

## **OGI STEERING COMMITTEE AGENDA**

**Monday, April 24, 1:30 PM**

**On-Line TEAMS and in-person, at MoDOT, 600 NE Colbern, Rm 236**

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### **Welcome & Introductions**

- 1. VOTE: Approval of January 23 Committee Minutes\*** (page 2)
- 2. VOTE: MO Vice-Chair vacancy\***
- 3. Agency Updates** (Construction, Work zones, Agency changes and updates)
- 4. Carbon Reduction Program Funding Presentation:** Karen Clawson, Principal Planner, MARC
- 5. Hot Topic: K-7 and Parallel Parkway, J-Cut Project Presentation,** Ryan Barrett, KDOT
- 6. ATMS Software Project Presentation and Update,** Alex Preston, TransCore
- 7. Grants and Awards** (page 6)
  - [SMART Grant](#)
    - i. [\(link to project narrative\)](#)
  - MO and KS STIC
  - 2023 STBG and CMAQ ATMS Software Project
  - 2025-2026 CMAQ for Arterial Performance Measures
- 8. MO and KS, CMAQ Construction Projects Update**
- 9. INRIX US Signals Scorecard** (page 10)
  - <https://inrix.com/signals-scorecard/?section=regions>
- 10. Quarterly Operations Report** (page 11)
- 11. Quarterly Budget Report** (page 26)

### **Other Business**

Training for TransSuite Web UI

Traffic Signal Maintenance Handbook, 2nd Edition

Save the Date: Day of Celebration, June 14 AM. Milestones, KC Scout 20 year, OGI 15 year.

**Next Regularly Scheduled Meetings:** Mondays at 1:30, July 24; October 23; January 22

### **Adjournment**

### **\*Action Items**



**OGL STEERING COMMITTEE MEETING MINUTES**

**Monday, January 23, 2023, 1:30 p.m.**

**Hybrid In-Person/Virtual Meeting: MODOT – Room 236 and online via Microsoft Teams**

<b>Members Present</b>	<b>MARC Staff Present</b>	<b>Non-Members Present</b>
Alejandro Martinez, MODOT	Barry Viss	Alex Preston, TransCore
Noel Forrester, Olathe, Chair	Scott Cutshall	Kurt Rotering, Olsson
Michael W. Spickelmier, Lansing	Cedrick Owens	Blake Hansen, Olsson
Adam Hilgedick, Blue Springs	Ray Webb	Christos Achillides, Iteris
Thomas Northup, KDOT	Chris Jenkins	Jonathan Deves, HDR
Shawn Gotfredson, Overland Park		Taylor McHenry, HDR
Sol Moinuddin, KCMO		Mike McKenna, Affinis
Bill Stogsdill, Fairway		Kiel Ova, Traffic Tech Services
Steve Schooley, Lenexa		Tuan Nguyen, HDR
Brian Scovill, Leawood		Jami F. Rana, MODOT
Brian Shields, Overland Park		
Erin Ralovo, Lees Summit		
John Findlay, Liberty		
Kristopher Finger, KCK		
Brittany Saathoff, MODOT		
Kataryna Kraemer, MODOT		
Donnie Scharff, Roeland Park		
John Sullivan, Westwood		
Melissa Schmitz, MODOT		
David Northup, KDOT		

**Welcome**

The meeting started at 1:30 p.m. Noel Forrester, Chair, welcomed all.

- 1. October 24, 2022, committee minutes** – Shawn Gotfredson made a motion to accept the minutes. The motion was supported and approved unanimously.
- 2. 2023 RFQ for traffic signal timing and engineering support** – A sub-committee recommends contracting with two firms, Olsson and Iteris. Steve Schooley made a motion to approve the selection. The motion was supported and approved unanimously.
- 3. Vice-chair election** – Derek Olson is no longer with MODOT as such is no longer the OGL vice-chair. A new vice-chair from a Missouri agency will need to be elected at the April steering committee meeting.
- 4. MARC conflict of interest & whistleblower policies** – These policy documents were included in the meeting packet. Committee members should review them and contact MARC if they have any questions.
- 5. Agency updates** – Kris Finger is the new city traffic engineer in KCK. Blue Springs will be constructing a new signal on Adams Dairy Parkway and Napoleon Dr. Leawood will have closures on Mission Rd, including at 135<sup>th</sup> St, such that the signal there will likely need to be adjusted. US-169 SB will be closed north of downtown starting February 6<sup>th</sup> through the fall of 2024.

6. **Hot topic: St Louis regional operations update** – Jamie Rana with MODOT – St Louis District updated the committee. They have kept some of the efficiencies learned through COVID restrictions. They have a new TMC staffing agency, Kapch, which transition has gone smoothly. They have hired a full-time data scientist to help make use of the transportation data they receive. They are bringing online a new ATMS software, iNET, which provides coverage for both freeway and arterial signal system operations, including ATSPM analysis.
7. **Traffic Technology Services (TTS) update** – Kiel Ova with TTS gave the committee an update on their services and who is participating. They provide signal status and predicted signal behavior to several vehicle manufacturers for various in-car features. There is no cost to agencies to participate. If desired, additional agencies need to enter the group agreement already in place through MARC. In exchange for the data, TTS provides signal performance measures back to the agency.
8. **Technology plan update** – Blake Hansen discussed the planned update to the OGL technology plan. Previous versions of the plan focused exclusively on the communications and computer equipment owned by MARC. Possible changes would be to include other traffic technologies that may be used region-wide, or rename the plan to clarify the limited scope of the document. It may be valuable to think about other technologies and services that may be in our future in our industry that may place requirements on the network. The previous version of the plan will be distributed to the committee with the minutes of this meeting.
9. **MO and KS CMAQ construction project updates** – Cedrick Owens updated the committee on the two projects. The Missouri project bids were rejected as too high and will be re-bid with different scope. The KS project is proceeding with Black & MacDonald and currently shop drawings are being reviewed.
10. **2025 STBG/CMAQ call for projects** – Ray Webb updated the committee on the OGL applications for funding. The MARC Board will vote tomorrow to receive STBG operations funding for 2025-2026. OGL also was awarded \$421,680 from CMAQ for crowd-sourced signal performance measures in Missouri, which will be available October 1, 2024.
11. **Quarterly operations report** – Chris highlighted a few items for the committee to be aware of from the operations report which was included in the meeting packet. He also reminded the committee of the 9-day window at the end of the year where the old EPAC firmware does not accept time broadcasts.
12. **Quarterly budget report** – The quarterly budget report was not included in the meeting packet. Ray is hoping the report can be generated before the end of the week and sent out with the meeting minutes.

**Other business** – Agencies should communicate to MARC staff if they have a desire for any TransSuite training and what format. KCITE provided some info on upcoming conferences and training opportunities. Ray will include the list with the meeting minutes when they are sent out. Staff of several agencies, Olsson, and MARC staff, put together an application for the SMART grant program which was submitted as planned. The OGL group needs to provide guidance to TransCore on enhancements that have been identified. If additional personnel want to be involved in that review and decision process, contact Barry. The OGL program handout has been updated and was included in the meeting packet. If anyone has comments on this before it is made public contact Ray by Friday of this week.

Next meeting date: April 24, 2023.

**Adjournment** – Meeting was adjourned at 2:32 p.m.

## Raymond Webb

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**From:** Karen Clawson <kclawson@marc.org>  
**Sent:** Thursday, March 30, 2023 12:26 PM  
**To:** Raymond Webb  
**Subject:** CALL FOR PROJECTS: 2022-2024 FHWA Carbon Reduction Program

### **CARBON REDUCTION PROGRAM – CALL FOR PROJECTS NOW OPEN**

In its role as Metropolitan Planning Organization (MPO) for Greater Kansas City, MARC is soliciting project proposals for the Federal Highway Administration's Carbon Reduction Program (CRP) for Federal Fiscal Years 2022-2024.

