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MARC
Mid-America Regional Council

OPERATION GREENLIGHT
TURNING STOP LIGHTS INTO GO LIGHTS

OGL STEERING COMMITTEE AGENDA
Monday, January 22, 1:30 PM
On-Line TEAMS and in-person, at MoDOT, 600 NE Colbern Rd. Lees Summit, MO 64086, Room 236

Welcome & Introductions

1. **Agency Updates Roundtable** (staff changes, work zones, future construction)

2. **VOTE: Approval of October 23 Committee Minutes*** (page 2)

3. **VOTE: Field Communications Network Contract selection** (page 4)

4. **VOTE: 2027-2028 OGL Program Operations Budget Proposal** (page 5)

5. **Hot Topic: KC Scout Tells All - Randy Johnson, KC Scout Manager**

6. **SMART Grant Project Update**

7. **2027-2028 Call for Project Proposal** (page 8)

8. **MO CMAQ Construction Project Update**

9. **Quarterly Operations Report** (page 10)

10. **Quarterly Budget Report** (ATSPM match, 2025-2026 & 2027-2028 budget) (page 25)

11. **Conflict of Interest and Whistleblower Policy**

12. **Other items**

Next Regularly Scheduled Meetings: Mondays at 1:30, April 22, July 22, October 28, 2024

Adjournment

***Action Items**

OPERATION GREENLIGHT
TURNING STOP LIGHTS INTO GO LIGHTS

OGL STEERING COMMITTEE MEETING MINUTES
Monday, October 23, 2023, 1:30 p.m.
Hybrid In-Person/Virtual Meeting: MARC – Lewis and Clark Room and online via Microsoft Teams

Members Present	MARC Staff Present	Non-Members Present
Noel Forrester, Olathe, Chair	Barry Viss	Jeff Bryan, Affinis
Ericka Ross, MODOT, Vice-Chair	Ray Webb	Alex Preston, TransCore
Adam Hilgedick, Blue Springs	Chris Jenkins	Kurt Rotering, Olsson
Thomas Northup, KDOT	Ron Achelpohl	Lisa Seymour, TCC
Sol Moinuddin, KCMO	Cedrick Owens	Doug Ripley, TCC
Steve Schooley, Lenexa		Thomas Robinson, Rhythm Engineering
Brian Shields, Overland Park		Mohammad Shehada, HDR
Kristofer Finger, KCK		Robinson Camp, Raytown
Mark Green, Independence		
David Northup, KDOT		
Sherri McIntyre, Liberty		
Tom Degenhardt, Blue Springs		
John Sullivan, Westwood		
Allan Ludiker, MODOT		
Ryan Hale, MODOT		
Brian Scovill, Leawood		
Athena Huynh, Grandview		
Cody Harris, Olathe		
Keith Bredehoeft, Prairie Village		
Soma San, Leavenworth County		
Bill Stogsdill, Fairway		

Welcome
The meeting started at 1:30 p.m. Noel Forrester, Chair, welcomed all and introductions were made.

1. **July 24, 2023, committee minutes** – Steve Schooley made a motion to accept the minutes. The motion was supported and approved unanimously.

2. **SMART Grant consultant selection** – Olsson was the only firm to submit a proposal to assist OGL with our SMART Grant crowdsource performance measures system evaluation efforts. Steve Schooley made a motion to enter a contract with Olsson for these efforts. The motion was supported and approved unanimously.

3. **Advanced Traffic Management System (ATMS) software contract** – Ray Webb explained that the desire is to enter a new multi-year contract with TransCore for continued software enhancement efforts, rather than continue extending the existing contract. Steve Schooley made a motion to enter said contract. The motion was supported and approved unanimously.

4. **Agency updates** – The City of Lawrence, KS is applying for a SMART Grant similar to OGL and have been in conversation with OGL and Scout staff. UG/KCK will be rebuilding a signal at State Ave & 118th to accommodate a new development. UG/KCK is also in the midst of a major utility project at Rainbow & 36th that has had a big impact on traffic in the area. Liberty will be adding a signal at M-291 & Blue Jay next year.

5. **Hot topic – Improving I-70 in Kansas City, MO**. Allan Ludiker, MODOT, presented on planned improvements to I-70 from Paseo to US-40/31st St. The design-build project, budgeted at $223 million, will improve safety and reliability by improving the interchange and ramp configurations and geometric

alignments. Bridges, pavement, and bike and ped facilities will be upgraded. Traffic impacts will be significant and will coincide with World Cup activities in 2026, so traffic management will be an important part of the team selection and planning for the project.

6. **Grants and awards** – Ray has been getting paperwork and reporting set up for management of the SMART grant funding. The consultant contract voted on earlier in this meeting will go to the MARC board for approval tomorrow, October 24. STIC funding in both Missouri and Kansas as well as CMAQ funds for 2025-2026 is also available. Carbon Reduction program funds have been awarded to OGL to add Johnson Dr in Mission, KS to OGL.

7. **2024 work plan** – A draft version of an OGL work plan for 2024 was included in the meeting packet. Barry highlighted the list of corridors for timing work which needs agency review. The amount of work reflected in the draft list is more than can be accomplished with our current practices and budget. Agencies should review and provide feedback to MARC staff about corridors that can be removed or if any need to be added.

8. **MO and KS CMAQ construction project updates** – Cedrick updated the committee. The KS project is largely complete, though the fiber is not in use yet by the city, and a few of the controllers have been programmed and delivered but not yet been installed in the field. The MO project contractor bid was rejected again due to the cost being well above budget. We will attempt to rebid it with a smaller scope and add/alternates in order to try to get a project scope that matches up with the funding available.

9. **OGL standard drawings and JSP's** – Chris Jenkins updated the committee. We have updated a few plan sheets with standard drawings as well as some suggested JSP's regarding OGL involvement in construction projects. Agencies can find these on the OGL page of the MARC website and are encouraged to download them and adapt them to their specific needs in various projects if they don't already have something similar. Our goal is to keep communication and video surveillance outages to a minimum during construction activities, and to encourage agencies and construction staff to keep these important operational components active. OGL staff would like to be involved in the planning process if MARC-owned equipment is being impacted.

10. **Quarterly operations report** – Chris Jenkins highlighted a few notes from the report which was included in the meeting packet. These notes included that 54 repair tickets were managed during the quarter. This was more than usual due to the removal of numerous radios at locations that had fiber installed recently. New timing plans were implemented on Red Bridge Rd in south Kansas City and new plans were also implemented on Shawnee Dr in KCK. Also highlighted were some current communications outages that are being addressed. Finally, the EOS integration with TransSuite was reviewed and comments were sent to TransCore.

11. **Quarterly budget report** – The quarterly budget report was included in the meeting packet. Ray noted that we have fully expended the FY2023 STBG funds as of August and are currently operating on local funds only. We have requested obligation of the next year's federal funds so that we can hopefully start utilizing them in November. Otherwise, the budget is in good shape. All but one local agency has paid their 2023 invoice.

    Other business
    - If agencies have changes or corrections to the signal map on the OGL website, contact Scott Cutshall.

Next meeting dates: January 22, 2024, 1:30 p.m.

Adjournment – Meeting was adjourned at 2:31 p.m.

MARC Board of Directors

February 2024
Item No. x
Efficient Transportation and Quality Places

ISSUE:
VOTE: Authorization to enter into an agreement for the Operation Green Light (OGL) field network communications support contract for field network support services.

BACKGROUND:
Operation Green Light (OGL) is an initiative that helps state and local governments that own and operate traffic signals on regional arterial roadways work together to operate traffic signals to improve traffic flow, reduce excessive fuel consumption and reduce emissions. MARC staff currently assist in the management and operation of traffic signals for over 750 intersections in 27 jurisdictions throughout the region.

MARC owns and maintains an extensive field network to support the regional traffic signal control system. The network consists of over 1200 network devices ranging from the licensed 18Ghz microwave backhaul equipment to unlicensed radios at the traffic signals and various network switches and supporting equipment. The components of the network are located throughout the region in 16 locations on water towers and rooftops and at traffic signals. Due to the specialized nature of the work that includes tower climbing, bucket truck work, testing equipment and specialized technical skills, this work continues to be contracted. The current contract with ETI, Inc. expires in March 2024.

On December 21, 2023, a Request for Proposal was released and closed on January 18, 2024. The RFP was advertised via DemandStar and MARC's website. DemandStar notified 106 possible vendors. Proposals were received will be updated at the meeting.

BUDGET CONSIDERATIONS
Funds for this purchase are included in the Operation Green Light operations budget. This procurement will be funded through Federal Grants administered by the Kansas and Missouri Departments of Transportation. Participating local governments provide matching funds for this grant.

REVENUES	
Amount (annual)	$1,304,000
Source	STBG funds and city/agency
PROJECTED EXPENSES	
Contractual	$180,000

COMMITTEE ACTION
-

RECOMMENDATION
Authorize the Executive Director to enter into a two-year agreement with _____ in an amount not to exceed $180,000 for the OGL field network support.

