
Preventative Maintenance

Each year at the Pod locations for the OGL network, preventative maintenance is performed according to Exhibit I Scope of Services.

There was no Preventative Maintenance scheduled for the 3rd quarter.

Incident Management

FHWA's Congestion Report estimates the following causes of congestion on US roadways:



Noticing that Traffic Incidents, Work Zones, Bad Weather, and Special Events account for approximately 55% of congestion, OGL responds to these types of events. When traffic patterns are abnormal, signal timing can often be adjusted to reduce the impact.

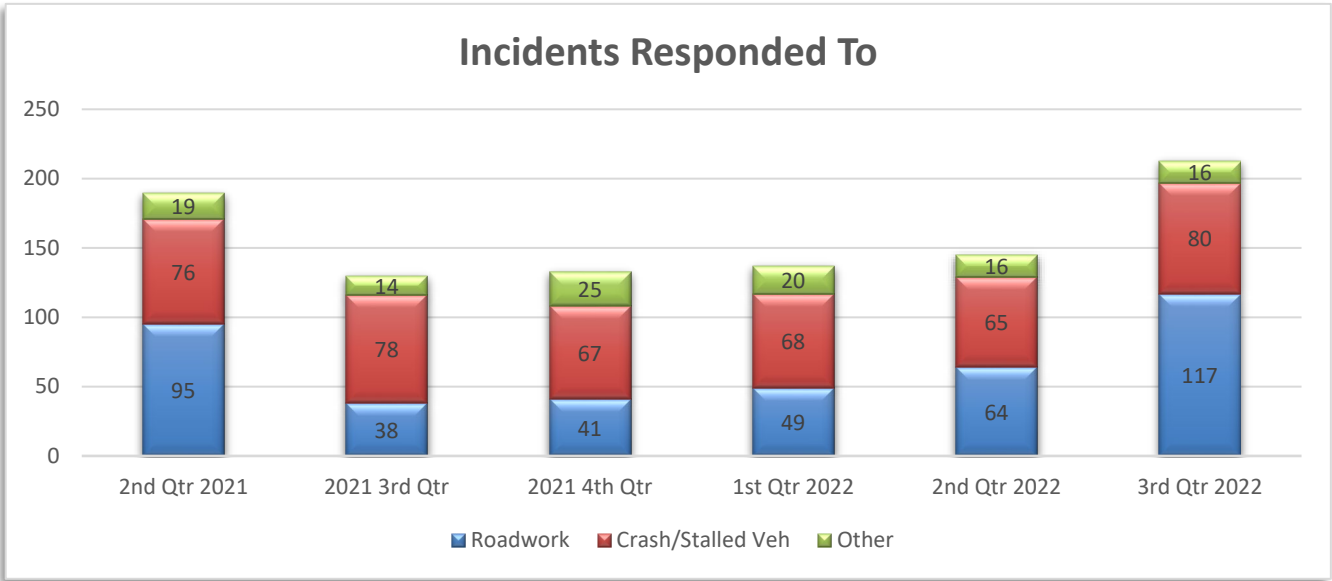
OGL staff responded to **213** incidents in the 3rd quarter of 2022. These consisted of weather events, crashes, or roadwork events (either on the interstate system or on surface streets) or other abnormal events that impacted traffic flow. Of these events, OGL staff made operational changes to traffic signals for **179** of them. The remainder resulted in communication with KC Scout, or the agency involved or monitoring of the situation only.

Some examples include:

