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OGL STEERING COMMITTEE AGENDA

Monday, July 22, 1:30 PM

**On-Line TEAMS and in-person, at MARC 600 Broadway, Lewis and Clark
Conference Room**



Welcome & Introductions

- 1. Agency Updates Roundtable** (staff changes, work zones, future construction)
- 2. VOTE: Approval of April 22 Committee Minutes*** (page 2)
- 3. Discussion of local match increase** (page 4)
- 4. Hot Topic: US-69 Expressway Project, Jason Sanders and Steve Rockers, PE**
- 5. Update on Regional ATMS software project demo and local match** (page 7)
- 6. USDOT SMART Grant Project Report**
- 7. Missouri CMAQ Construction Project**
- 8. Quarterly Operations Report and Network Update** (page 8)
- 9. Quarterly Budget Report** (page 24)
- 10. Other items**
 - Seeking Vice-Chair for recognition at the October meeting from a Kansas agency partner

Next Regularly Scheduled Meetings: Mondays at 1:30, October 28, 2024, January 27, 2025, April 25, 2025

Adjournment

***Action Items**

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or [visit our webpage](#).



OGL STEERING COMMITTEE MEETING MINUTES

Monday, April 22, 2024, 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	Janelle Clayton, Merge Midwest
Ericka Ross, MODOT, Vice-Chair	Ray Webb	Kurt Roterling, Olsson
Thomas Northup, KDOT	Chris Jenkins	Blake Hansen, Olsson
Marcus Hankins, Raytown	Ron Achelpohl	Cecelie Cochran, FHWA
Sol Moinuddin, KCMO	Amanda Rehani	Nina Kohl, Bartlett & West
Mike Spickelmier, Lansing	Cheyenne Ousley	Alex Preston, Transcore
Kris Finger, Wycokck	Scott Cutshall	Soma San, Leavenworth County
Randy Fine, Merriam		Mohammed Shehada, HDR
Mark Green, Independence		Lisa Seymour, TCC
David Northup, KDOT		Alex Wassman, MoDOT
Sherri McIntyre, Liberty		
John Sullivan, Westwood		
John Findlay, Liberty		
Athena Huynh, Grandview		

Welcome

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

- Agency updates** – Sol Moinuddin informed the committee that Sam Akula has been promoted to city Traffic Engineer, Sol took his place as Engineering Section Head for Traffic Signals, and Charles Thomas will be Manager of the TMC. He also reported on a number of projects in progress in KCMO: streetcar expansion construction is underway, several signals on Ward Pkwy are being upgraded, a large development is taking place north of the airport, including a new signal to be added on Mexico City Ave., Wornall Rd from 74th to 79th is being upgraded and signals rebuilt, several other intersections are being upgraded and some fiber communication projects are underway. Kris Finger informed the committee of a project around KU Medical Center, including possibly a new driveway access for fire department use only, also they are working on some new bike routes in the city. Noel informed the committee that they are preparing for a large project to improve the 119th St bridge over BNSF railroad. Ray informed the committee that Raytown has joined OGL and has one signal online and two more ready to be added upon some network repairs.
- January 22, 2024, committee minutes** – Sol Moinuddin made a motion to accept the minutes. The motion was supported and approved unanimously.
- Hot topic – MODOT TSMO update** – Alex Wassman, MODOT, updated the committee on MODOT's TSMO efforts, strategy, and staff organization. Their current goals are to advance work zone safety, adopt statewide standards and specifications for ITS, advance the use and benefits of data and analytics, develop a library of technical resources, prepare for CAV, further education and outreach of TSMO benefits, and develop regional TIM coalitions. More information can be found at, <https://www.modot.org/tsmo>.

4. **SMART grant work update** – Blake Hansen updated the committee on the progress of the SMART grant project to evaluate crowd sourced signal performance measures systems. Four vendors are under contract for evaluation and their products are in various stages of being set up and configured. Initial trainings are being scheduled and will be recorded. All OGL partners are encouraged to access, use and evaluate these products. Expect further communications and requests from the evaluation team on this effort over the next few months.

Since the STIC funding that OGL was awarded from Missouri and Kansas was for the same scope of work as the SMART grant, which does not require a local match, these STIC funds are being de-obligated.

5. **MO CMAQ construction project updates** – Cedrick updated the committee. The MO project was rebid a 3rd time with a reduced scope and add/alternates in order to try to get a project that matches up with the funding available. Bids came in lower than previously, such that all the add/alternates can be included, resulting in 16 PTZ cameras and 59 controllers. Notice to proceed was given to Capital Electric on April 3rd and work will begin in June. Invoices for the local match for the project were sent to applicable local agencies on April 18.
6. **Cybersecurity update** – Barry Viss noted that the OGL cybersecurity memo was distributed with the meeting notice and will be sent to all users again. It identifies some of the efforts currently underway as well as requests for each agency to help keep the system secure. If partner agencies have concerns or questions, they should reach out to OGL staff.
7. **Quarterly operations report** – Chris Jenkins highlighted a few items from the report which was included in the meeting packet. Notably, the problems we were having with KC Scout providing comm to signals have been resolved, and the OGL office has upgraded their internet connection which we are hoping will improve agencies' experience in accessing TransSuite and Security Center.
8. **Quarterly budget report** – The quarterly budget report was included in the meeting packet. The local funds balance at the end of March was \$613,297. Nine agencies have yet to pay their invoices. Overall, the budget is in good shape with income and expenses tracking as expected.
9. **Other business**
- The MARC regional assembly and leadership awards is June 14, and OGL will sponsor a table. If partner agency staff are interested, they should contact Ray Webb soon.
 - A traffic signal controller workshop is being tentatively planned for May 16 at 10:00 AM. A conference room has been reserved at MODOT, or an electronic option will be provided. This will be open to public agency staff only. If staff are interested, they should contact Ray Webb and provide input on the controller topics of interest for the workshop.

Next meeting dates: July 22, 2024, October 28, 2024, January 27, 2025, 1:30 p.m.

Adjournment – Meeting was adjourned at 2:43 p.m.

Future Budget Discussions related to local match

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, with the 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 28 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 and staying closer to a 50/50 ration. Below is a chart that represents an increase to \$900/intersection and \$1000/intersection. This is simply for discussion purposes.