The Carbon Reduction Program was established under the Infrastructure Investment and Jobs Act (IIJA) and provides funds for projects designed to reduce greenhouse gas emissions from the on-road transportation system. Funds are available for five years (2022-2026).

The first round of programming will include three years of funding (2022-2024)—\$8.4 million for Missouri projects and \$5.6 million for Kansas projects. The remaining two years of funding (2025-2026) will be programmed along with MARC's other sub-allocated federal transportation programs in 2024.

[Learn More](#)

### **Application Process**

The application process will take place over one phase. Applications are due May 19 by 4:00 p.m. CST.

### **Eligible Applicants and Uses**

Local governments, transportation agencies and non-profits located within MARC's MPO boundary — Johnson, Leavenworth, Miami and Wyandotte counties in Kansas, and Cass, Clay, Jackson and Platte counties in Missouri — may submit projects for consideration for CRP funds.

CRP funds cover many different types of projects that address carbon emission reductions. For a full list of eligible activities, please consult the FHWA program guidance here:

[https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp\\_guidance.pdf](https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf).

Eligible project types for this call for projects will include, but are not limited to:

- Public transit projects
- Bike, pedestrian, and non-motorized facilities and micromobility projects
- Green Infrastructure and urban forestry in transportation rights-of-way
- Traffic monitoring, management, and control facilities
- Advanced transportation and congestion management technologies
- Infrastructure-based intelligent transportation systems
- Energy efficient street lighting and traffic control devices
- Managing or shifting demand, including congestion pricing, tolling and transportation demand management strategies
- Alternative fuel projects, including public EV charging, hydrogen, natural gas and propane fueling and zero-emission equipment and vehicle purchases
- Projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality program, and that do not involve construction of new capacity

- Projects that reduce transportation emissions at port facilities, including EV infrastructure
- Diesel engine retrofits

## Pre- Application Workshop

MARC will host a workshop for prospective applicants that will cover all aspects of the program and allow participants to ask questions. While attendance at these workshops is not required for applicants to participate in this funding opportunity, attendance is strongly encouraged. A recording of the workshop will be posted here: <https://www.marc.org/carbon-reduction-program>.

When: April 7, 2023 | 10:30 a.m. – 12:00 p.m.

Where: MARC Board Room and Zoom

600 Broadway, Ste. 200, Kansas City, MO 64105

Please [RSVP](#) for Zoom link. In-person attendees do not need to RSVP.

## Office Hours

If you need help developing a concept, completing your application and emissions calculation or have other questions, MARC staff will hold virtual “office hours” to assist you. The meetings will be held on Microsoft Teams on April 12, April 17, May 9 and May 15. Register for these office hours here:

<https://www.marc.org/transportation/funding/carbon-reduction-program>.

## Contact Information

### Policy and Program Questions

Ron Achelpohl, P.E.

Director of Transportation and Environment

816-474-4240

[rona@marc.org](mailto:rona@marc.org)

Tom Jacobs

Director of Environmental Programs

816-701-8352

[tjacobs@marc.org](mailto:tjacobs@marc.org)

### Application Materials and Forms Questions

Karen Clawson, AICP

Principal Planner/

Air Quality and RideshareKC Program Manager

816-701-8255

[kclawson@marc.org](mailto:kclawson@marc.org)





## NOTICE OF GRANT AWARD

Title: **SMART Grant - Mid-America Regional Council**

DOT Agency Disbursing Funds: **OST - Research and Technology**

Project Name/Number: **Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City MO 64105**

Award Recipient: **Sen.Eric Schmitt, Sen.Josh Hawley, Rep.Emanuel Cleaver**

City/County/State: **Kansas City/Jackson, MO**

Place of Performance: **Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City MO 64105**

State Congressional District: **5**

Entitlement Amount: **\$ 0.00**

Discretionary Amount: **\$ 734,653.00**

COVID Relief Amount: **\$ 0.00**

Total Grant Amount: **\$ 734,653.00**

DOT Regional Office/Telephone Number: **Tara Lanigan**

**Description:**

Project Name: Operation Green Light: Regional Traffic Signal Performance Measures.

Traffic signal retiming through the use of data to improve the flow of traffic in Kansas City, MO.

Partners Include: KDOT, MoDOT, Olathe, KS, Overland Park, KS, Shawnee, KS, Lenexa, KS, Kansas City, MO, Lee's Summit, MO, Independence, MO

The objective of the SMART Program is to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Should you have any questions, please contact the Office of Governmental Affairs (202)366-4573.



Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745  
Calvin Reed, Interim Secretary

Phone: 785-296-3461  
Fax: 785-368-7415  
kdot#publicinfo@ks.gov  
http://www.ksdot.org  
Laura Kelly, Governor

Raymond Webb  
Mid-America Regional Council  
600 Broadway Blvd, Ste 200  
Kansas City, MO 64105

February 14, 2023

Dear Raymond Webb,

I am pleased to inform you that your project is selected to receive state funds and will be included in our state's Innovative Technology Program.

Project Title	Award Amount	Fiscal Year
Crowd-sourced probe vehicle arterial performance measurement system	\$172,500.00	2023

The project referenced above is selected to receive a maximum state award of **\$172,500.00** and is expected to aid in the completion of the selected project as per your project application:

**In the next few months, you will receive a city/state agreement to be signed. Once completed, the Notice to Proceed and Reimbursement Request form will be sent to you.**

Please remember that you are 100% financially responsible for the following items:

- **\$57,500** local match
- Preliminary Engineering (PE) and Design
- Right-of-Way
- Utilities
- Non-participating items
- All costs that exceed the maximum state award
- On-going operations and maintenance

If you have any questions, please feel free to contact me by email at [Matt.Stormer@ks.gov](mailto:Matt.Stormer@ks.gov) or by phone at 785-296-0937. A paper copy of this letter will be sent via mail for your records.

We look forward to working with you on this project.

Sincerely,  
Matt Stormer  
Innovative Technology Manager  
Kansas Department of Transportation  
700 SW Harrison Street  
Topeka, KS 66603  
Phone: 785-296-0937  
Email: [Matt.Stormer@ks.gov](mailto:Matt.Stormer@ks.gov)

## Regional

<b>TIP #:</b> 970108		<b>Juris:</b> MARC		<b>Location/Improvement:</b> OPERATION GREEN LIGHT REGIONAL ADVANCED TRAFFIC MANAGEMENT SYSTEM SOFTWARE			
<b>State #:</b>		<b>Fed #:</b>		<b>County:</b> REGIONAL		<b>Type:</b>	
						<b>Length (mi):</b> 0	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b> Implementation of a new ATMS software system and replacement of up to 30 obsolete traffic signal controllers.	
Other	2023	Non-Federal	LOCAL	\$240.00		<b>Status:</b>	
Other	2023	Federal	STBGM-MO	\$302.62			
Other	2023	Federal	CMAQ-MO	\$354.69			
Other	2023	Federal	CMAQ-KS	\$302.69			
<b>Federal Total:</b> \$960.00		<b>Non-Federal Total:</b> \$240.00		<b>Total:</b> \$1,200.00			