STAFF CONTACT
Ron Achelpohl
Ray M. Webb

Future Budget, 2027-2028

MARC's OGL program operates from Surface Transportation Block Grant (STBG) Federal revenues on a reimbursement basis from MoDOT Local Public Agency (LPA) group and KDOT Intelligent Transportation Systems (ITS group who administer the STBG funds. The local match is collected annually via a multi-year agreement which coincides generally 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 agreement.

In early 2024, MARC will issue its call for projects for the years 2027-2028. The OGL program requests its budget with approval of the OGL steering committee. The STBG funds come off the top of the amount that gets allocated to the region in advance of the release of the call for projects program. Over the years, the OGL program budget has increased roughly by 3% a year. The program has largely kept to the same scope of services, however increase in costs of labor and services, it is recommended to increase the budget more than 3% per year.

The 2025-2026 budget is $2.9M, MO $1.2M, KS $500k, Local $1.2M (at $800/signal). The program has largely worked to stay at a 50% local to 50% federal funds. However, as costs have increased, the $800 per signal has been held with the federal request increasing. Local funds from twenty-seven agencies are combined with federal STBG funds to comprise the total operations budget. The 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. The STBG to local ratio is expected to approach 60% to 40%.

The local match should be considered as to the ratio for future planning. To not keep sliding toward a higher federal to local ratio, a local match increase should be considered at least for budgeting purposes. However, if the desire is to keep the local amount low and increase the federal funds, that can be achieved. Over the years, this issue has been debated largely weighing on the side of not depending too heavily on federal funding. Below is a chart that represents an increase from the $800/intersection to $900/intersection and $1000/intersection. This is simply for discussion purposes.

	FOR OPERATING YEARS ? LOCAL GOVERNMENTS				FOR OPERATING YEARS ?? LOCAL GOVERNMENTS		
	Agency	Locations weighted by % ownership	Cost per signal at $900/year for 1 year		Agency	Locations weighted by % ownership	Cost per signal at $1000/year for 1 year
1	BELTON	7	$ 6,300	1	BELTON	7	$ 7,000
2	BLUE SPRINGS	9	$ 8,100	2	BLUE SPRINGS	9	$ 9,000
3	BONNER SPRINGS	4	$ 3,600	3	BONNER SPRINGS	4	$ 4,000
4	FAIRWAY	2	$ 1,800	4	FAIRWAY	2	$ 2,000
5	GLADSTONE	6	$ 5,400	5	GLADSTONE	6	$ 6,000
6	GRANDVIEW	5	$ 4,500	6	GRANDVIEW	5	$ 5,000
7	INDEPENDENCE	36	$ 32,400	7	INDEPENDENCE	36	$ 36,000
8	KCMO	199	$ 179,100	8	KCMO	199	$ 199,000
9	LANSING	4	$ 3,600	9	LANSING	4	$ 4,000
10	LEAVENWORTH	1	$ 900	10	LEAVENWORTH	1	$ 1,000
11	LEAWOOD	11.25	$ 10,125	11	LEAWOOD	11.25	$ 11,250
12	LEE'S SUMMIT	16	$ 14,400	12	LEE'S SUMMIT	16	$ 16,000
13	LENEXA	35	$ 31,500	13	LENEXA	35	$ 35,000
14	LIBERTY	6	$ 5,400	14	LIBERTY	6	$ 6,000
15	MERRIAM	21	$ 18,900	15	MERRIAM	21	$ 21,000
16	MISSION	2.75	$ 2,475	16	MISSION	2.75	$ 2,750
17	MISSION WOODS	0.75	$ 675	17	MISSION WOODS	0.75	$ 750
18	MODOT	222	$ 199,800	18	MODOT	222	$ 222,000
19	NORTH KANSAS CITY	7	$ 6,300	19	NORTH KANSAS CITY	7	$ 7,000
20	OLATHE	15	$ 13,500	20	OLATHE	15	$ 15,000
21	OVERLAND PARK	44.75	$ 40,275	21	OVERLAND PARK	44.75	$ 44,750
22	PRAIRIE VILLAGE	6.75	$ 6,075	22	PRAIRIE VILLAGE	6.75	$ 6,750
23	RAYMORE	6	$ 5,400	23	RAYMORE	6	$ 6,000
24	Roeland Park	3	$ 2,700	24	Roeland Park	3	$ 3,000
25	SHAWNEE	14.5	$ 13,050	25	SHAWNEE	14.5	$ 14,500
26	UGOVT/KCK	69	$ 62,100	26	UGOVT/KCK	69	$ 69,000
27	WESTWOOD	1.25	$ 1,125	27	WESTWOOD	1.25	$ 1,250
	TOTALS	755	$ 679,500		TOTALS	755	$ 755,000

Proposed Budget for 2027-2028

Mid-America Regional Council (MARC) Transportation Planning - Program 40 MO & KS OGL Operations 2027-2028 STBG Operations Funds		
	2027 Budget	2028 Budget
Revenues		
Federal Pass-Through Missouri	$ 875,000	$ 875,000
Federal Pass-Through Kansas	$ 370,000	$ 370,000
Local Match - approx (770 signals x $800/signal)	$ 616,000	$ 616,000
Total Revenues	**$ 1,861,000**	**$ 1,861,000**
Expenses		
Salaries, Fringe Benefits, Indirect Costs	$ 929,789	$ 947,940
Consultants/Contracted Services	$ 450,000	$ 430,000
Legal Fees	$ 5,000	$ 5,000
Meeting/Travel (In/Out of Region & Registration)	$ 5,000	$ 5,000
Rent	$ 10,000	$ 10,000
Telephone/Maintenance (mobile, USB modem)	$ 7,000	$ 7,000
Insurance	$ 4,000	$ 4,000
Crowdsourcing / Performance measure support	$ 350,000	$ 350,000
Supplies	$ 5,000	$ 5,000
Service Agreements	$ 1,000	$ 1,000
Automobile Gas/Maintenance	$ 5,000	$ 5,000
Equipment/Computer/Software(SD,Solar,Synchro)	$ 77,711	$ 79,560
Professional Memberships	$ 500	$ 500
Training	$ 3,000	$ 3,000
Utilities	$ 8,000	$ 8,000
Total Expenses	**$ 1,861,000**	**$ 1,861,000**
Reserve / Emergency (local funds)	**$ 300,000.00**	

Local funds based on 755 signals at $800/signal
MO / KS number of signal ratio, 70% MO, 30% KS
STBG to local ratio, 67% Federal, 33% local

With $1000 per signal, 760 * $1000 = $760,000
STBG to local ratio, 62% Federal, 38% local

Budget for 2025-2026

	2025 Budget	2026 Budget
Revenues		
Federal Pass-Through Missouri	$ 600,000.00	$ 600,000.00
Federal Pass-Through Kansas	$ 250,000.00	$ 250,000.00
Local Match - Actual	$ 604,000.00	$ 604,000.00
Total Revenues	**$ 1,454,000.00**	**$ 1,454,000.00**
Expenses		
Salaries, Fringe Benefits, Indirect Costs	$ 797,200.00	$ 800,000.00
Consultants/Contracted Services	$ 350,000.00	$ 350,000.00
Legal Fees	$ 3,000.00	$ 3,000.00
Meeting/Travel (In/Out of Region & Registration)	$ 5,000.00	$ 5,000.00
Rent	$ 10,306.00	$ 10,606.00
Telephone/Maintenance (mobile, ConferSave, USB mode	$ 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	$ 4,000.00	$ 4,000.00
Equipment/Computer	$ 253,994.00	$ 250,894.00
Professional Memberships	$ 500.00	$ 500.00
Training	$ 3,000.00	$ 3,000.00
Utilities	$ 5,000.00	$ 5,000.00
Total Expenses	**$ 1,454,000.00**	**$ 1,454,000.00**
Revenues in Excess of Expenses	**$ -**	**$ -**
Reserve/Emergency	**$ 300,000.00**	

Local funds based on 755 signals at $800/signal
MO / KS number of signal ratio, 70% MO, 30% KS
STBG to local ratio, 58% Federal, 42% local

PROPOSAL FOR 2027 – 2028 STBG / CMAQ CALL FOR PROJECTS

Introduction

Call for Projects for Suballocated Federal Highway Administration funds will release early this year. Over the years, MARC's OGL program has led infrastructure and software projects that benefited the region. Applications as a regional program help elevate the project scoring. The region will once again have an opportunity to seek funding. This funding will require at least a 20% local match.