FOR OPERATING YEARS 2025-2026				FOR OPERATING YEARS 2027-2028			
LOCAL GOVERNMENTS				LOCAL GOVERNMENTS			
		Locations weighted	Cost per signal			Locations weighted	Cost per signal
		at \$900/year				at \$1000/year	
	Agency	by % ownership	for 1 year		Agency	by % ownership	for 1 year
1	BELTON	7	\$ 6,300	1	BELTON	7	\$ 7,000
2	BLUE SPRINGS	10	\$ 9,000	2	BLUE SPRINGS	10	\$ 10,000
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	10	\$ 9,000	6	GRANDVIEW	10	\$ 10,000
7	INDEPENDENCE	36	\$ 32,400	7	INDEPENDENCE	36	\$ 36,000
8	KCMO	200	\$ 180,000	8	KCMO	200	\$ 200,000
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	3.75	\$ 3,375	16	MISSION	3.75	\$ 3,750
17	MISSION WOODS	0.75	\$ 675	17	MISSION WOODS	0.75	\$ 750
18	MODOT	220	\$ 198,000	18	MODOT	220	\$ 220,000
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	7	\$ 6,300	23	RAYMORE	7	\$ 7,000
24	RAYTOWN	3	\$ 2,700	24	RAYTOWN	3	\$ 3,000
25	Roeland Park	3	\$ 2,700	25	Roeland Park	3	\$ 3,000
26	SHAWNEE	14.5	\$ 13,050	26	SHAWNEE	14.5	\$ 14,500
27	UGOVT/KCK	72	\$ 64,800	27	UGOVT/KCK	72	\$ 72,000
28	WESTWOOD	1.25	\$ 1,125	28	WESTWOOD	1.25	\$ 1,250
TOTALS		768	\$ 691,200	TOTALS		768	\$ 768,000

Note that for year 2025-2026, agreements with local agencies are largely in place thru 2026 with the exception of currently working on an agreement with KCMO and MoDOT for one-year terms.

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

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	\$ 905,000	\$ 905,000
Federal Pass-Through Kansas	\$ 390,000	\$ 390,000
Local Match - approx (770 signals x \$800/signal)	\$ 616,000	\$ 616,000
Total Revenues	\$ 1,911,000	\$ 1,911,000
Expenses		
Salaries, Fringe Benefits, Indirect Costs	\$ 939,608	\$ 959,085
Consultants/Contracted Services	\$ 475,000	\$ 475,000
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)	\$ 92,892	\$ 73,415
Professional Memberships	\$ 500	\$ 500
Training	\$ 3,000	\$ 3,000
Utilities	\$ 8,000	\$ 8,000
Total Expenses	\$ 1,911,000	\$ 1,911,000
		\$ -
Reserve / Emergency (local funds)	\$ 300,000.00	

MO / KS number of signals ratio, 70% MO, 30% KS

With \$800 per signal, $770 * \$800 = \$616,000$

STBG to local ratio, 68% Federal, 32% local

With \$900 per signal, $770 * \$900 = \$691,000$

STBG to local ratio, 65% Federal, 35% local

With \$1000 per signal, $770 * \$1000 = \$770,000$

STBG to local ratio, 63% Federal, 37% local

\$325,000 is 20% required match for 2027

\$575,000 is 30% and allows for \$250,000 overmatch.

To be 50 / 50 (STBG to Local)

Missouri \$668,650

Kansas \$286,650

Local Match = \$955,500 (770 signals x \$1,241 signal)

\$1,911,000

ATMS Software Enhancement Project 65399

Budget Report

KDOT N-0741-01, MoDOT 3302(430)

Implementation of a new Advance Transportation Management System software features enhancements are underway with TransCore. This system will increase performance and usability as well as security of the system. Features include additional system performance measure reporting, analytics, split-failure enhancements, dashboard additions and actuated detector enhanced error processing (ADEEP).

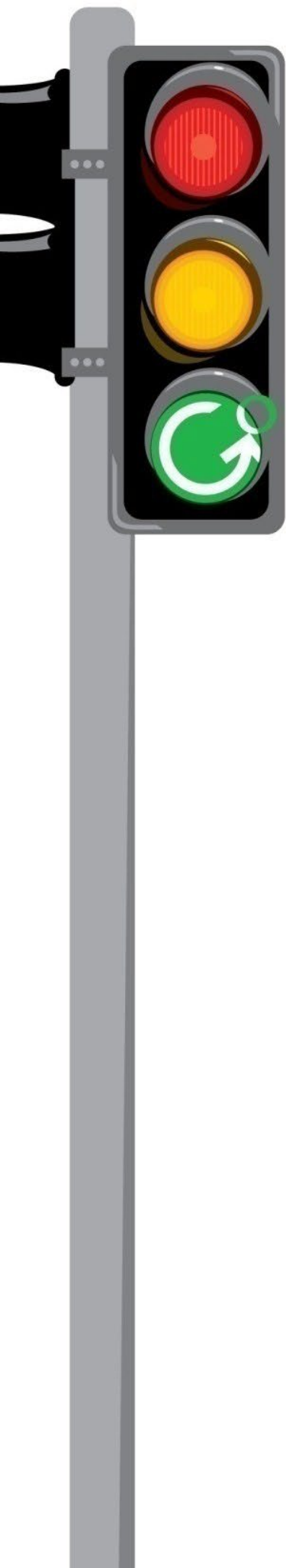
Below is the local match by agency shown as the 20% required local match of the federal funds. Local invoicing in some cases may wait till the middle of the project but larger matches will require that MARC collect a full or progress payment in 2024. In most cases, it is assumed that agreements will be needed to collect the local match. However, some amounts are smaller and may not require an agreement if allowed by agency policy, which would save time and effort. The chart below is based on the number of traffic signals at the time of the funding awards.

Ending balance for May 31, 2024, is \$754,770.

Budget Breakdown:

STBG MO	= \$302,620
CMAQ MO	= \$354,690 CMAQ 3302(430)
STBG KS	= \$302,690 Project N-0741
Local	= <u>\$240,000</u>
Total	\$1,200,000

ATMS LOCAL SHARE YEARS 2023-2024			
LOCAL GOVERNMENTS			
		Locations weighted	Total Cost
		by % ownership	\$1.2M
	Agency		
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



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

**2nd Quarter 2024 Report
July 22, 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 2nd Quarter of 2024 and highlights signal timing and agency coordination. OGL currently monitors/operates 768 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 **21** repair tickets.