<b>TIP #:</b> 970113		<b>Juris:</b> MARC		<b>Location/Improvement:</b> REGIONAL ELECTRIC VEHICLES AND EV INFRASTRUCTURE EXPANSION			
<b>State #:</b>		<b>Fed #:</b> CMAQ-3302(447)		<b>County:</b> REGIONAL		<b>Type:</b>	
						<b>Length (mi):</b> 0	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b> This project includes electric vehicles and charging station infrastructure to expand the current regional fleet and network. This project is based on approximately 3 small electric vehicles and 8 level 2 and 3 charging stations to be installed in areas of the region where there are significant gaps in the charging network today.	
Other	2025	Non-Federal	LOCAL	\$75.00		<b>Status:</b>	
Other	2025	Federal	CMAQ-MO	\$150.00			
Other	2025	Federal	CMAQ-KS	\$150.00			
<b>Federal Total:</b> \$300.00		<b>Non-Federal Total:</b> \$75.00		<b>Total:</b> \$375.00			

<b>TIP #:</b> 970115		<b>Juris:</b> MARC		<b>Location/Improvement:</b> ARTERIAL TRAFFIC SIGNAL PERFORMANCE MEASURES SYSTEM			
<b>State #:</b>		<b>Fed #:</b> CMAQ-3302(446)		<b>County:</b> REGIONAL		<b>Type:</b>	
						<b>Length (mi):</b> 0	
<b>Phase</b>	<b>Year of Obligation</b>	<b>Type</b>	<b>Source</b>	<b>Cost (IN THOUSANDS)</b>		<b>Description:</b> Operation Green Light arterials and selected key corridors will utilize crowd, probe and traffic signal data sources, depending on the system, to provide key performance measures including historical trends that will lead to improved performance of the arterials and awareness of key arterial performance trends currently not available.	
Other	2025	Non-Federal	LOCAL	\$105.42		<b>Status:</b>	
Other	2025	Federal	CMAQ-MO	\$421.68			
<b>Federal Total:</b> \$421.68		<b>Non-Federal Total:</b> \$105.42		<b>Total:</b> \$527.10			



**ATMS LOCAL SHARE YEARS 2023-2024**

**LOCAL GOVERNMENTS**

		Locations weighted by % ownership	Total Cost \$1.2M
1	BELTON	7	\$ 2,225
2	BLUE SPRINGS	9	\$ 2,861
3	BONNER SPRINGS	4	\$ 1,272
4	FAIRWAY	2	\$ 636
5	GLADSTONE	6	\$ 1,907
6	GRANDVIEW	5	\$ 1,589
7	INDEPENDENCE	36	\$ 11,444
8	KCMO	199	\$ 63,258
9	LANSING	4	\$ 1,272
10	LEAVENWORTH	1	\$ 318
11	LEAWOOD	11.25	\$ 3,576
12	LEE'S SUMMIT	16	\$ 5,086
13	LENEXA	35	\$ 11,126
14	LIBERTY	6	\$ 1,907
15	MERRIAM	21	\$ 6,675
16	MISSION	2.75	\$ 874
17	MISSION WOODS	0.75	\$ 238
18	MODOT	222	\$ 70,570
19	NORTH KANSAS CITY	7	\$ 2,225
20	OLATHE	15	\$ 4,768
21	OVERLAND PARK	44.75	\$ 14,225
22	PRAIRIE VILLAGE	6.75	\$ 2,146
23	RAYMORE	6	\$ 1,907
24	Roeland Park	3	\$ 954
25	SHAWNEE	14.5	\$ 4,609
26	UGOVT/KCK	69	\$ 21,934
27	WESTWOOD	1.25	\$ 397
<b>TOTALS</b>		<b>755</b>	<b>\$ 240,000</b>

# INRIX U.S. Signals Scorecard

## 2022 Annual Summary



Summary

Network

Demand

Performance

Impact

Signals Map

Regions

Methodology

# Summary

INRIX U.S. Signals Scorecard 2022 Annual Summary provides the most comprehensive baseline of signal system demand and performance published and benchmarks the post-Covid baseline - 'The New Normal'.

Utilizing INRIX Signal Analytics,<sup>[1]</sup> the Scorecard calculates demand and performance for all movements at each individual signal, aggregating results by county, metropolitan area, state, and nationally.

Demand and performance are assessed using GPS data from vehicles nationwide. A vehicle's heading, travel time and speed are recorded any time it travels through a signalized intersection. This allows a scalable approach to understand the demand and performance of intersections nationwide.

## Inputs

**~5 Billion**  
Total Number of Observed Crossings Used to Generate Results

**~10 Million**  
Number of Connected Vehicles Providing Location and Movement Data



**242,757**  
Signalized Intersections Analyzed

**All 50 States**  
(Plus District of Columbia)

**400+ 1 150+**

## Results

**23,308**  
Intersection Avg Daily Traffic

**18.1**  
Seconds of Delay Per Vehicle

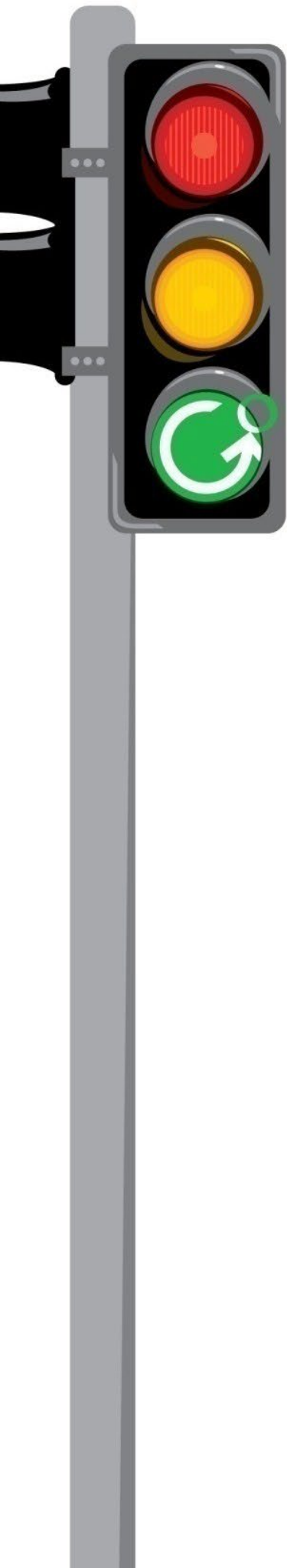
**63.5%**  
Arrival on Green

**117.4**  
Total Hours of Daily Delay

**2.53 Days**  
Days to Generate 1 Metric Tonne of Carbon Emissions From Delay

**0.97 Days**

Average  
Traffic  
Signal



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

1<sup>st</sup> Quarter 2023 Report  
April 24<sup>th</sup>, 2023

Prepared For:  
**OGL Steering Committee**

Prepared By:  
**OGL Operations Team**

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## Introduction

Operation Green Light (OGL) is a bi-state, multi-jurisdictional 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 1<sup>st</sup> Quarter of 2023 and highlights 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](http://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 **7** repair tickets.