Background

The focus of the past 2021-2022 project was to upgrade existing Traffic Signal Controllers as well as vehicle detection. Controllers will be upgraded to be fully functional with the region's Advanced Traffic Management System (ATMS). This allows the implementation of new features and provides more flexibility for staff to operate traffic signals more efficiently to improve safety. In addition, video detection and radar units may be installed at specified locations to enhance intersection efficiency as well as safety. Also, OGL can significantly enhance the operations of its program by using Closed Circuit Television (CCTV) cameras with Pan-Tilt-Zoom (PTZ) at intersections to identify traffic incidents. Selecting prime corridors along key freeway diversion routes, OGL can work closely with KC Scout and other agencies to manage freeway traffic and arterial coordination.

Rational

A regional approach to traffic signal infrastructure upgrades can benefit the region and gain efficiency through a regional project. Utilizing STBG/CMAQ funds can be an option for 80% federal and 20% local or agencies.

Proposal

Request that STBG/CMAQ funds be applied for in the 2027/2028 Call for Projects to be released soon. It is also suggested along with funds for traffic signal controllers, funds be requested for vehicle detection, CCTV's and their needed hardware be included. There are a number of other potential project options that could be considered and are up to each individual agency.

This would require all included OGL agencies to participate at 20% of the project costs. Local match would be based on the share of the construction cost for consultant design and inspection and may want to consider a 10-15% PS&E costs.

Budget Considerations

The size of a regional project should be discussed by the interested agencies.

Recommendation

Authorize the OGL staff to develop a proposal for the 2027 - 2028 Call for Projects in the amount of $X.X million with modifications based on agencies input on controllers, vehicle detection and CCTV needs.

Proposed costs below for elements that were initially designed but were not afforded due to inflation cost that went over budget:

KCK			KCMO		
Controllers	12		Controllers	25	
CCTV	17		CCTV	7	
Misc			Cable	1222	
		$ 217,628	Radar	12	
					$ 284,797
Gladstone			**MODOT**		
Controllers	1	$ 6,500	Controllers	46	$ 299,000
Independence			**Raymore**		
CCTV	1		CCTV	2	
		$ 12,754			$ 20,885
North KC			**Lee's Summit**		
Controllers	4		Controllers	3	
Radar	1				$ 22,500
Video Cam	5				
		$ 56,875			
TOTAL		$ 920,939			

Depicts rough estimates as of January 2024 based on bids in 2023

From the 2021 Region Strategic plan and Survey for future improvements:

- Upgraded Network technology and security (fiber, wireless enhancements, etc.)
- Additional CCTV, Controllers, and detection
- Electronic cabinet locks and asset system for increased security
- Asset Management
- Bike and Ped detection systems
- Battery Backup Systems
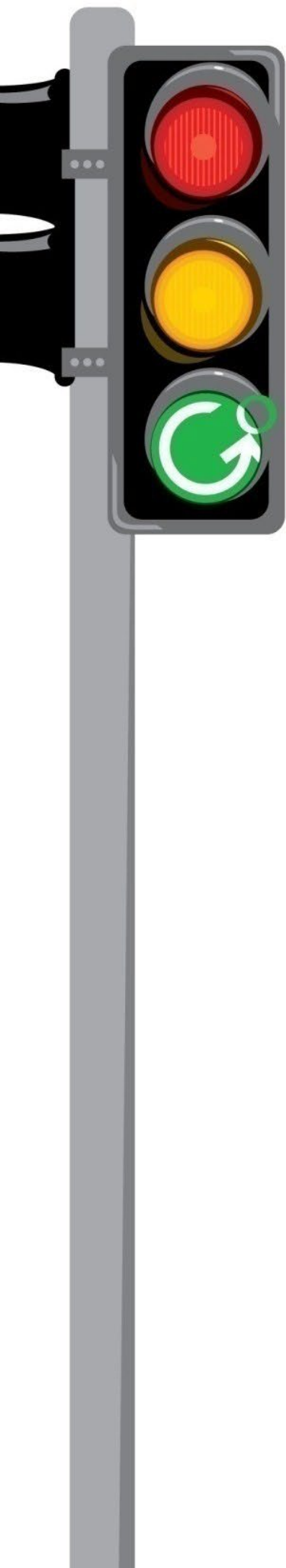
Mid-America Regional Council's Quarterly Report
For
Operation Green Light (OGL)

4th Quarter 2023 Report

January 22nd, 2024

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 4th 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.

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 **31** repair tickets.

Corridor/Signal Timing Efforts

- 10/9 New coordination plans were installed on 87th St in Lenexa
- 10/19 New coordination plans were installed on 163rd St in Belton
- 10/30 New coordination plans were installed on Armour Rd and M-210 in North Kansas City
- 12/11 New coordination plans were installed on Ward Pkwy and State Line Rd in Kansas City, MO

Training Sessions/Panels/Events

- 11/2 – OGL staff participated in ITE's, What a Traffic Engineer Needs to Know about Cyber Security
- 11/24 – OGL staff participated in the monthly FHWA ATSPM webinar
- 12/6 – Ray Webb attended a NOCoE Planning for TSMO Peer Exchange
- 12/7 – Ray Webb presented to the NW Arkansas ITE group in Fayetteville, AR
- 12/15 – OGL staff attended an ITE webinar on signal change and clearance intervals.

Additional Information

- OGL staff set up and scheduled the Miovision equipment to conduct **14** 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 4th Quarter of 2023:
   - 11/1 – TransSuite updated to 23.03
   - 11/13 – TransSuite received a software patch on the MARC system
   - 12/6 - TransSuite received a patch on the MARC and KCMO systems for C2C

Interagency Coordination

During the 4th Quarter, OGL staff participated in the following interagency activities:

- 10/2 – OGL, MoDOT, Scout, and ETI staff met with Axis officials regarding products and support
- 10/3 – OGL, Leawood, KDOT, and contractor staff held a progress meeting for the Mission Rd project
- 10/4 – Ray attended the fall MoVITE meeting in Bentonville
- 10/10 – Ray attended the SMART Grant traffic signal peer exchange webinar
- 10/10 – Chris Jenkins and Don Gentry met to discuss KC Scout backbone network upgrade and planned outages
- 10/11, 10/25 – OGL and Olsson held bi-weekly conference calls for contract work
- 10/19 – OGL and several agencies met informally to discuss various technical topics
- 10/19 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 10/19 – Ray attended a SMART Grant reporting webinar
- 10/23 – OGL team held the July OGL Steering Committee meeting
- 10/25 – Chris Jenkins attended the KC Scout Infrastructure meeting
- 10/26 – Chris Jenkins attended the KCMO Camera Coordination meeting
- 10/27 – OGL staff met with Iteris regarding contract work
- 11/1 – OGL staff participated in a TransSuite Enhancements Demo/Guidance Meeting
- 11/8 – OGL and Olsson held bi-weekly conference calls for contract work
- 11/8 – OGL and Raytown staff met to discuss OGL operations and contract
- 11/8 – OGL and MoDOT LPA staff met to discuss upcoming CMAQ project
- 11/9 – OGL and Olsson met to discuss the SMART grant project
- 10/9 – Ray attended the Kansas STP Priorities committee meeting
- 11/14 – OGL participated in a SMART grant peer exchange meeting
- 11/15 – OGL, Iteris, and agency staff met to discuss signal timing on State Line Rd.
- 11/16 – OGL and several agencies met informally to discuss various technical topics
- 11/16 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 11/21 – Chris Jenkins attended the KC Scout Infrastructure meeting
- 11/21 – OGL staff met with several agencies regarding the SMART grant project.
- 11/27 – Ray attended an internal MARC meeting for FIFA 2026 planning
- 11/29 – OGL staff met with Iteris regarding contract work
- 12/4 – OGL staff met with TransCore and OP staff to discuss a TransSuite enhancement
- 12/6, 12/20 – OGL and Olsson held bi-weekly conference calls for contract work
- 12/6 – Ray attended a NOCoE Planning for TSMO Peer Exchange
- 12/7 – Ray presented to the NW Arkansas ITE group in Fayetteville Arkansas
- 12/19 – Chris Jenkins attended the KC Scout Infrastructure meeting
- 12/19 – Ray presented the latest OGL efforts to MARC's TTPC committee
- 12/21 – OGL and several agencies met informally to discuss various technical topics
- 12/21 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting

Quarterly Repair Ticket Statistics by Month

In the 4th Quarter of 2023, OGL staff created and responded to **31** repair tickets in the Kansas City area.