Corridor/Signal Timing Efforts

- 4/15 – 4/17 – New timing plans were implemented on State Line in south KCMO
- 4/15 – 4/17 – New timing plans were implemented on Johnson Dr and Antioch in Merriam and Overland Park, KS
- 5/30 – New timing plans were implemented on Lamar Ave in Mission and KCK
- 6/11 – 6/12 – Updated signal timing plans were deployed on K7 in Lansing/Leavenworth

Training Sessions/Panels/Events

- 5/7 – Barry Viss attended a RITIS user group meeting
- 6/18 – Barry Viss attended an INRIX user group meeting

Additional Information

- OGL staff set up and scheduled the Miovision equipment to conduct **30** 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 2nd Quarter of 2024:

- 5/23 – SolarWinds was upgraded to version 2024.1.1
- 6/6 – Genetec was upgraded to version 5.12.1

On April 25 KC Scout experienced a cybersecurity event that caused them to shut down all their systems. On May 5 KCMO experienced a cybersecurity event. MARC disconnected the OGL network from these partner agencies upon learning of the events. Leawood, Lenexa and Overland Park disconnected from the OGL network upon learning of these events. As of the end of the quarter, the connection between Lenexa and OGL is the only one to be restored.

Operations impacts of these events:

- The OGL TransSuite server does not have comm to areas where that comm was provided by KC Scout or Overland Park.
- OGL staff do not have access to monitor traffic with the cameras owned by KC Scout, Overland Park, Leawood, or KCMO.
- OGL staff do not have access to see incidents that are being tracked by KC Scout.
- TransSuite C2C with KCMO, Overland Park, and Olathe are down.
- For a time, the OGL TransSuite server did not have comm to Lenexa signals and OGL staff did not have access to Lenexa cameras. This has since been restored.
- For a time, while KC Scout's systems were down KC Scout was not operating, and thus unable to inform OGL staff of incidents taking place on the freeway system.

Additionally, these cybersecurity concerns have caused MARC to re-examine OGL's security practices and have been enhancing security on many fronts.

As a result of these operational impacts and the amount of staff time now being devoted to ongoing cybersecurity improvements (as well as various SMART Grant project activities), MARC OGL staff have reduced their focus on signal operations as can be seen in the number of events reported for the quarter.

Interagency Coordination

During the 2nd Quarter, OGL staff participated in the following interagency activities:

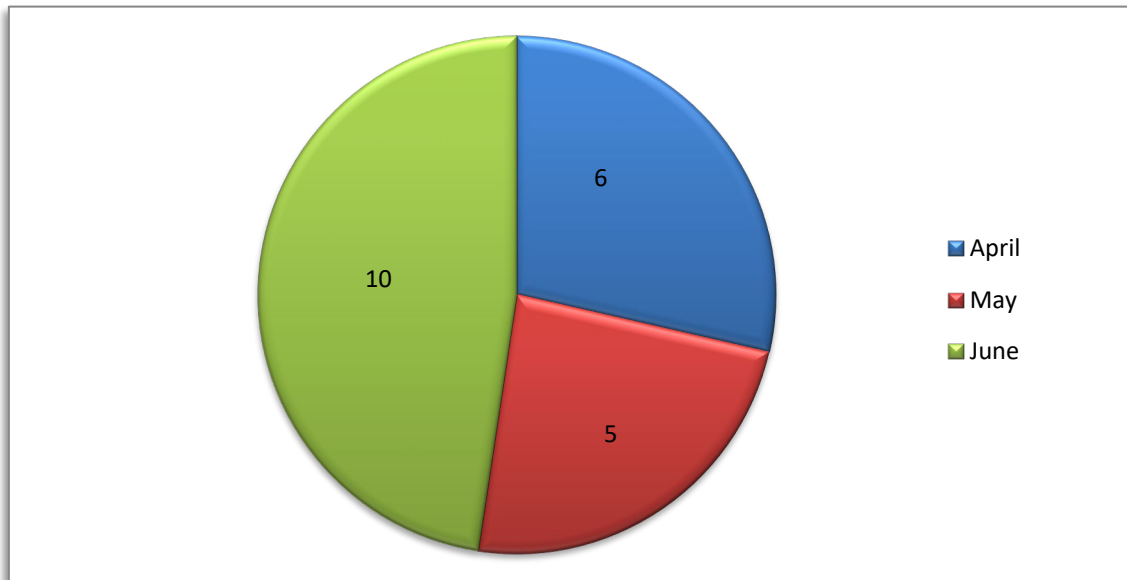
- 4/2 – The SMART Grant project team met
- 4/2 – OGL staff attended CMAQ pre-con meeting
- 4/3 – OGL, Iteris, Merriam and OP staff met regarding signal timing work
- 4/3 – Barry Viss met with TransCore to discuss SMART Grant data dissemination.
- 4/8 – OGL staff met with KC Scout staff regarding operations coordination
- 4/8 – The SMART Grant project team met with StreetLight
- 4/10 – The SMART Grant project team met with Iteris/ClearGuide
- 4/10, 4/24 – OGL and Olsson held bi-weekly conference calls for contract work
- 4/11 – The SMART Grant project team met with Flow Labs
- 4/16 – The SMART Grant project team met
- 4/17 – The SMART Grant project team met
- 4/18 – OGL and several agencies met informally to discuss various technical topics
- 4/18 – The SMART Grant project team met with Iteris
- 4/18 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 4/18 – Chris Jenkins attended the KCMO Camera Coordination meeting
- 4/19 – The SMART Grant project team met with INRIX
- 4/22 – OGL team held the April OGL Steering Committee meeting
- 4/24 – OGL met with MODOT traffic staff to discuss operations
- 4/24 – Ray presented on OGL operations to the Midwest Public Works Liability Advisory Committee
- 4/26 – The SMART Grant project team met with StreetLight
- 4/30 – Ray attended the USDOT SMART Grant Traffic Signal Peer Exchange
- 5/1 – OGL staff met with Raytown staff to discuss integration
- 5/1 – OGL staff met with North Kansas City to discuss operations
- 5/2 – The SMART Grant project team met with Flow Labs
- 5/2 – The SMART Grant project team met with Iteris/ClearGuide
- 5/3 – OGL met with KCMO to discuss traffic operations
- 5/8, 5/22 – OGL and Olsson held bi-weekly conference calls for contract work
- 5/8, 5/15 – OGL staff met with Iteris to discuss contract work
- 5/8 – OGL, Olathe, and Iteris staff met regarding signal timing work on 119th St
- 5/9 – Ray attended the St. Louis regional CMOC group virtually
- 5/13 – OGL met with Blue Springs to discuss traffic operations
- 5/15 – The SMART Grant project team met with Iteris/ClearGuide
- 5/16 – Several agencies met to discuss various controllers and their integration with TransSuite
- 5/16 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 5/17 – The SMART Grant project team met with Flow Labs
- 5/20 – The SMART Grant project team met with INRIX
- 5/21 – The SMART Grant project team met with INRIX
- 5/28 – The SMART Grant project team met with INRIX
- 5/29 – The SMART Grant project team met
- 5/31 – The SMART Grant project team met with Flow Labs
- 6/3 – OGL and KCMO staff met to discuss operations
- 6/5, 6/18 – OGL and Olsson held bi-weekly conference calls for contract work
- 6/5 – The SMART Grant project team met with INRIX