### Corridor/Signal Timing Efforts

- 1/31 – Several updates were made to the coordination operation of M-152/Kansas Ave
- 2/7 - 2/9 – New timing plans were deployed on US-24 Hwy in Independence

### Training Sessions/Panels/Events

- 1/12 – Ray Webb & Chris Jenkins attend the KSITE chapter meeting
- 1/24, 2/7, 3/7, 3/21, 4/4 – Barry Viss training webinars by TCC
- 2/16 – OGL staff attended the Feb KSITE training – Crowdsourcing for Operations
- 2/23 – OGL staff attended Wavetronix training
- 3/9 – Cedrick Owens & Ray Webb attended the KSITE Chapter meeting

### Additional Information

- OGL staff set up and scheduled the Miovision equipment to conduct **16** 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 1<sup>st</sup> Quarter of 2023:

- 1/30 – TransCore updated OGL SQL databases
- 2/2 – Upgraded Solarwinds additional polling engine version to 2022.3.0

## Interagency Coordination

During the 1<sup>st</sup> Quarter, OGL staff participated in the following interagency activities:

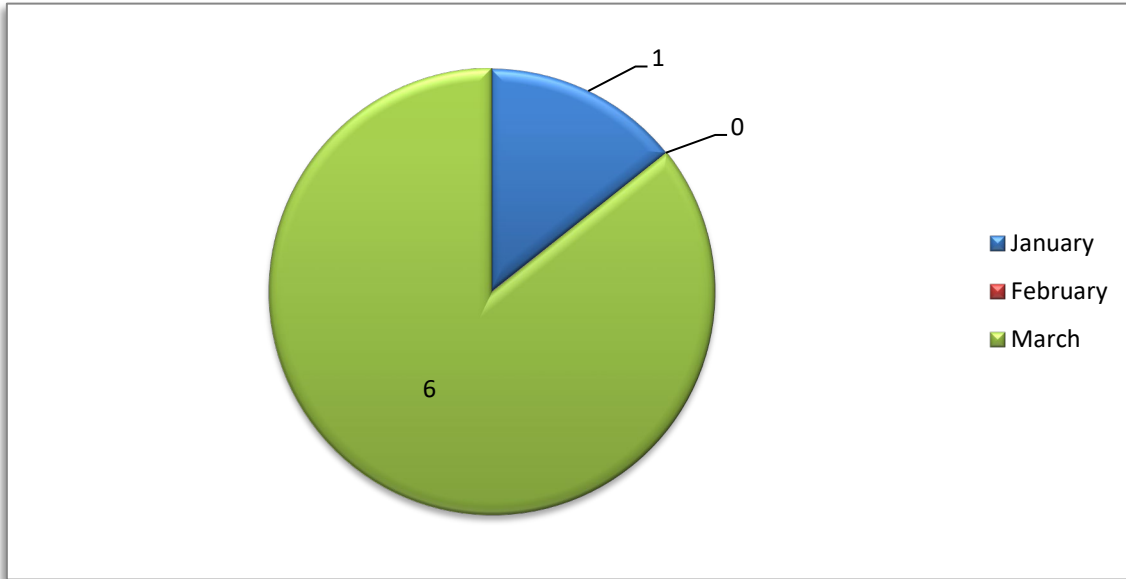
- 1/4, 1/18 – OGL and Olsson held bi-weekly conference calls for contract work
- 1/5 – OGL and NKC staff met to discuss MO CMAQ project rebid
- 1/11 – OGL and LS staff met to discuss MO CMAQ project rebid
- 1/5 – OGL and MoDOT staff met to discuss MO CMAQ project rebid
- 1/11 – OGL staff attended the Traffic Incident Management Committee meeting
- 1/18 – OGL, Leawood, & Affinis staff met to review KS CMAQ submittals
- 1/19 – OGL and several agencies met informally to discuss various technical topics
- 1/19 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 1/23 – OGL team held the October OGL Steering Committee meeting
- 1/25 – OGL staff met with Iteris regarding contract work
- 2/3 – Ray attended the KSITE Crowdsourcing planning meeting
- 2/1, 2/15 – OGL and Olsson held bi-weekly conference calls for contract work
- 2/7 – Barry attended a meeting with Grandview and project partners regarding the outer road conversion project.
- 2/8, 2/22 – OGL staff met with Iteris regarding contract work
- 2/10 – OGL attended the KS CMAQ Pre-Con meeting
- 2/14 - Ray attended the KSITE Crowdsourcing planning meeting No. 3
- 2/17 – Ray Webb attended a New Season Pre-Activity meeting for the RCUT K7 & Parallel project
- 2/21 – Chris Jenkins attended the KC Scout Infrastructure meeting
- 3/1, 3/14, 3/29 – OGL and Olsson held bi-weekly conference calls for contract work
- 3/2 – OGL and Merriam staff met to discuss railroad preemption on Johnson Dr
- 3/6 – Ray Webb and Barry Viss met with KC Scout supervisors to discuss operations
- 3/7 – OGL and Grandview staff met to do a signal walkthrough of newly added OGL signals
- 3/8 – OGL staff met with Iteris regarding contract work
- 3/15, 3/22 – OGL staff attended a Project Progress meeting for the K7 RCUT project
- 3/15-17, Ray attended the MO TEAMS Conference
- 3/16 – OGL and several agencies met informally to discuss various technical topics
- 3/16 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 3/20 – OGL, Leawood, & Affinis staff met to discuss KS CMAQ construction inspection processes
- 3/20 – OGL and partner agencies attended an Inrix Signal Analytics demonstration
- 3/22 – Barry Viss met with partner agencies and contractor regarding K-7 & Parallel work.
- 3/22 – OGL and Scout staff met with ETI and Axis staff to discuss current and future products
- 3/23 – OGL and Olsson staff met to discuss Crowdsourcing data RFP efforts
- 3/23 – OGL and Olsson staff met to discuss Technology Plan updates
- 3/28 – OGL and Independence staff discussed signal construction @ Noland Rd & 33<sup>rd</sup> St



**Quarterly Repair Ticket Statistics by Month**

In the 1<sup>st</sup> Quarter of 2023, OGL staff created and responded to 7 repair tickets in the Kansas City area.

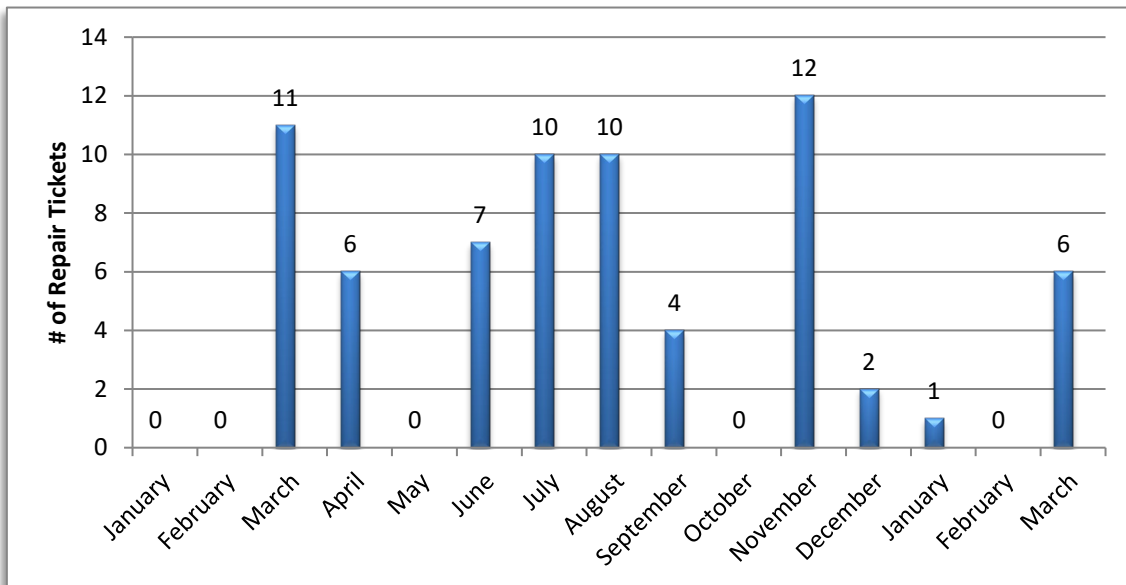
**Figure 1 – Quarterly Repair Ticket Statistics by Month**