Figure 1 – Quarterly Repair Ticket Statistics by Month
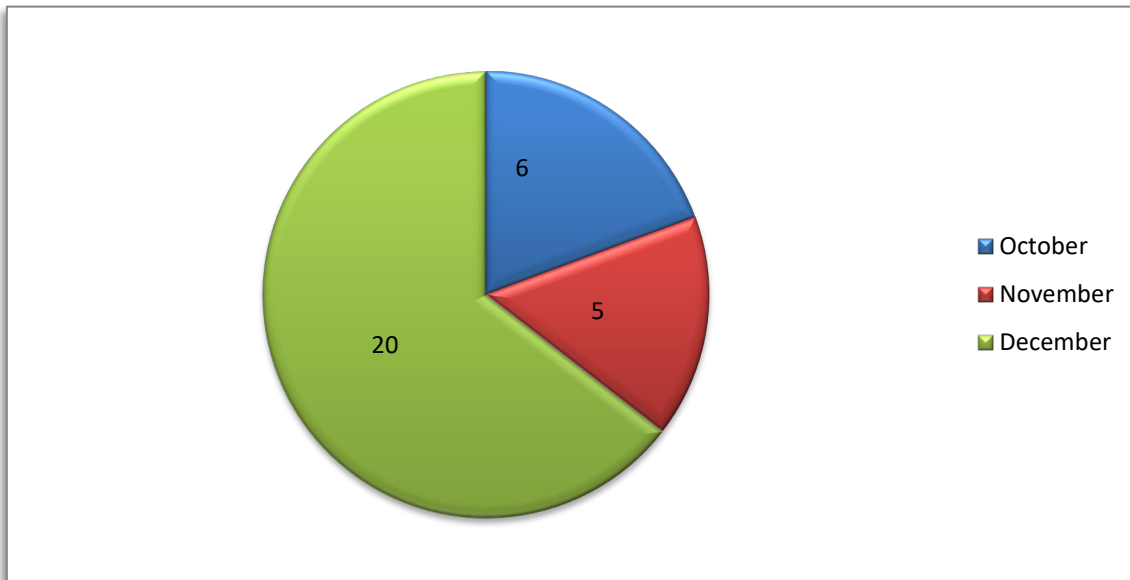
Additional Repair Ticket Details:

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.
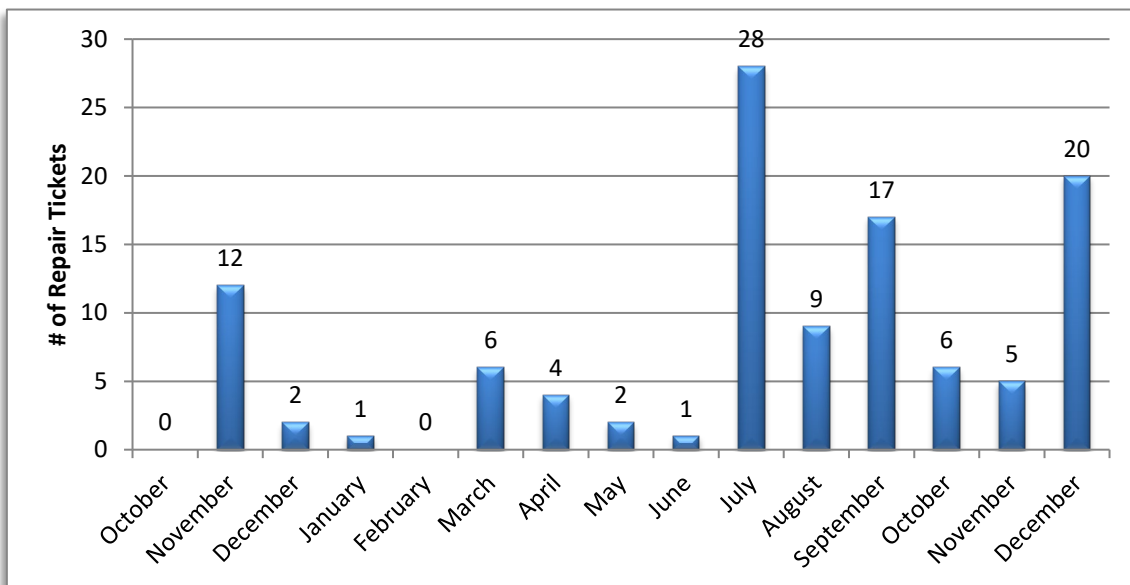
Additional Communications Statistics

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 represent the different types 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
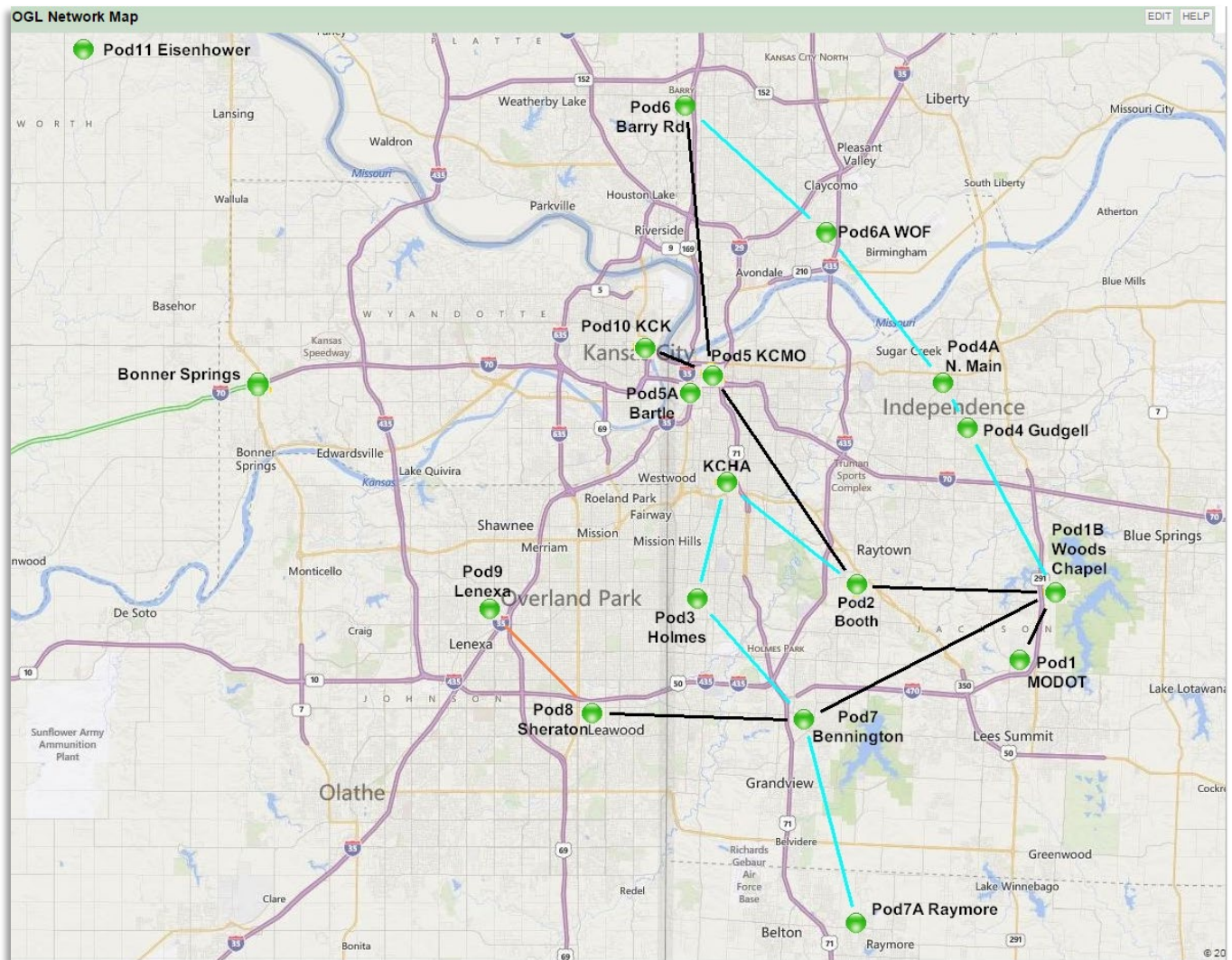
Repair Tickets by Network Pod

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.