- Roadwork continued at 7th St & Central Ave in KCK. Signal timing was adjusted regularly as conditions changed through the project. This work continues to present.
- Roadwork continued on the US-50 bridge over Chipman Rd in Lees Summit, with a full closure of E/W traffic on Chipman. Signal timing on surrounding corridors was restored and updated on 9/23 when Chipman Rd opened again.
- Roadwork continued on 87th near I-435 in Lenexa requiring signal timing adjustments on various occasions. This work continues to present, requiring periodic changes.
- Roadwork continued on 75th St at Nieman and Quivira in Shawnee requiring signal timing adjustments on various occasions. These closures continue to present.
- Various concerts and other events at the Cable Dahmer Arena in Independence required signal timing adjustments to accommodate ingress traffic.
- 7/6 – A water main break on Shawnee Mission Pkwy near Craig resulted in a full closure EB at Antioch. Signal timing was adjusted to accommodate.
- 7/6 – Lane closures at Rainbow & 43rd required signal timing change to accommodate reduced capacity. These closures continue to present.
- 7/19 – A concert at Kauffman Stadium. Signal timing on Blue Ridge Cutoff was adjusted to accommodate.
- 7/25 – A crash on I-35 NB past Antioch. Pre-established incident plans were commanded on the signals in the area.
- 7/27 – A funeral procession in North Kansas City for fallen police officer. OGL helped with signal changes.
- 8/11 & 8/12 – The north leg of Shawnee Mission Pkwy & Antioch was closed. Signal timing was adjusted to accommodate.
- 8/22 – SB Belleview was closed at 47th St for utility work. Signal timing in the area was adjusted to accommodate. This work continued daily until 9/16.
- 8/25 – A crash took out two poles and mast arms at K-7 & Canaan. Signal timing was adjusted through the following days as repairs were made.
- 8/31 & 9/7 & 9/12 – A bridge expansion joint failed on I-435 WB over the Blue River. Signal timing in the area was adjusted to accommodate closures on these days.
- 9/12 – Roadwork began at K-7 & Eisenhower Rd, closing one of the SB lanes. Signal timing was adjusted over the coming days to try to better match field conditions without working detection. This closure continues to present.
- 9/14 – The EB approach to Holmes & Red Bridge was closed, with traffic diverted into the WB lanes. Signal timing was adjusted. This closure continues to present.
- 9/16 – Long term lane closures were set up on Quivira from 75th through 85th. Signal timing was adjusted to accommodate. These closures continue to present.

Figure 10 – Number of Incidents Responded to

Figure 10 shows the trends in the number of incidents OGL responded to during the last 6 quarters.