**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.





### 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

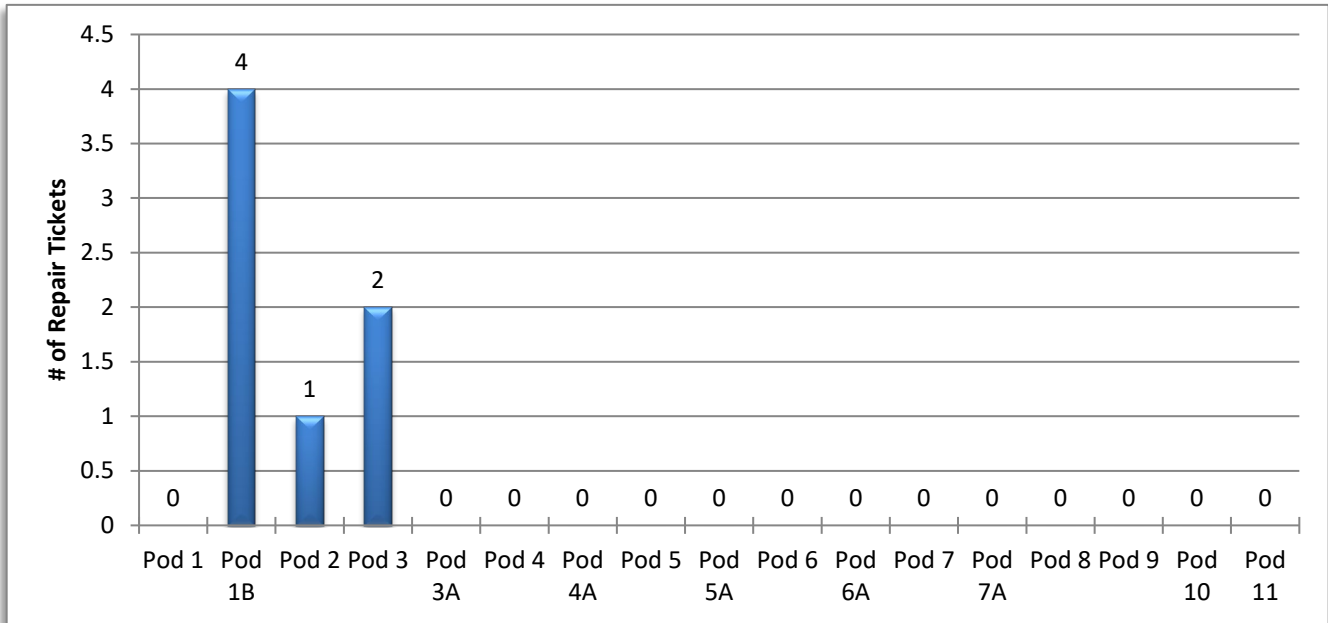
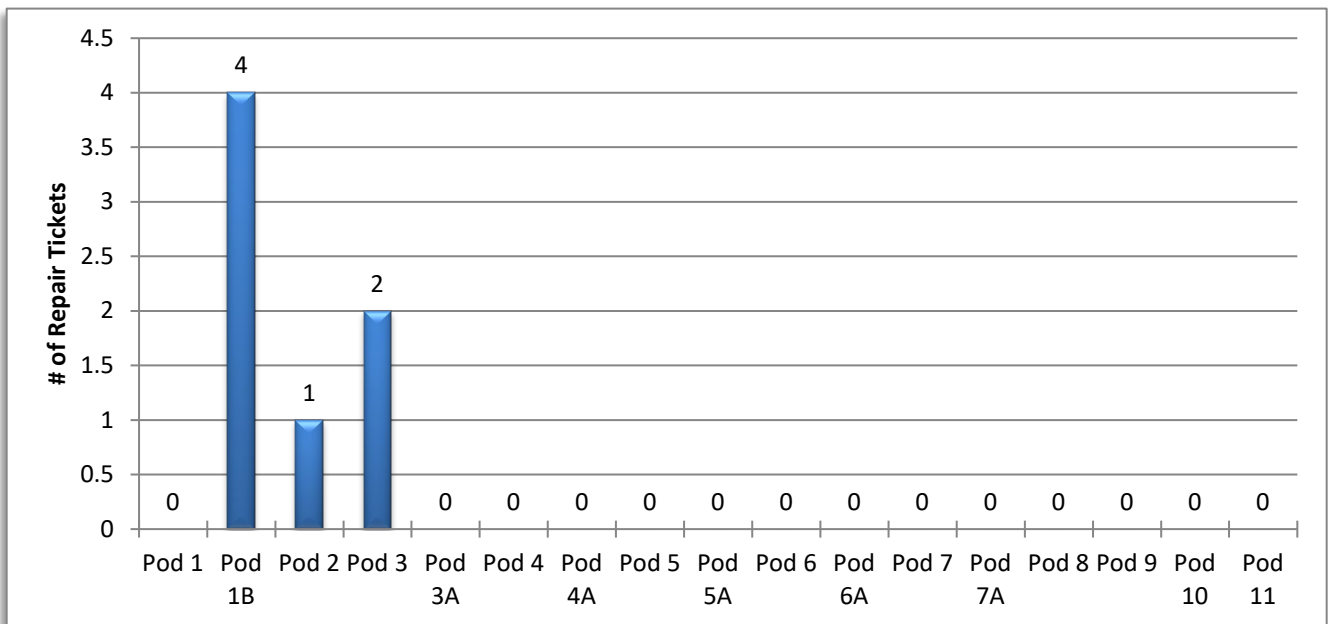


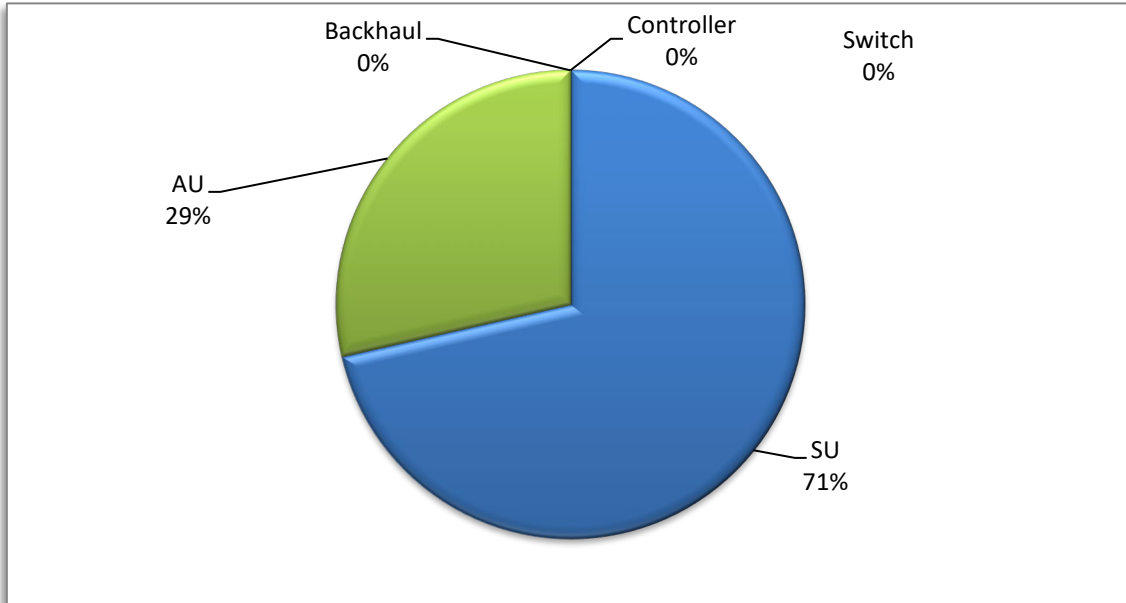
Figure 5 – Repair Tickets by Network Pod / Year – to – date