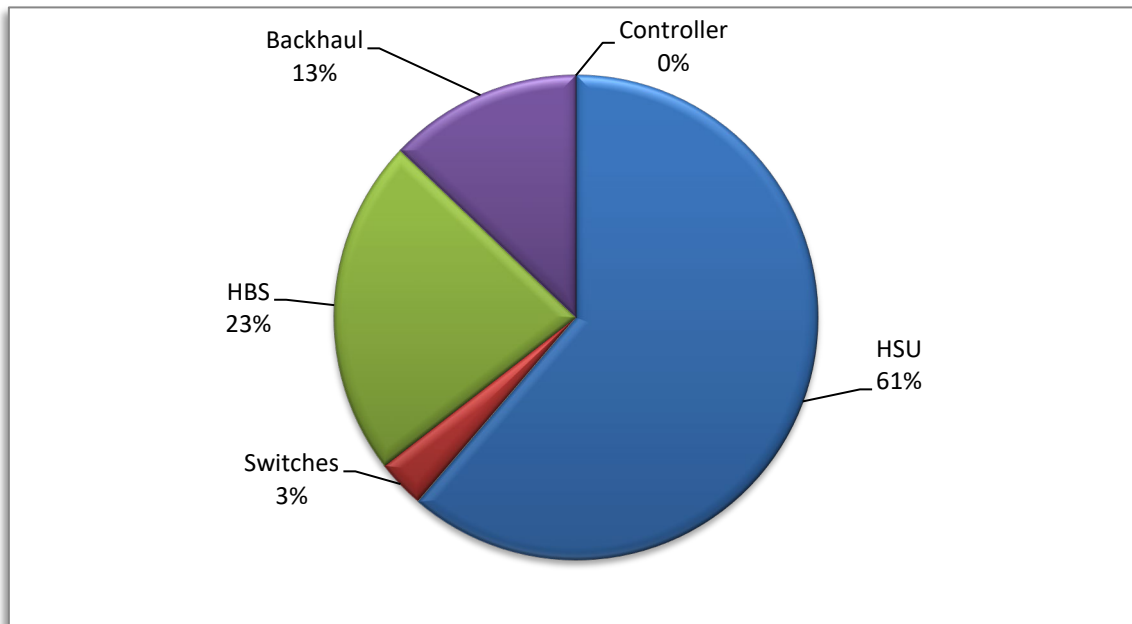### Figure 4 – Repair Tickets by Network Pod
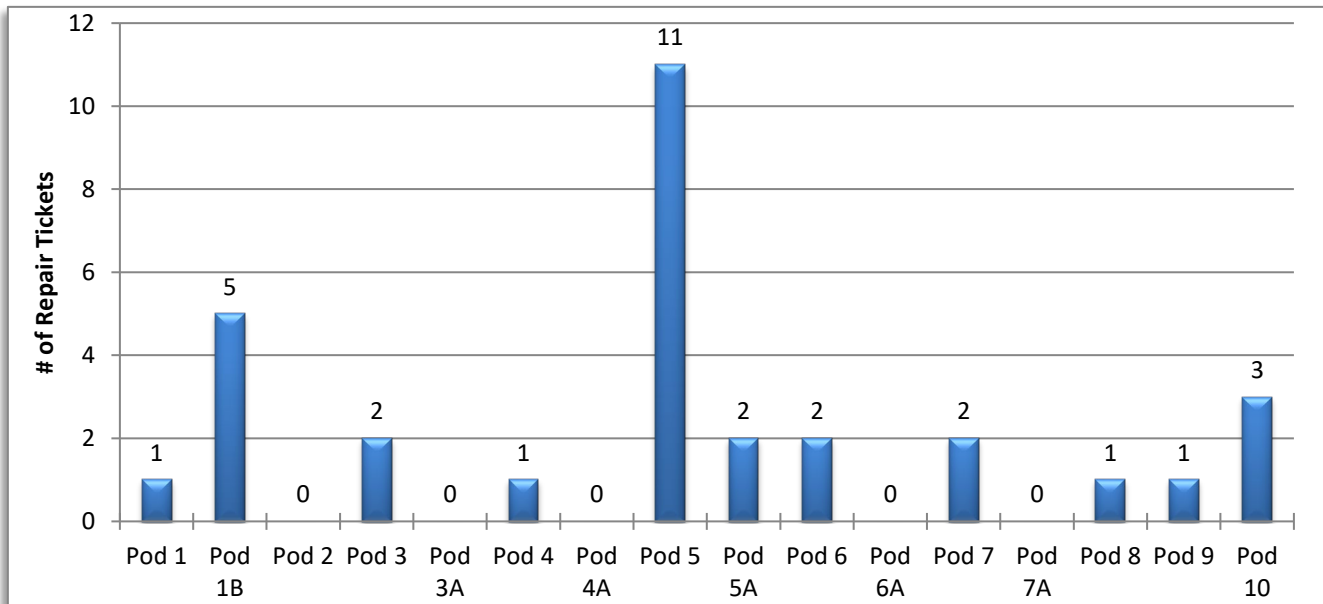
Figure 5 – Repair Tickets by Network Pod / Year – to – date
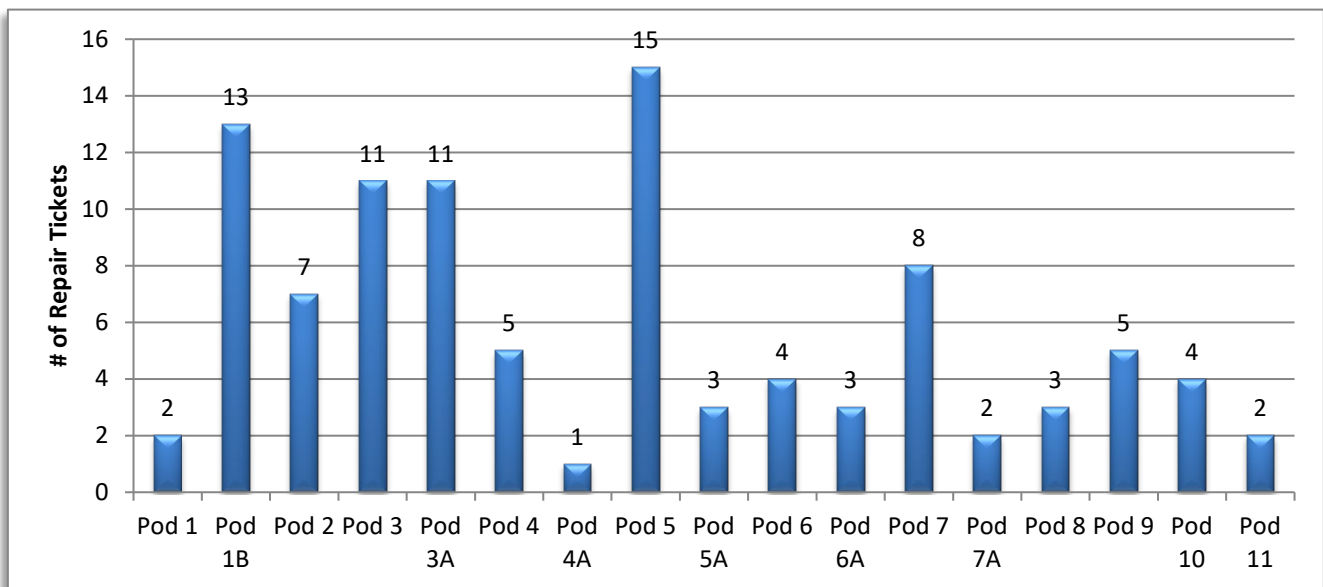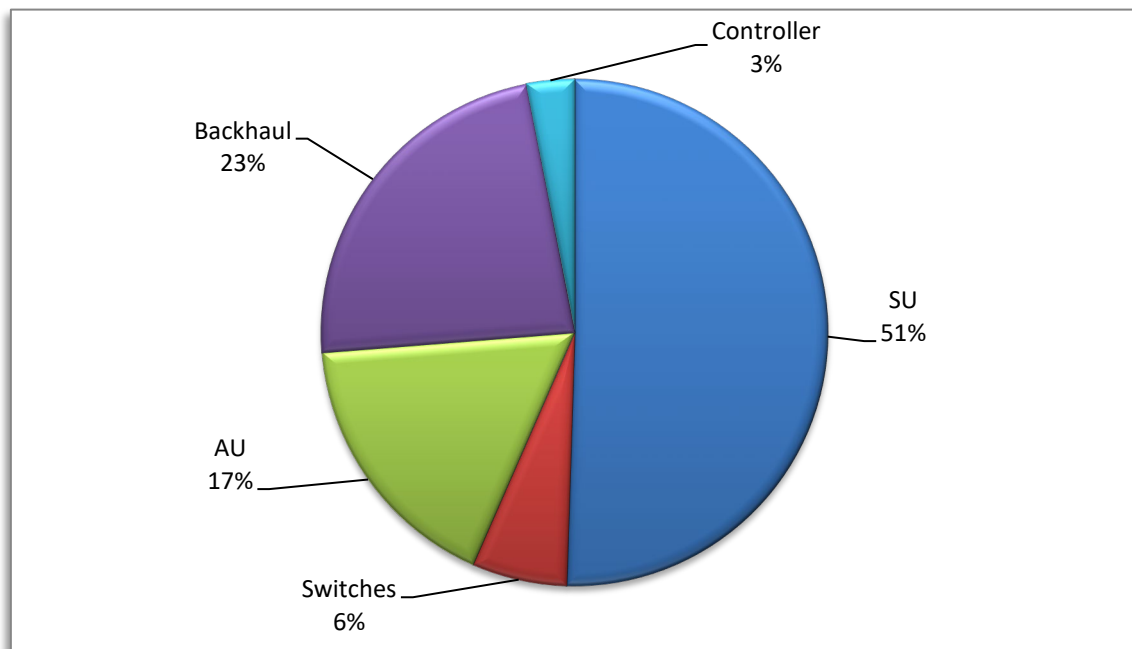
Repair Tickets by Equipment Type