- 6/6 – The SMART Grant project team met with Flow Labs
- 6/12 – OGL staff met with Iteris to discuss contract work
- 6/17 – The SMART Grant project team met with Flow Labs
- 6/18 – The SMART Grant project team met with INRIX
- 6/20 – OGL and several agencies met informally to discuss various technical topics
- 6/20 – The SMART Grant project team met with Iteris
- 6/20 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 6/24 – OGL met with Mission to discuss upcoming Carbon Reduction project on Johnson Dr
- 6/24 – OGL staff met with GBA regarding a project on State Line in Leawood and KCMO
- 6/25 – OGL met with Lee's Summit to discuss upcoming fiber projects
- 6/27 – Chris Jenkins attended the KCMO Camera Coordination meeting

Quarterly Repair Ticket Statistics by Month

In the 2nd Quarter of 2024, OGL staff created and responded to **21** repair tickets in the Kansas City area.

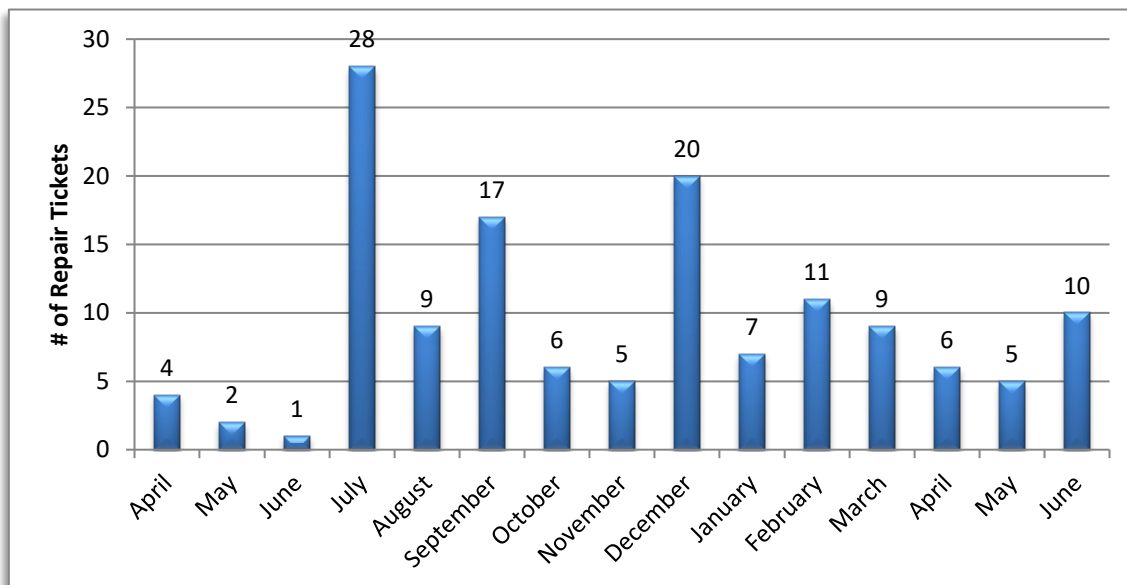
Figure 1 – Quarterly Repair Ticket Statistics by Month



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.