### Repair Tickets by Equipment Type

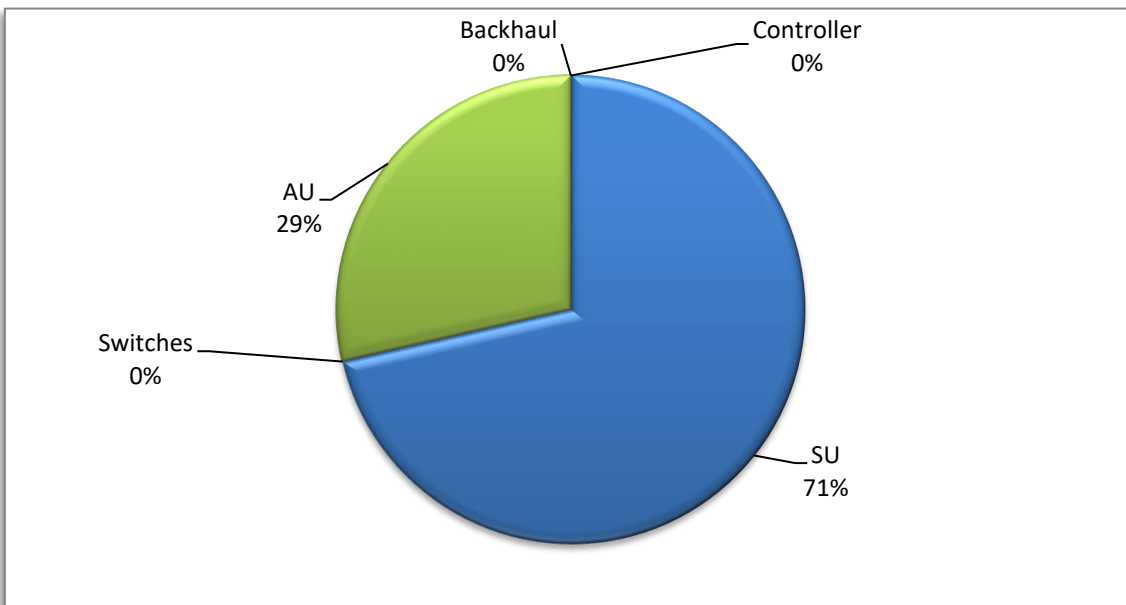
**Figure 6 – Repair Tickets by Equipment Type**

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**

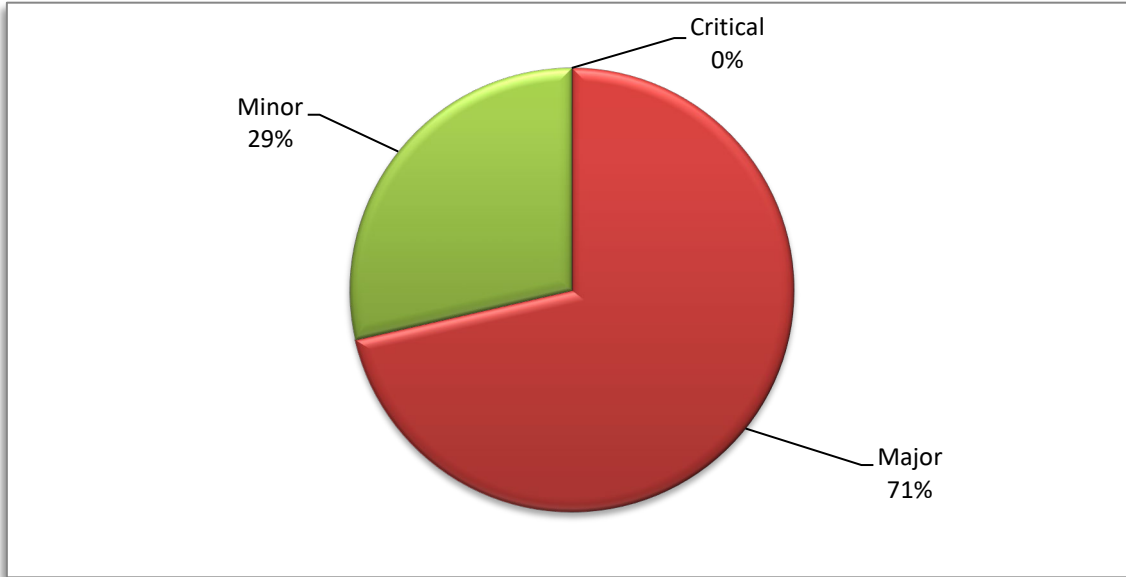
Figure 7 shows the percentage of repair tickets year – to – date for each equipment type.



### Repair Ticket Statistics by Severity Level

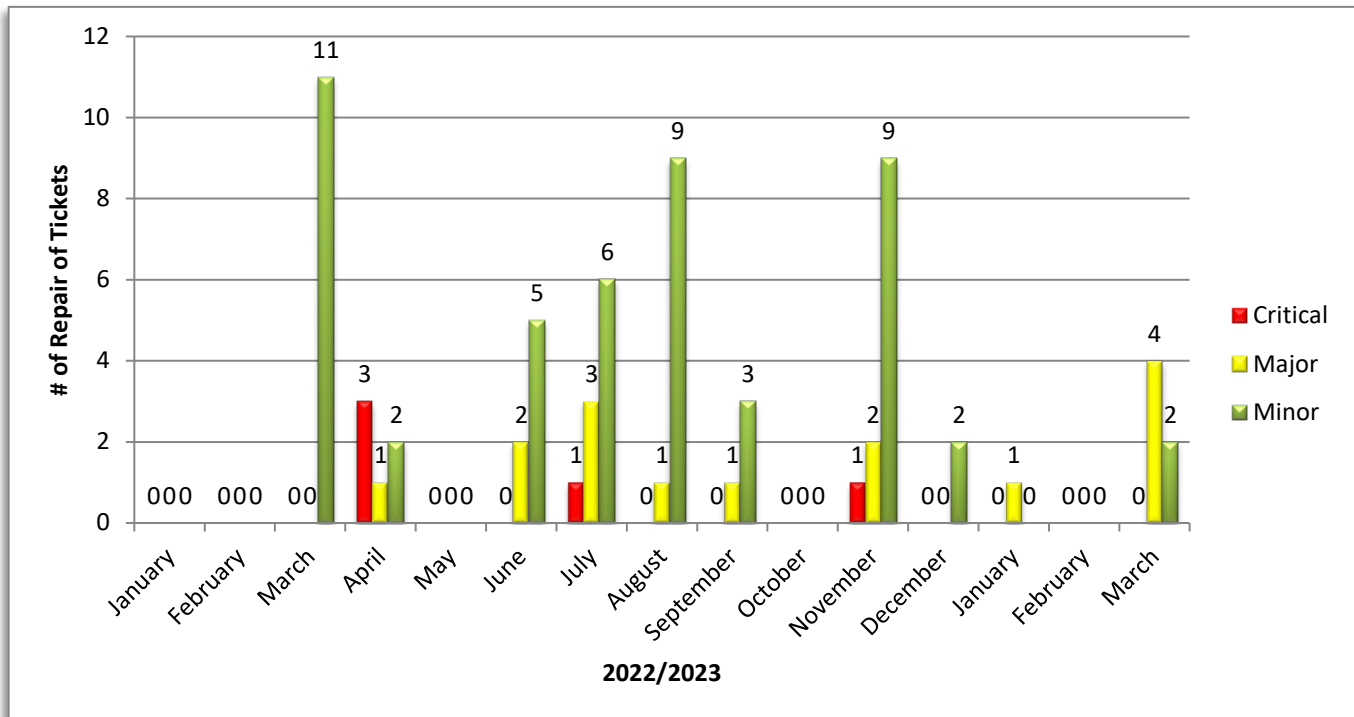
**Figure 8 – Repair Ticket Statistics by Severity Level**

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 events during the 1<sup>st</sup> Quarter of 2023.