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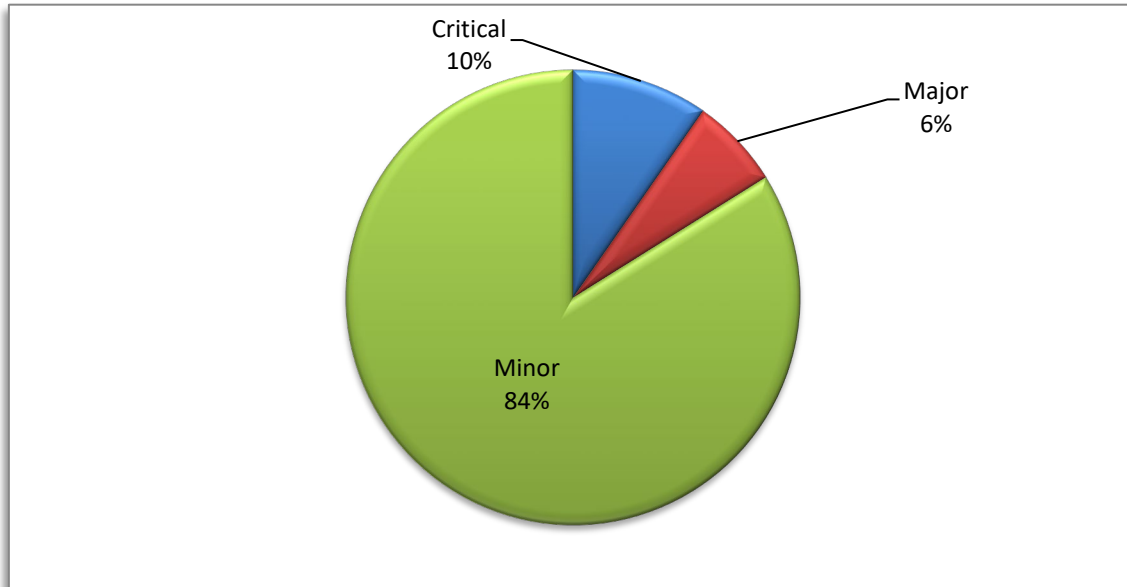
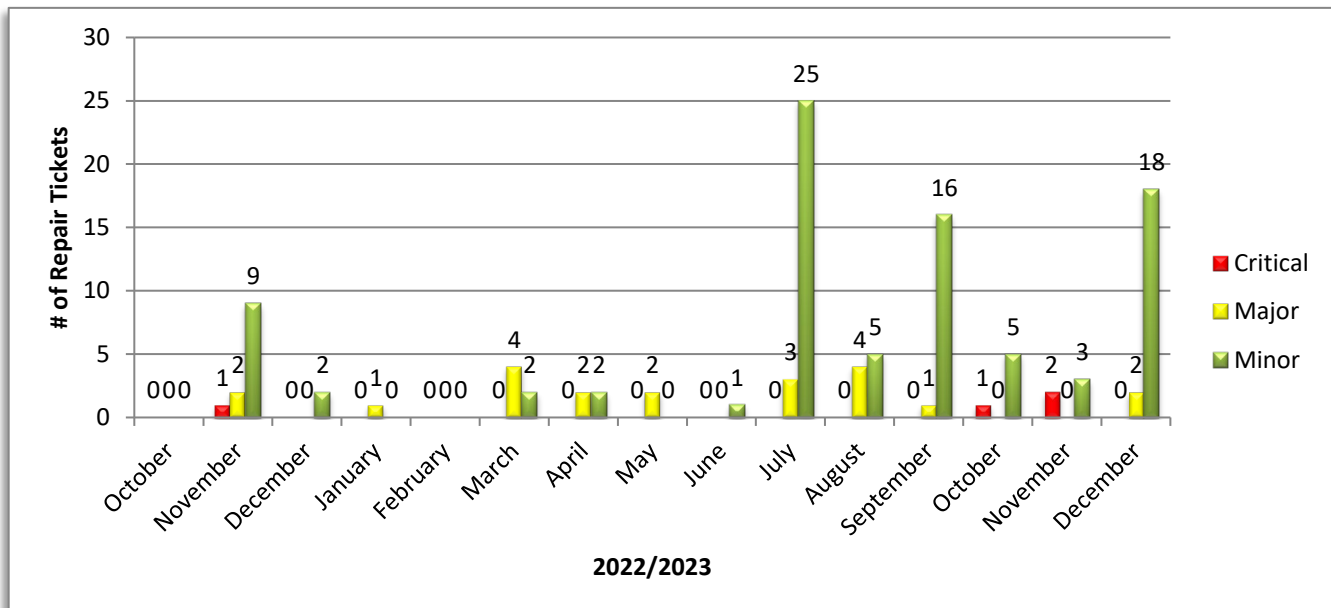### Figure 9 – Repair Ticket Statistics by Severity Type / Prior 15 months

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 **3** critical events during the 4th Quarter of 2023.
- 10/16 – The OGL router in Lenexa began having issues and stopped responding. OGL staff met with Lenexa staff and replaced it. It appears that it was a hardware issue with the router.
- 11/21 – The Ceragon radio at the Woods Chapel water tower stopped responding. OGL staff went on-site and determined that the power supply for the radio failed. It was replaced and began working properly.
- 11/28 – The Ceragon radio at the Woods Chapel water tower stopped responding. OGL staff went on-site and determined that the UPS batteries failed and turned off all the equipment.
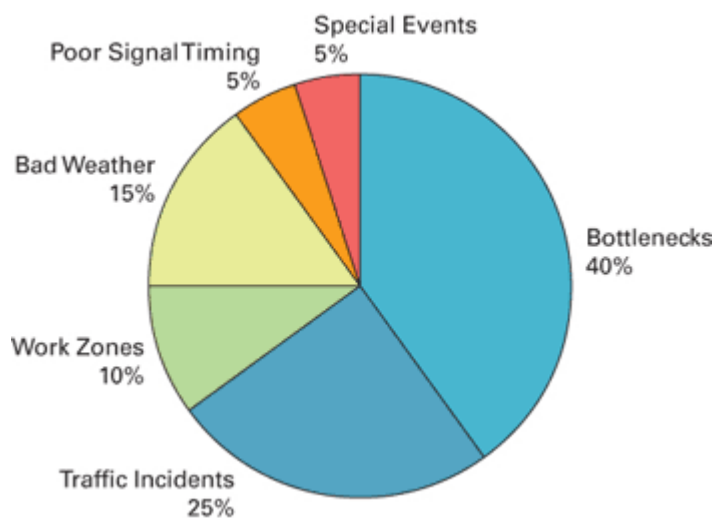
Preventative Maintenance

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

Preventative Maintenance was completed for 2023. No major issues were found.

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 **147** occasions in the 4th 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 **106** of them. The

remainder resulted in communication with KC Scout, or the agency involved or monitoring of the situation only.

Some examples include:

- 10/5 A mill and overlay project on Bannister Rd required lane closures for several days and broken loop detectors. Signal operation was adjusted to help traffic flow.
- 11/6 A crash closed I-70 EB past 470. Signal timing in the area was adjusted to help traffic flow.
- 11/8 A crash closed US-71 SB past Meyer. Signal timing in the area was adjusted to help traffic flow.
- 11/15 Two separate crashes closed I-70 WB on two occasions. Signal timing in the area was adjusted to help traffic flow.
- 11/27 Roadwork required a lane drop on I-70 WB at Manchester. Signal timing in the area during the morning peak was adjusted for a few weeks.
- 12/5 Roadwork at N-Oak & 72nd St required split-phasing the intersection N/S for several days.
- Several changes were made to signal timing in response to holiday shopping traffic patterns.

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.
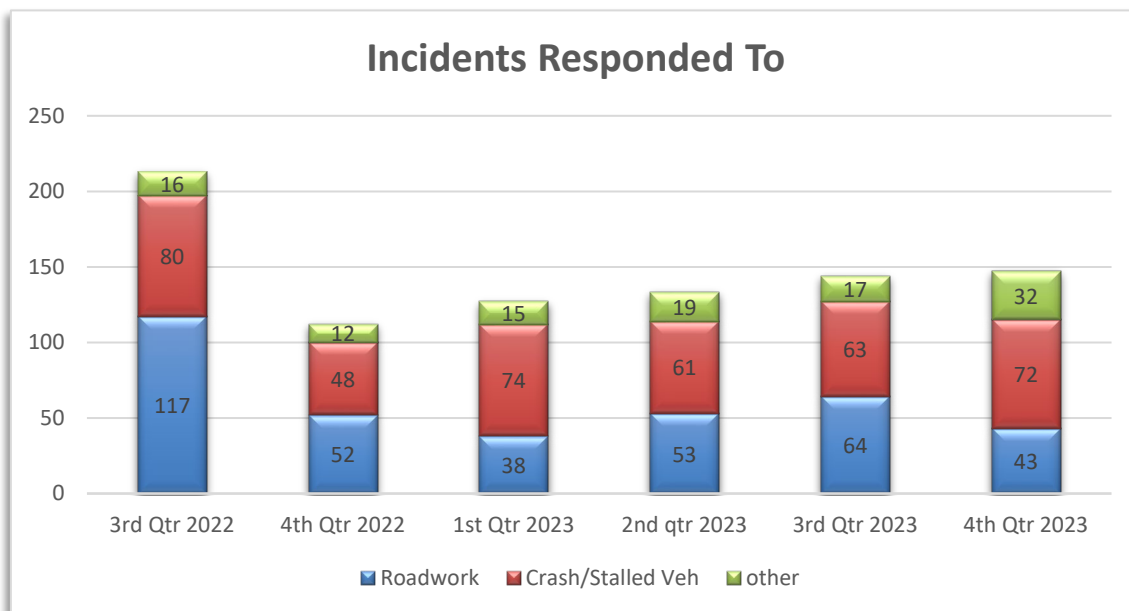
Traffic Signal Event Tracking