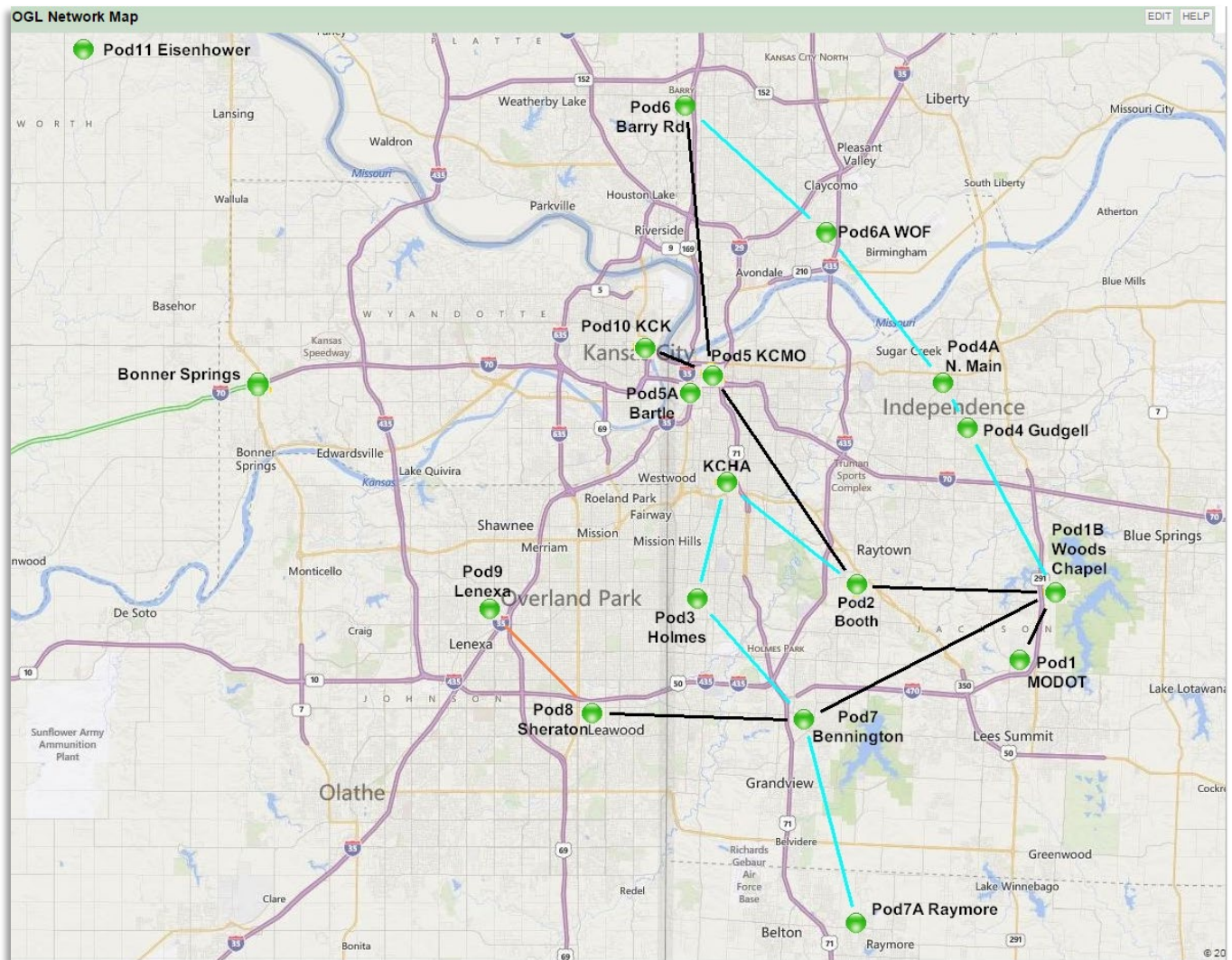


Additional Communications Statistics

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

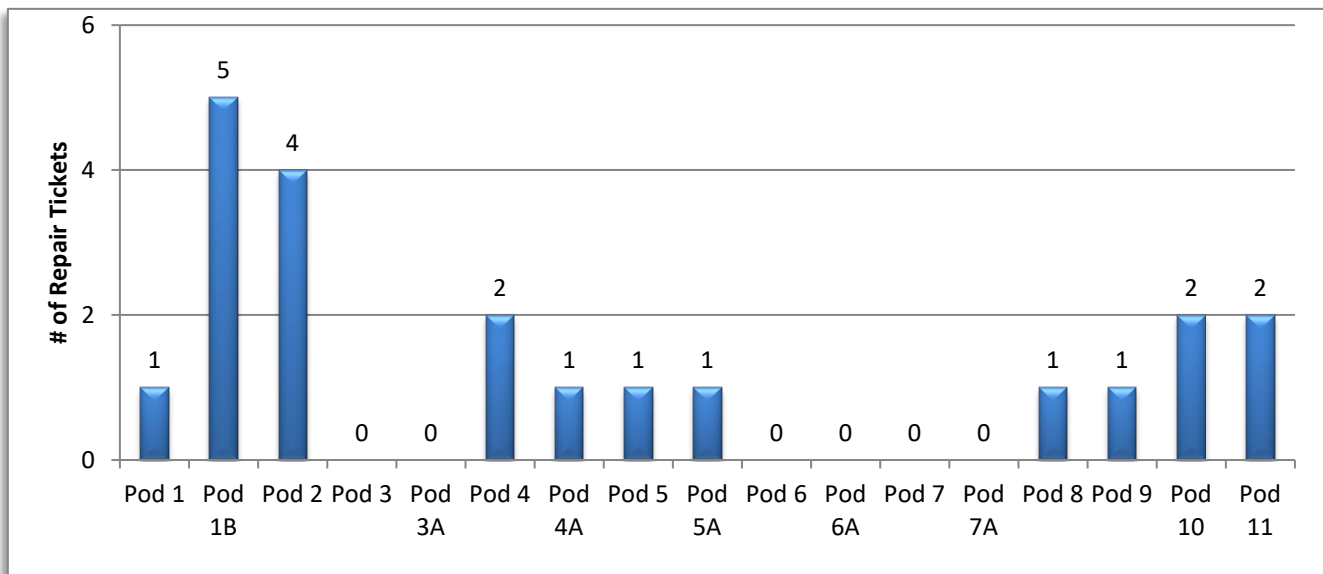
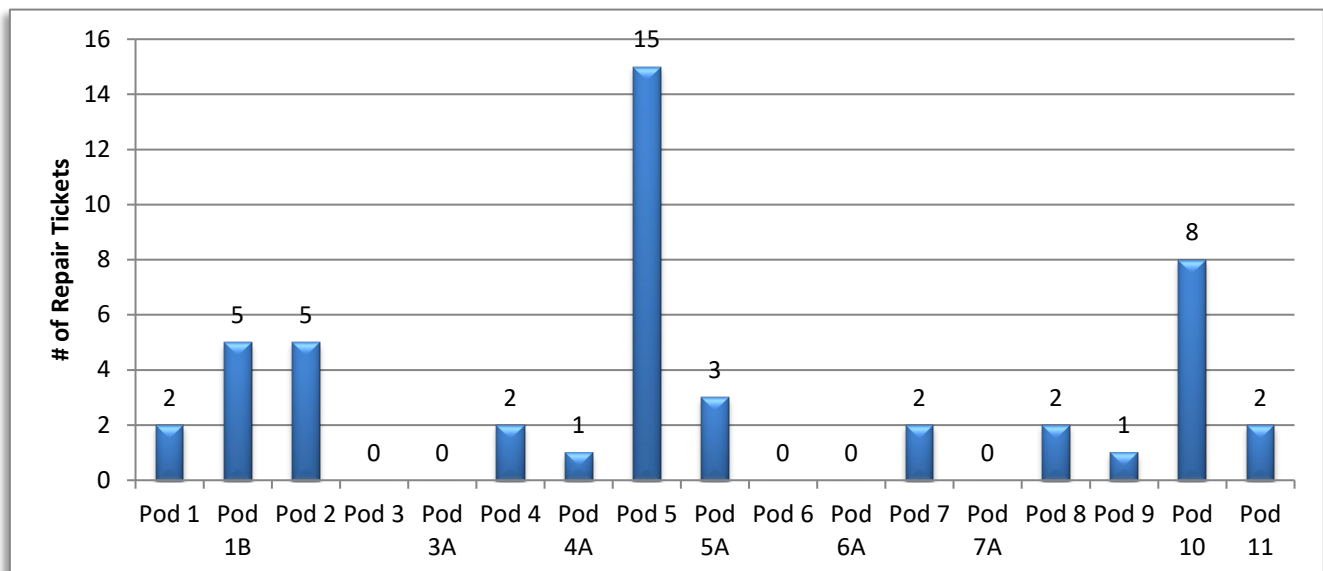