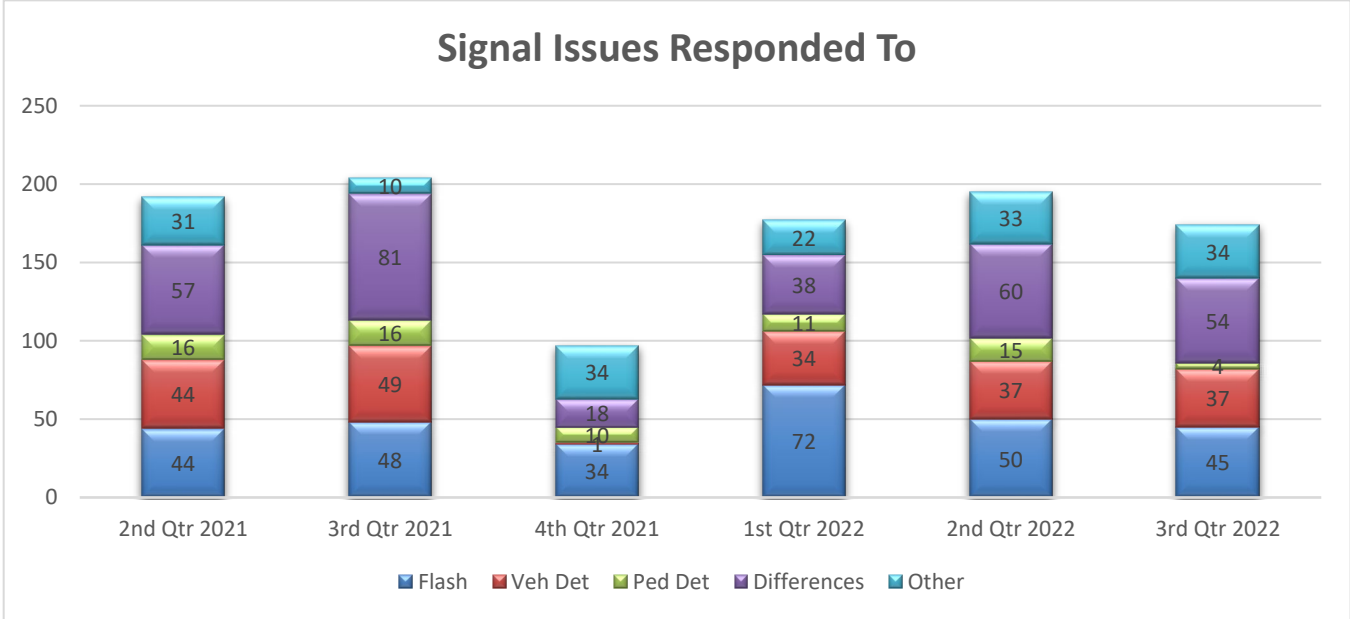


Traffic Signal Event Tracking

Issue	Jurisdiction	Count	Issue	Jurisdiction	Count	
All Directions Dark	MODOT	3	Other	MODOT	3	
All Directions Flashing	Bonner Springs	1	Ped Recalling	MODOT	1	
	Blue Springs	1		Belton	1	
	Gladstone	1		Independence	1	
	Independence	2		Shawnee	1	
	Leawood	2		Phase Backing Up	MODOT	2
	Lenexa	2	Lee's Summit		1	
	MODOT	24	UGOVT		1	
	Merriam	4	Preempt Not Working		Merriam	1
	Mission	1			Preempt Not Working Correctly	Merriam
	NKC	1	Program Replacement Controller			MODOT
	UGOVT	6		UGOVT	3	
Detection Not Working Correctly	UGOVT	3	Leavenworth	1		
	MODOT	14	Bonner Springs	4		
	KCMO	1	TransSuite Database Comparison Diff	Bonner Springs	3	
	Lansing	1		Grandview	1	
	Leawood	4		Independence	2	
	Lee's Summit	1		Lee Summit	3	
	Lenexa	4		Lenexa	17	
	Merriam	3		MODOT	5	
	Roland Park	1		Raymore	3	
	Shawnee	5		Shawnee	14	
Green Time to short	MODOT	1		UGOVT	6	
	Intersection not running Correct plan	Bonner Springs		1		
				Total	174	

Figure 11 – Number of Traffic Signal Events

Figure 11 shows the trends in the number of traffic signal events OGL responded to during the last 6 quarters.



Steering Committee Budget Report

August 2022 Ending

MARC's OGL program operates from Surface Transportation Block Grant (STBG) Federal revenues on a reimbursement basis from MoDOT and KDOT who administer the STBG funds. The local match for 2021-2022 is collected annually via a two-year agreement which coincides with the period of the two-year MoDOT and KDOT STBG Federal funding agreements.

STBG funds are allocated prior to the regional STBG/CMAQ call for projects process that occurs every two years. It is the responsibility of the OGL Steering Committee to approve the budget for the program. The budget is authorized by MARC's Total Transportation Policy Committee (TTPC).

Local funds from twenty-seven agencies are combined with federal STBG funds to comprise the total operations budget. The federal to local funding targeted split is approximately 50/50. Reimbursement of federal funds from MoDOT and KDOT are at 80% federal, 20% local rate. Currently, the total number of signals are 755 with Missouri at 519 / 68.7% and Kansas 236 / 31.3%. This results in a 57% federal to 43% local funding split.

For 2021 and 2022, many agencies elected to use the past agreements clause to extend the agreement for two more years.

Budget Summary:

- Beginning January 2021, the 2021 STBG funds began to be utilized and were expended in August 2021.
- Local OGL #65377 (deferred balance) of \$7,698.17 is a separate local fund for expenses not covered by STBG funds.
- Total Expenses average 89% compared to month 20 of 24-month budget percentage of 83%.
- Due to CMAQ obligations for PE not yet being in place from the DOT's, matching funds were used from operations to cover the initial invoices for a total of \$22,141.98.
- Ending balance of local funds is \$272,095.91.

Future agreements and invoices:

- 2023 Operations funds are eligible for use as of October 2022 if DOT agreements and obligations are in place.
 - KDOT and MoDOT ATMS and Operations funding agreements are fully executed
 - Obligation is targeted for October 1
- The \$800/signal local match (currently \$600/signal) will need to return for the next funding period.
- All 2022 local invoices have been received