Issue	Jurisdiction	Count	Issue	Jurisdiction	Count
All directions Dark	MODOT	1	Other	UGOVT	1
				Independence	2
All Directions Flashing	Belton	3			
	Bonner Springs	1			
	Gladstone	**3**	Ped Recalling	MODOT	2
	Independence	1		Shawnee	1
	Lee's Summit	4		Belton	1
	Mission	1		Lee's Summit	1
	UGOVT	2		KCMO	1
	NKC	1		Lansing	1
	UGOVT	8			
	MDOT	13	Phase Backing Up	MODOT	2
	Non-OGL	1			
			Poor Progression	MODOT	1
Cycling Improperly	Liberty	1			
	Lee's Summit	1	Preempt Not Working Properly	Liberty	1
	Lenexa	1			
	KCMO	1	Program Replacement Controller	MODOT	1
				Independence	1
Detection Not Working Correctly	Mission	1			
	MODOT	10	TransSuite Database Comparison Diff	Belton	1
	Lee's Summit	1		Lee's Summit	4
	UGOVT	7		Independence	5
				Lenexa	17
				MODOT	16
Intersection not running Correct plan	MODOT	1		Shawnee	7
				UGOVT	13
Long Wait For Green	MODOT	1			
				Total	143

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.
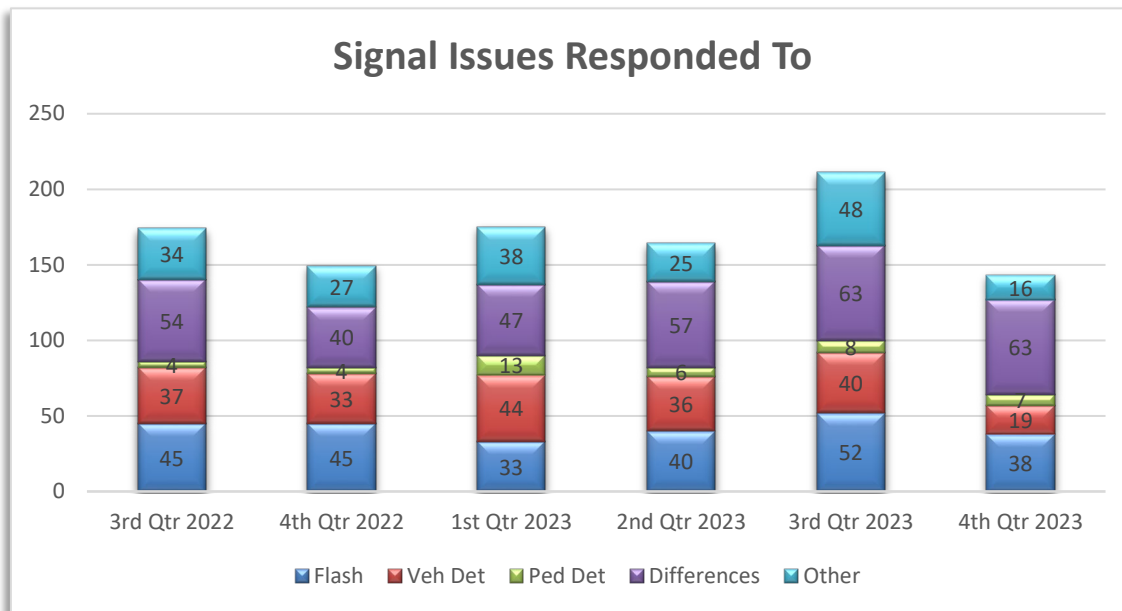
Steering Committee Budget Report
November 30, 2023, Ending

MARC's OGL program operates from Surface Transportation Block Grant (STBG) Federal revenues on a reimbursement basis from MoDOT Local Public Agency (LPA) group and KDOT Intelligent Transportation Systems (ITS group who administer the STBG funds. The local match for 2023-2024 is collected annually via a multi-year agreement which coincides generally 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 agreement.

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 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 remains at $300,000.

- August invoice to MoDOT and KDOT exceeded the FY2023 allowable STBG funds. Thus, OGL used local funds for September and October until FY2024 funds are obligated.

- KDOT funds were obligated October 18 and Missouri STBG funds were obligated November 4, 2023. OGL began using STBG funds for labor in November and then fully in December for all expenses.

- Missouri 2024 funds were obligated November 4, 2023. KDOT obligation October 18, 2023. Funds to begin being used December 1, 2023

- Local OGL #65377 (deferred balance) of $25,530 is a separate account from local funds for expenses not covered by STBG funds.

- Total Expenses average 45.7% compared to month 12 of 24-month budget percentage of 50%. Balances are in the ranges to be expected.

- Review your agreement and be certain you have an agreement for 2024. Many made four-year agreements but not all. KCMO agreement for 2024 is being assembled.

- The ending balance of local funds is $86,323.73.

- 2024 invoices will be sent in February.

Expenses	Two-Year Program Budget	Cumulative To Date	Balance (yet to be spent)	% Variance Cumulative/Budget 12 / 24 months = 50%
Salaries, Fringe Benefits, Indirect Costs	$1,534,492.00	$748,783.92	$785,708.08	48.8%
Consultants/Contracted Services	787,270.00	366,536.02	420,733.98	46.6%
Legal Fees	10,000.00	2,584.40	7,415.60	25.8%
Meeting/Travel (In/Out of Region & Registration)	12,400.00	3,942.82	8,457.18	31.8%
Rent	19,738.00	7,545.98	12,192.02	38.2%
Telephone/Maint.(Internet, mobile, ConferSave, USB modem)	13,200.00	5,301.26	7,898.74	40.2%
Miscellaneous (classified ads, postage)	500.00	3.96	496.04	0.8%
Insurance	8,000.00	3,204.00	4,796.00	40.1%
Equipment/Computer/Supplies	196,000.00	42,432.11	153,567.89	21.6%
Service Agreements	1,400.00	-	1,400.00	0.0%
Automobile Gas/Maintenance	10,800.00	4,669.72	6,130.28	43.2%
Professional Memberships	1,000.00	-	1,000.00	0.0%
Training	2,000.00	250.00	1,750.00	12.5%
Utilities	11,200.00	7,207.15	3,992.85	64.3%
Total Expenses	**$2,608,000.00**	**$1,192,461.34**	**$1,415,538.66**	45.7%

Revenues (Reimbursement from DOT's at 80/20)	Two-Year Program Budget	Cumulative To Date	Balance	% Variance Cumulative/Budget
STP Funding, KDOT	$420,000.00	$218,902.77	$201,097.23	52.1%
STP-Funding, MoDOT	980,000.00	510,773.16	469,226.84	52.1%
Local Gov't Funding-Required 20% match	350,000.00	182,418.98	167,581.02	52.1%
Total Revenues for Federal Grant	**$1,750,000.00**	**$912,094.91**	**$837,905.09**	
Local Gov't Revenue above 20% match	858,000.00	$280,366.43	577,633.57	
Combined Revenues	**$2,608,000.00**	**$1,192,461.34**	**$1,415,538.66**	

Local Government Revenues

Funds available		523,578.96		
Funds billed but not yet received.		0.00		
Local Operation Green Light Program #65377 (deferred balance)		25,530.18		
Total available		549,109.14		
Less: Amount applied to OGL grant 65240 - Cumulative to Date		(182,418.98)		
Less: Amount above required match		(280,366.43)		
Less: Amount transferred to other grants		0.00		
Ending Balance 11/30/2023		**$86,323.73**		
Reserve/Emergency (local funds)		**$300,000.00**		