Figure 5 – Repair Tickets by Network Pod / Year – to – date



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.

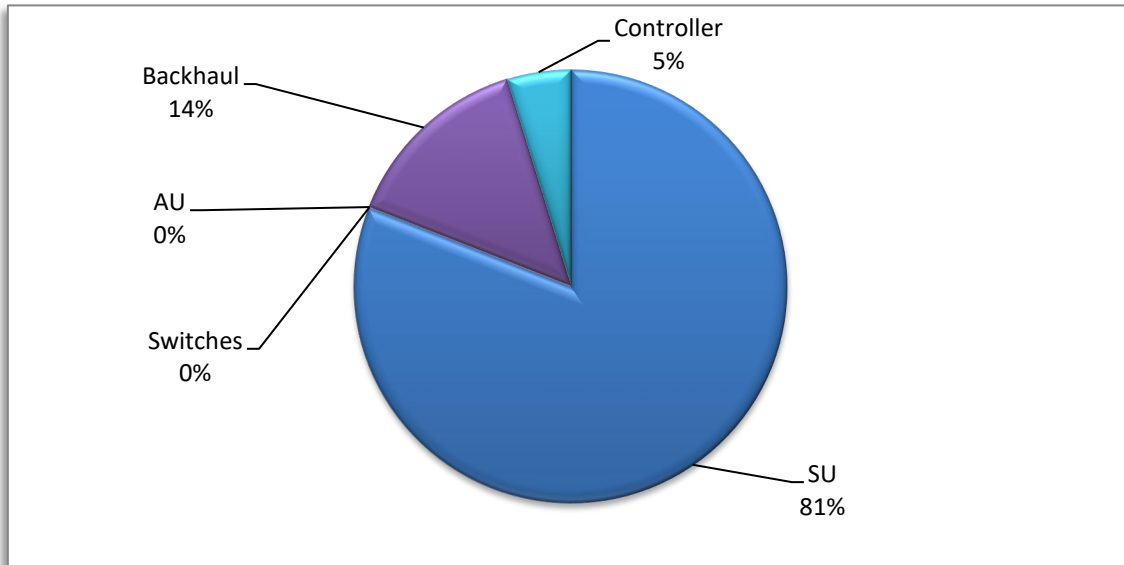
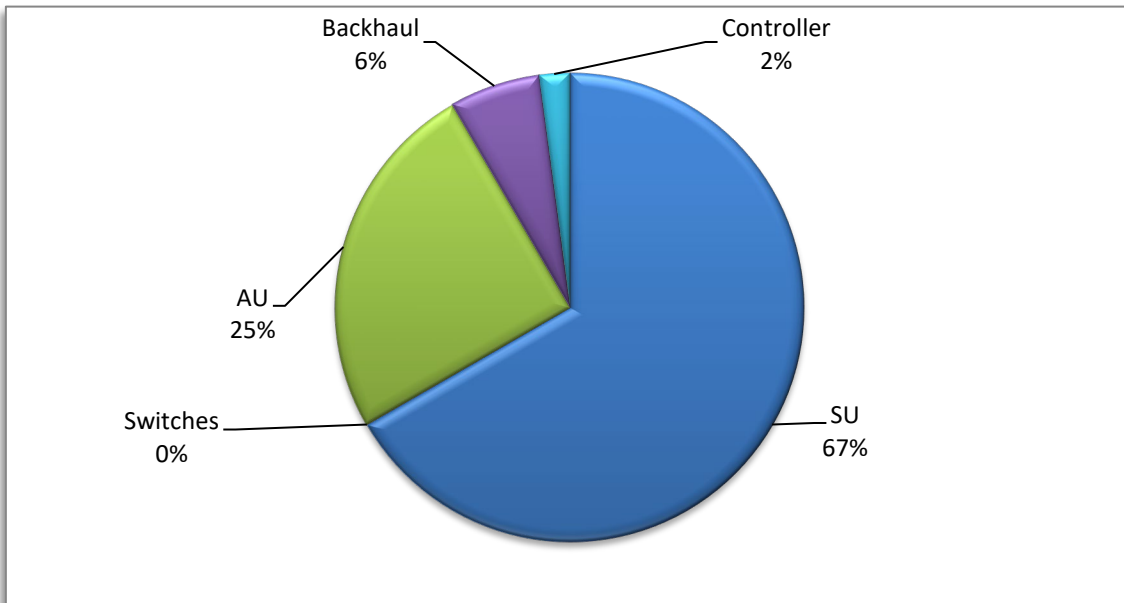


Figure 7 – Repair Tickets by Equipment Type / Year – to – Date

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.