Mid-America Regional Council (MARC)				
MO & KS OGL Operations #65230				
2-Year Budget Period Beginning January 1, 2021				
Report Ending 08/31/2022				
				% Variance
	Two-Year	Cumulative	Balance	Cumulative/Budget
Expenses	Program Budget	To Date	(yet to be spent)	20 / 24 months = 83%
Salaries, Fringe Benefits, Indirect Costs	\$1,442,445.82	\$1,177,638.05	\$264,807.77	81.6%
Consultants/Contracted Services	468,544.97	554,560.30	(86,015.33)	118.4%
Legal Fees	10,000.00	624.00	9,376.00	6.2%
Meeting/Travel (In/Out of Region & Registration)	9,600.00	1,965.62	7,634.38	20.5%
Rent	18,209.21	12,714.73	5,494.48	69.8%
Telephone/Maint. (Internet, mobile, ConferSave, USB modem)	13,200.00	8,664.60	4,535.40	65.6%
Miscellaneous (classified ads)	500.00	-	500.00	0.0%
Insurance	7,000.00	5,464.00	1,536.00	78.1%
Postage	100.00	-	100.00	0.0%
Equipment/Computer/Supplies	116,200.00	97,176.01	19,023.99	83.6%
Service Agreements	1,400.00	488.97	911.03	34.9%
Automobile Gas/Maintenance	7,000.00	7,320.55	(320.55)	104.6%
Professional Memberships	1,000.00	-	1,000.00	0.0%
Training	2,000.00	2,200.00	(200.00)	110.0%
Utilities	11,200.00	8,326.76	2,873.24	74.3%
Total Expenses	\$2,108,400.00	\$1,877,143.59	\$231,256.41	89.0%
	Two-Year			% Variance
Revenues (Reimbursement from DOT's at 80/20)	Program Budget	Cumulative To Date	Balance	Cumulative/Budget
STP Funding, KDOT	\$360,000.00	\$360,000.00	\$0.00	100.0%
STP-Funding, MoDOT	840,000.00	840,000.00	0.00	100.0%
Local Gov't Funding-Required 20% match	300,000.00	300,000.00	0.00	100.0%
Total Revenues for Federal Grant	\$1,500,000.00	\$1,500,000.00	\$0.00	
Local Gov't Revenue above 20% match	608,400.00	377,143.59	231,256.41	
Combined Revenues	\$2,108,400.00	\$1,877,143.59	\$231,256.41	
Local Government Revenues				
Funds available		963,683.31		
Funds billed but not yet received.		0.00		
Local Operation Green Light Program #65377 (deferred balance)		7,698.17		
Total available		971,381.48		
Less: Amount applied to OGL grant 65230 - Cumulative to Date		(300,000.00)		
Less: Amount above required match		(377,143.59)		
Less: Amount transferred to other grants		(22,141.98)		
Ending Balance 08/31/2022		\$272,095.91		
Reserve/Emergency (local funds)		\$300,000.00		

**Mid-America Regional Council (MARC)
Transportation Planning - Program 40
MO & KS OGL Operations
2023-2024 STP Operations Funds**

	2023 Budget	2024 Budget
Revenues		
Federal Pass-Through Missouri	\$ 490,000.00	\$ 490,000.00
Federal Pass-Through Kansas	\$ 210,000.00	\$ 210,000.00
Local Match - approx (755 signals x \$800/signal)	\$ 604,000.00	\$ 604,000.00
Total Revenues	\$ 1,304,000.00	\$ 1,304,000.00
Expenses		
Salaries, Fringe Benefits, Indirect Costs	\$ 755,907.00	\$ 778,586.00
Consultants/Contracted Services	\$ 417,770.00	\$ 399,800.00
Legal Fees	\$ 7,500.00	\$ 7,500.00
Meeting/Travel (In/Out of Region & Registration)	\$ 5,000.00	\$ 5,000.00
Rent	\$ 9,723.00	\$ 10,014.00
Telephone/Maintenance (mobile, ConferSave, USB modem)	\$ 15,000.00	\$ 15,000.00
Insurance	\$ 4,000.00	\$ 4,000.00
Supplies	\$ 2,000.00	\$ 2,000.00
Service Agreements	\$ 1,000.00	\$ 1,000.00
Automobile Gas/Maintenance	\$ 5,000.00	\$ 5,000.00
Equipment/Computer	\$ 70,000.00	\$ 65,000.00
Professional Memberships	\$ 500.00	\$ 500.00
Training	\$ 5,000.00	\$ 5,000.00
Utilities	\$ 5,600.00	\$ 5,600.00
Total Expenses	\$ 1,304,000.00	\$ 1,304,000.00