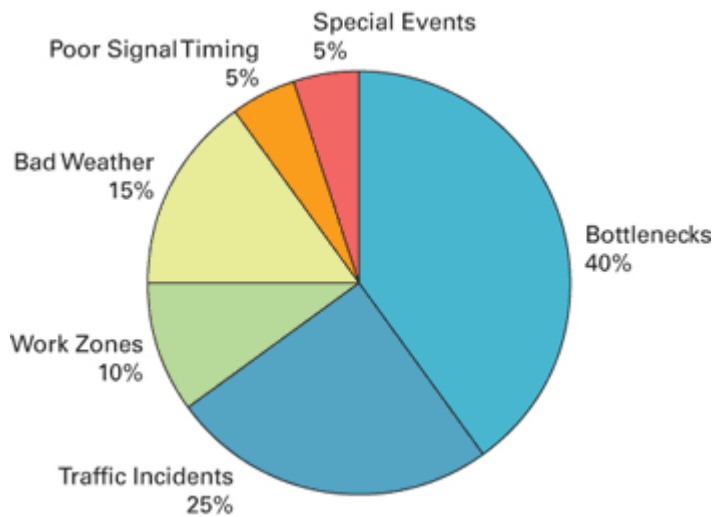
### Preventative Maintenance

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 1<sup>st</sup> 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 interacted with these types of events on **127** occasions in the 1<sup>st</sup> quarter of 2023. These consisted of weather events, crashes, roadwork events or other abnormal events that impacted traffic flow. Of these events, OGL staff made operational changes to traffic signals for **103** of them. The remainder resulted in communication with KC Scout, or the agency involved or monitoring of the situation only.

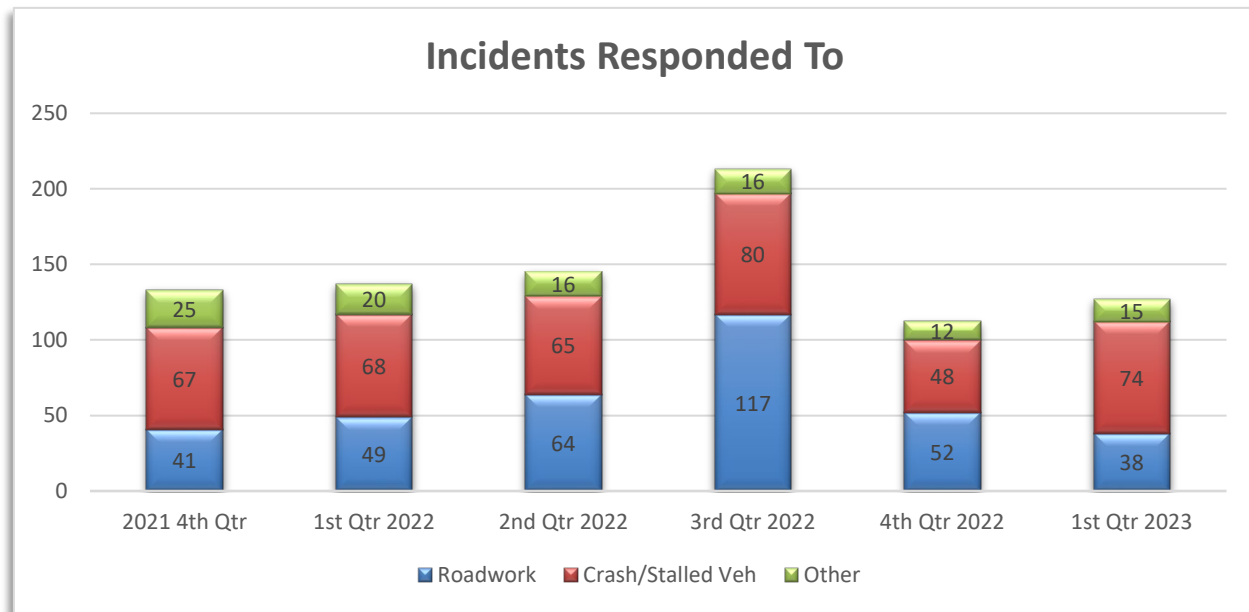


**Some examples include:**

- 1/12/2023 – Law enforcement closed SB I-435 at 87<sup>th</sup> St in Lenexa for crime scene investigation. OGL staff adjusted signal timing on 87<sup>th</sup> St to accommodate detouring traffic.
- 2/6/2023 – Utility work closed a lane of 87<sup>th</sup> St EB at Lackman. Signal timing was adjusted and a new coordination plan was developed to accommodate the reduced capacity.
- 2/8/2023 – SB US-169 closed long term for work on the Buck O’Neil bridge. Incident plans were implemented on M-9 to accommodate detouring traffic.
- 2/15/2023 – There was a parade in KCMO to celebrate the Chiefs winning the Super Bowl. OGL staff adjusted signal timing in the area to accommodate unusual traffic patterns.
- 2/17/2023 – A crash closed all but one lane of I-435 EB at Wornall. OGL staff adjusted signal timing at many area intersections to accommodate detouring traffic and contacted the OP TOC.
- 3/13/2023 – Bridge work closed 2 lanes of I-49 SB at Harry Truman for a couple weeks. OGL staff adjusted signal timing in the area to accommodate detouring traffic.