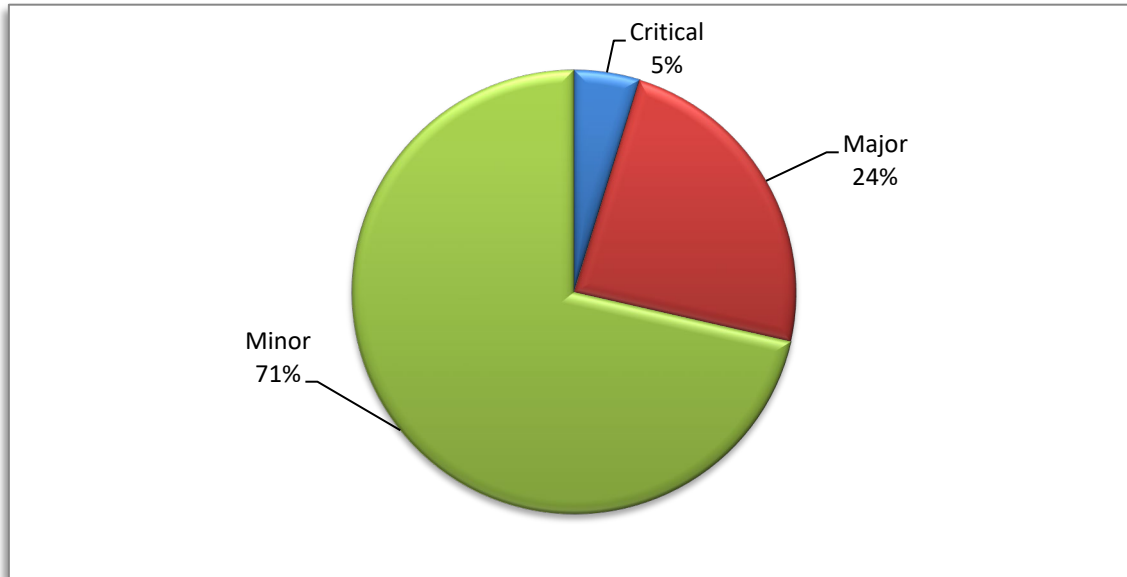
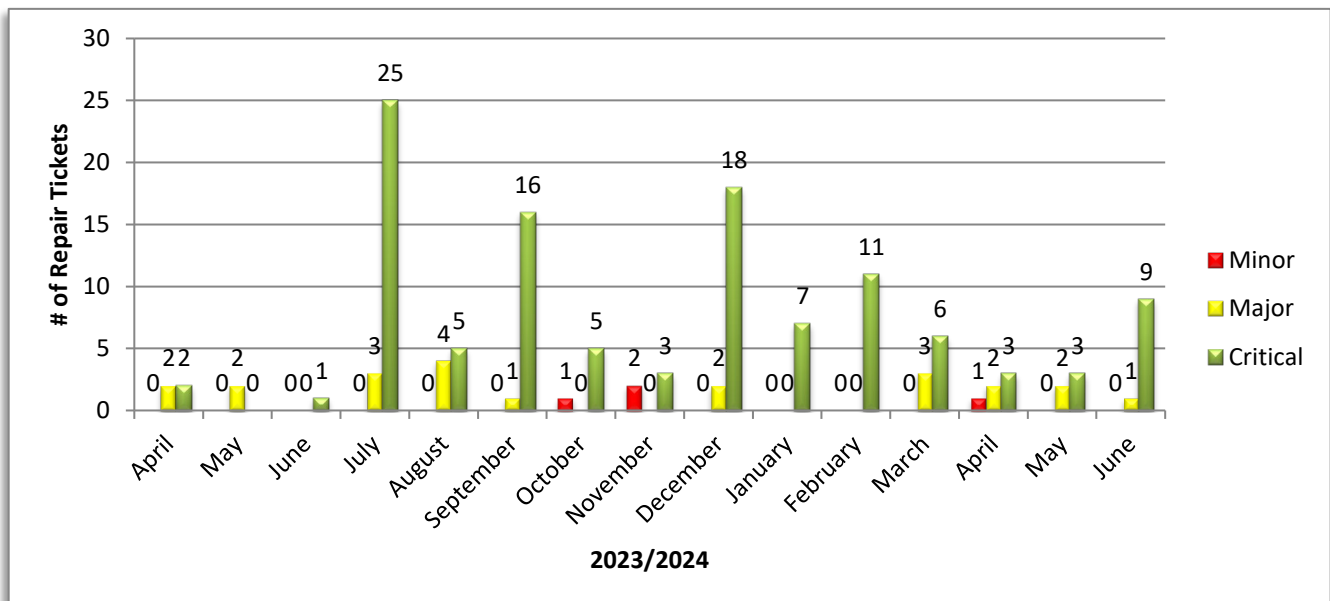


Figure 9 – Repair Ticket Statistics by Severity Type / Prior 15 months

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 **1** critical event during the 2nd Quarter of 2024.

- On 4/2, the router at Pod10 KCK City Hall lost some of its configuration. OGL staff reloaded the configuration, and it began working properly and has since then.

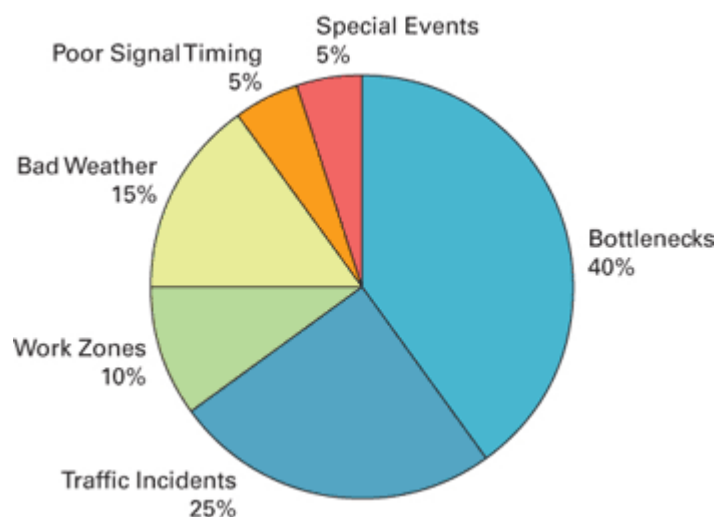
Preventative Maintenance

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.