2024 Local match (generally same as last year)

	FOR OPERATING YEARS 2023-2024		
	LOCAL GOVERNMENTS		
			Cost per signal
		Locations weighted	**at $800/year**
	Agency	**by % ownership**	**for 1 year**
1	BELTON	7	$ 5,600
2	BLUE SPRINGS	9	$ 7,200
3	BONNER SPRINGS	4	$ 3,200
4	FAIRWAY	2	$ 1,600
5	GLADSTONE	6	$ 4,800
6	GRANDVIEW	5	$ 4,000
7	INDEPENDENCE	36	$ 28,800
8	KCMO	199	$ 159,200
9	LANSING	4	$ 3,200
10	LEAVENWORTH	1	$ 800
11	LEAWOOD	11.25	$ 9,000
12	LEE'S SUMMIT	16	$ 12,800
13	LENEXA	35	$ 28,000
14	LIBERTY	6	$ 4,800
15	MERRIAM	21	$ 16,800
16	MISSION	2.75	$ 2,200
17	MISSION WOODS	0.75	$ 600
18	MODOT	222	$ 177,600
19	NORTH KANSAS CITY	7	$ 5,600
20	OLATHE	15	$ 12,000
21	OVERLAND PARK	44.75	$ 35,800
22	PRAIRIE VILLAGE	6.75	$ 5,400
23	RAYMORE	6	$ 4,800
24	Roeland Park	3	$ 2,400
25	SHAWNEE	14.5	$ 11,600
26	UGOVT/KCK	69	$ 55,200
27	WESTWOOD	1.25	$ 1,000
	TOTALS	755	**$ 604,000**

ATMS Software Enhancement Project

Implementation of a new Advance Transportation Management System software features enhancements that will increase performance and usability as well as security of the system. Features may include additional system performance measure reporting, analytics, split-failure enhancements, dashboard additions and ADEEP enhancements.

Below is the local match by agency shown as the 20% match of the federal funds. Local invoicing in some cases may wait till the end of the project but larger matches may require that MARC collect a progress payment in late 2024.

MARC will need to know if an agreement will be needed to allow for invoicing.

STBG MO	= $302,620
CMAQ MO	= $354,690
STBG KS	= $302,690
Local	= $240,000
Total	$1,200,000

	Agency	Locations weighted by % ownership	Total Cost $1.2M
	ATMS LOCAL SHARE YEARS 2023-2024		
	LOCAL GOVERNMENTS		
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
	TOTALS	755	**$ 240,000**

CONFLICT OF INTEREST POLICY
Governing all Boards, Commissions, Committees and Subcommittees

PURPOSE

The Mid-America Regional Council (MARC) is dedicated to building a stronger metropolitan region by promoting regional cooperation and developing innovative solutions to regional challenges. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The purpose of this conflict of interest policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

It is in the best interest of the MARC Board of Directors, Mid-America Head Start and all other boards, commissions, committees and subcommittees to be aware of and properly manage all conflicts of interest and any appearances of conflicts of interest. This conflict of interest policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations.

The MARC Board, and boards that work through MARC such as the Mid-America Solid Waste Management District, make decisions in a number of program areas that impact the availability of federal, state and local government funds and private contributions. This conflict of interest policy is intended to support those decision-making processes.

This policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, nonprofit, and charitable organizations.

1. **Interested Person**

   Any member of a MARC board, commission, committee or subcommittee charged with decision-making or making recommendations for funding, who has a direct or indirect financial interest, as defined below, is an interested person.

2. **Financial Interest Defined**

   A person has a financial interest if the person has, directly or indirectly, through business, investment, or family:
   - An ownership or investment interest in any entity with which MARC has a transaction or other financial arrangement,
   - A compensation arrangement with MARC or with any entity or individual with which MARC has a transaction or arrangement, or
   - A potential ownership or investment interest in, or compensation arrangement with, any entity or individual with which MARC is negotiating a transaction or arrangement.

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For purposes of this policy, "family members" includes spouses, parents, children, and siblings (including those related by marriage), as well as significant others and any other person who resides with the committee/board member.

3. **Procedure**

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the conflict of interest to members of the committee considering the proposed action or recommendation.

A person who has a conflict of interest in a certain matter shall not participate in the discussion of that matter except to disclose material facts and to respond to questions. Such person shall not attempt to exert his or her personal influence with respect to the matter, either at or outside the meeting.

The interested person shall abstain from any votes on funding recommendations, contracts or transactions in which there is an interest as defined above, and shall abstain from any votes for all meeting minutes or other records of the meeting.

4. **Gifts, Gratuities and Entertainment**

MARC committee members and directors shall avoid accepting, directly or indirectly, any rebate, gift, money or anything of monetary value from an organization or vendor that could benefit from a MARC committee action regarding funding recommendations, vendor selection or other transactions. From time to time, vendors may pay for meals apart from a bid process.

5. **Committee Representation**

MARC makes decisions on federal and state funding that benefits local communities within the Kansas City region. The MARC Board and many of its committees are composed of local officials representing the communities that may benefit from MARC Board decisions. It is not a conflict of interest for a board member or a committee member, who are also elected officials or local government staff members, to advocate for or vote on issues that will affect their jurisdiction. If an elected official serves on another public board by virtue of their elected office, it is not a conflict of interest for that elected official to participate in discussions and vote on matters affecting that other public body.

In the past, smaller communities have at times been represented by consulting engineers on committees which rely on both technical and community considerations to make funding recommendations. Private consultants or other private parties shall abstain from any discussion or vote on all matters before the committee that might pose a conflict of interest due to a relationship between the project applicant and the private consultant. The private consultant or party should limit any participation in discussion to answering questions asked by other committee members. Individual committees may adopt specific procedural requirements for participation by members and others present at meetings.

BOARD APPROVAL AND REVISION DATES

Approved: **August 25, 2009**

Revised: **September 24, 2013**
October 15, 2013
May 23, 2017

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WHISTLEBLOWER POLICY

PURPOSE

MARC is committed to lawful and ethical behavior in all of its activities and requires all staff to act in accordance with all applicable laws, regulations and policies and to observe high standards of business and personal ethics in the conduct of their duties and responsibilities.

This policy is intended to:
- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC's standards of conduct.

1. Overview

A whistleblower is a person (often an employee) who raises a concern about serious wrongdoing occurring in an organization. Examples of misconduct that might lead to whistleblowing include the violation of laws, rules or regulations; fraud, mismanagement or corruption; or direct threats to the public interest, such as health or safety violations.

In general, whistleblowing refers to reporting misconduct outside the normal chain of command. Most workplace issues are, and to the extent possible, should be resolved by working with direct supervisors and department directors as described in the Issues Resolution policy. However, if an individual, acting in good faith, has reasonable grounds for believing that serious wrongdoing is taking place that has not been addressed or cannot be addressed through normal channels, he or she has the option of "whistleblowing" without fear of retribution.

Examples of the types of situations a whistleblower might report may include, but are not limited, to the following:
- A violation of law.
- Questionable accounting or monitoring practices.
- Discrimination based on protected classes.
- Fraud, waste or mismanagement.

Examples of problems that can be addressed through normal issues resolution procedures may include, but are not limited, to the following:
- Disagreements or misunderstandings between employees.
- Issues related to employment or working conditions.
- Personality conflicts.

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- Working relationships between employees or employees and supervisors.

2. Reporting Procedures

Individuals may report misconduct, without fear of retribution, through the following procedures:
- For internal employee relations issues, seek assistance from supervisors, department directors or Human Resources staff as described in the Issues Resolution policy. For issues related to harassment, immediately report to a supervisor, department director, executive director or Human Resources as described in the Harassment-Free workplace policy.
- For all other issues related to suspected fraud, theft, harassment or other illegal activity, contact a supervisor, department director, executive director or call the "WeTip" hotline at 1-800-782-7463 or go online to www.wetip.com.

3. After the Report

Response procedures for whistleblower reports will vary according to how the report was made.
- Reports to the "WeTip" hotline are forwarded to designated members of MARC's management team (i.e., the Executive Director, Finance and Administration Department Director, Human Resources Manager, and MARC Board Chair) for review and resolution.

All reports will be acknowledged promptly and handled with due care and diligence. Those who receive the reports have the full authority to investigate all concerns raised, and may use other resources such as legal counsel, accountants, private investigators or others as reasonably necessary to conduct a full and complete investigation. Reports and concerns will be kept confidential to the extent possible.

If a report is found to be of merit or is substantiated, MARC management will take appropriate steps and will adhere to the federal rules for that grant, if applicable. No employee who, in good faith, makes a whistleblowing report will be threatened, discriminated against or otherwise subject to any retaliation or adverse employment consequences. Any staff member who attempts to retaliate against someone who reported a concern in good faith may be subject to discipline.

Allegations that prove to have been made maliciously, recklessly, with gross negligence, or with the foreknowledge that the allegations are false, will be viewed as a serious offense and may result in disciplinary action against the reporting employee.

Any situation involving an issue relating to harassment should be reported **immediately** to the employee's supervisor, department director, executive director or Human Resources. Specific information relating to MARC's policy regarding a harassment-free workplace can be found on the MARC intranet under Policies. Complaints of this nature are taken very seriously and will be fully investigated.

BOARD APPROVAL AND REVISION DATES

Approved: **January 25, 2011**

Revised: **January 26, 2021**

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