**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.



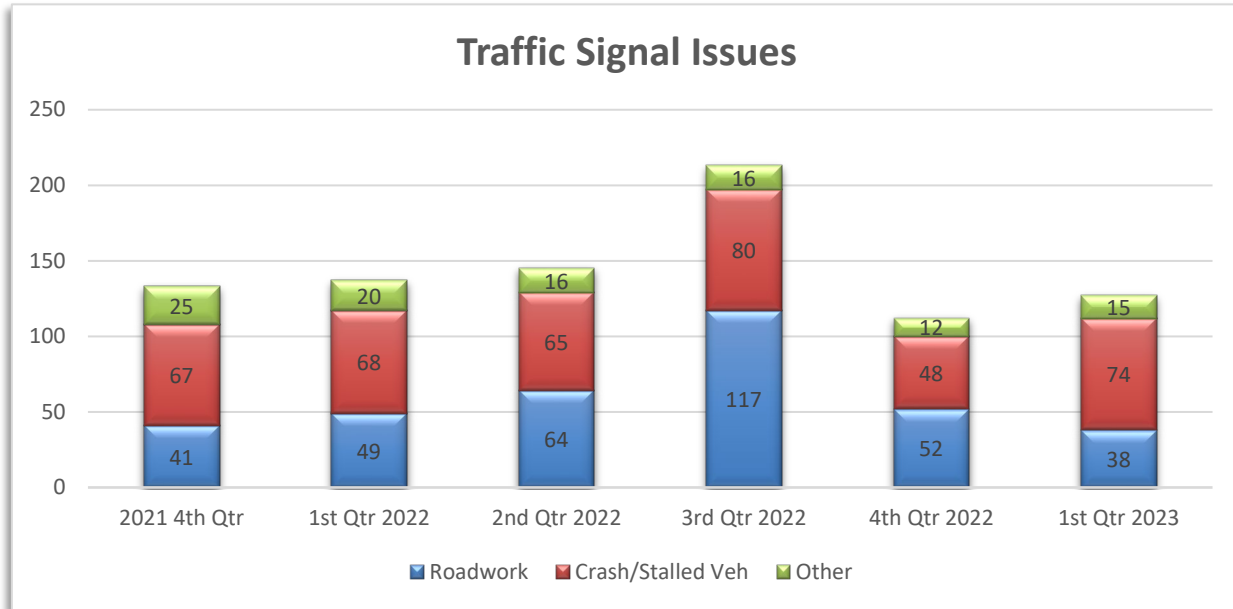
**Traffic Signal Event Tracking**

<b>Issue</b>	<b>Jurisdiction</b>	<b>Count</b>	<b>Issue</b>	<b>Jurisdiction</b>	<b>Count</b>
All Directions Dark	Fairway	1	Other	MODOT	3
All Directions Flashing	Blue Springs	1		Lenexa	1
	KCMO	1		UGOVT	1
	Independence	1		OP	1
	Lee's Summit	1		KCMO	1
	Lenexa	1		NKC	1
	MODOT	25	Ped Recalling	Fairway	1
	NKC	2		UGOVT	1
UGOVT	1	KCMO		1	
Cycling Improperly	Raymore	1		Roeland Park	1
	Lenexa	1		Grandview	1
Detection Not Working Correctly				Blue Springs	1
	Belton	1		Raymore	1
	MODOT	32		MODOT	6
	Grandview	1	Phase Backing Up	MODOT	3
	Independence	1		Bonner Springs	1
	Lee's Summit	3	Poor Progression	Belton	1
	Leawood	3		Liberty	1
Liberty	2	Merriam		1	
Green Time to short	Lenexa	3	Preempt Not Working Properly	Independence	2
	Gladstone	2		Mission	2
	Raymore	1	Program Replacement Controller	MODOT	5
	Liberty	1		Gladstone	1
	MODOT	1		TransSuite Database Comparison Diff	Leavenworth
Intersection not running Correct plan	Lee's Summit	1	Grandview		2
			Independence		4
			Lee Summit		1
			Lenexa		16
			MODOT		7
			Merriam		1
			Mission		1
			UGOVT	6	
			Shawnee	7	
			NKC	1	
			<b>Total</b>	<b>174</b>	



**Figure 11 – Number of Traffic Signal Issues**

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



## **Steering Committee Budget Report**

### **February 28, 2023, 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 2023-2024 is collected annually via a multi-year agreement which coincides with the period of the two-year MoDOT and KDOT STBG Federal funding agreements. However, for this funding cycle, most agencies have executed a four-year agreement with one doing a one year and one doing a two year.

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) and MARC Board.

Local funds from twenty-seven agencies are combined with federal STBG funds to comprise the total operations budget. The actual annual revenue of 755 signals at \$800/signal is \$604,000 and the total federal STBG funds are \$700,000. This results in a 54% federal to 46% local funding split.

#### **Budget Summary:**

- Reserve / Emergency (local funds) balance \$247,178.96
  - a. As reported in October, STBG funds were expended in August and OGL utilized local funds. However, despite efforts to streamline expenses, emergency funds were used in the amount of \$52,821.04. The plan is to replenish the funds back to the \$300,000 once adequate local funds have been collected.
- Missouri STBG funds were obligated November 10, 2022. OGL began using some STBG funds at that point. Two invoices have since been sent to MoDOT and KDOT for reimbursement.
- Local OGL #65377 (deferred balance) of \$32,055.24 is a separate local fund for expenses not covered by STBG funds.
- Total Expenses average 12% compared to month 3 of 24-month budget percentage of 12%.
- A first batch of local invoices were sent at the end of January, a second batch March 2<sup>nd</sup> and a few on March 28<sup>th</sup>. Remaining to complete are agreements in Gladstone and Kansas City, MO.
- Of the \$604,000 2023 local funds to collect, \$321,400 are yet to be collected.
- Ending balance of local funds is \$334,810.72.

#### **Other items of note:**

- The ATMS software project that is region wide is underway. A 20% match will need to be collected for that project. There are challenges to how to collect the match short of an additional 27 agreements.
- KS STIC project: this project requires a 20% match. Project is \$172,500 with local match of \$57,500.

<b>Mid-America Regional Council (MARC)</b>				
<b>MO &amp; KS OGL Operations #65240</b>				
<b>2-Year Budget Period Beginning December 1, 2022</b>				
<b>Report Ending 02/28/2023</b>				
				<b>% Variance</b>
	<b>Two-Year</b>	<b>Cumulative</b>	<b>Balance</b>	<b>Cumulative/Budget</b>
<b>Expenses</b>	<b>Program Budget</b>	<b>To Date</b>	<b>(yet to be spent)</b>	<b>3 / 25 months = 12%</b>
Salaries, Fringe Benefits, Indirect Costs	\$1,534,492.00	\$188,901.33	\$1,345,590.67	12.3%
Consultants/Contracted Services	787,270.00	115,735.33	671,534.67	14.7%
Legal Fees	10,000.00	-	10,000.00	0.0%
Meeting/Travel (In/Out of Region & Registration)	12,400.00	300.00	12,100.00	2.4%
Rent	19,738.00	1,908.69	17,829.31	9.7%
Telephone/Maint. (Internet, mobile, ConferSave, USB modem)	13,200.00	1,265.21	11,934.79	9.6%
Miscellaneous (classified ads)	500.00	-	500.00	0.0%
Insurance	8,000.00	816.00	7,184.00	10.2%
Equipment/Computer/Supplies	196,000.00	913.98	195,086.02	0.5%
Service Agreements	1,400.00	-	1,400.00	0.0%
Automobile Gas/Maintenance	10,800.00	517.67	10,282.33	4.8%
Professional Memberships	1,000.00	-	1,000.00	0.0%
Training	2,000.00	-	2,000.00	0.0%
Utilities	11,200.00	1,864.51	9,335.49	16.6%
<b>Total Expenses</b>	<b>\$2,608,000.00</b>	<b>\$312,222.72</b>	<b>\$2,295,777.28</b>	<b>12.0%</b>
	<b>Two-Year</b>			<b>% Variance</b>
<b>Revenues (Reimbursement from DOT's at 80/20)</b>	<b>Program Budget</b>	<b>Cumulative To Date</b>	<b>Balance</b>	<b>Cumulative/Budget</b>
STP Funding, KDOT	\$420,000.00	\$74,933.48	\$345,066.52	17.8%
STP-Funding, MoDOT	980,000.00	174,844.72	805,155.28	17.8%
Local Gov't Funding-Required 20% match	350,000.00	62,444.52	287,555.48	17.8%
<b>Total Revenues for Federal Grant</b>	<b>\$1,750,000.00</b>	<b>\$312,222.72</b>	<b>\$1,437,777.28</b>	
Local Gov't Revenue above 20% match	858,000.00	\$0.00	858,000.00	
<b>Combined Revenues</b>	<b>\$2,608,000.00</b>	<b>\$312,222.72</b>	<b>\$2,295,777.28</b>	
<b>Local Government Revenues</b>				
Funds available		44,600.00		
Funds billed but not yet received.		321,400.00		
Local Operation Green Light Program #65377 (deferred balance)		32,055.24		
Total available		398,055.24		
Less: Amount applied to OGL grant 65240 - Cumulative to Date		(62,444.52)		
Less: Amount above required match		0.00		
Less: Amount transferred to other grants		0.00		
<b>Ending Balance 02/28/2023</b>		<b>\$335,610.72</b>		
<b>Reserve/Emergency (local funds)</b>		<b>\$247,178.96</b>		