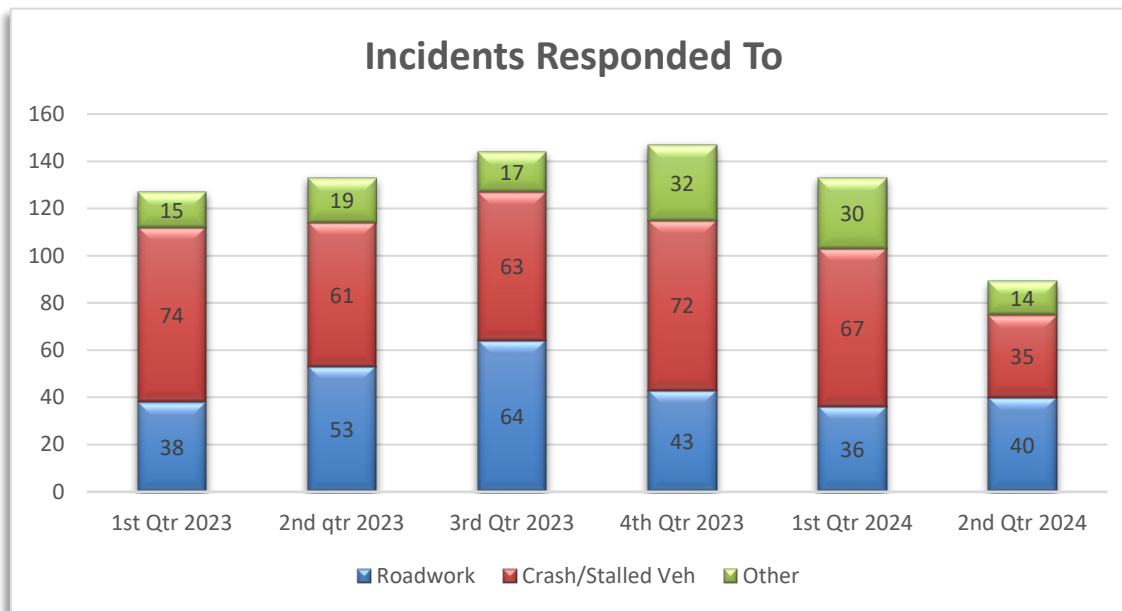
OGL staff interacted with these types of events on **89** occasions in the 2nd quarter of 2024. These consisted of weather events, crashes, roadwork events or other abnormal events that impacted traffic flow. Of these events, OGL staff made operational changes to traffic signals for **84** of them. The remainder resulted in communication with KC Scout, or the agency involved or monitoring of the situation only.

Some examples include:

- 4/9 – A crash on I-435 NB caused traffic to detour to K-7. Signal timing at Kansas Ave was adjusted.
- 4/16 – A crash closed US-71 NB at Bannister. Signal timing along Bannister was adjusted.
- 4/16 – A water main break closed Holmes Rd south of 99th St. Signal timing in the area was adjusted.
- 4/24 – Roadwork on I-435 NB at Raytown Rd caused traffic to detour to Blue Ridge CO. Signal timing at Sni-a-bar and 63rd St was adjusted.
- 5/8 – A crash closed I-70 WB at I-470. Signal timing in the area was adjusted.
- Several graduations and Mavericks hockey games were held at the Cable Dahmer Arena. Signal timing was adjusted either real-time or via scheduled operations.
- 6/27 – A concern regarding a cave under the roadway led MODOT to close M-291 between Truman Rd and US-24. Signal timing in the area was adjusted 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.

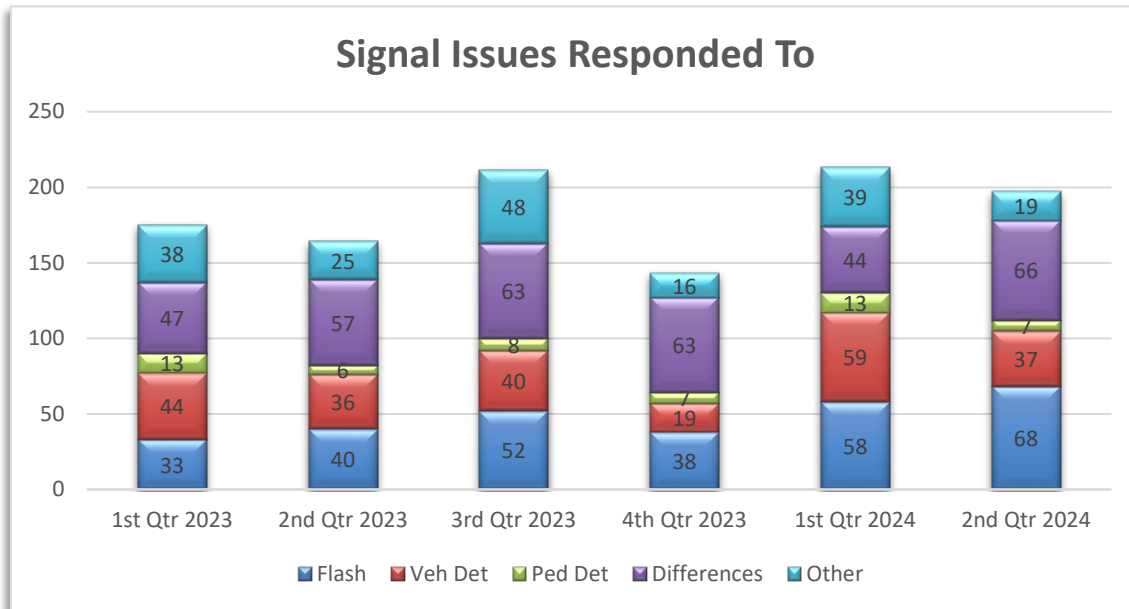


Traffic Signal Event Tracking

Issue	Jurisdiction	Count	Issue	Jurisdiction	Count
All Directions Dark	MODOT	1	Long Wait for Green	Raymore	1
All Directions Flashing	Independence	1	Other	MODOT	1
	Gladstone	2		KCMO	1
	Leawood	2		Lenexa	1
	Grandview	4	Ped Recalling	Liberty	1
	Mission	2		Grandview	1
	Lee's Summit	1		Blue Springs	1
	Lenexa	3		Raymore	1
	MODOT	21		MODOT	3
	Mission	2	Phase Actuating W/NO vehicle	KCMO	1
	Merriam	1		Leawood	1
	MODOT	27	Phase Skipped	Belton	1
	NKC	1		Liberty	1
		1		Merriam	1
Cycling Improperly	MODOT	1	Poor Progression	Merriam	1
	Mission	1		Shawnee	1
Detection Not Working Correctly	MODOT	20	Preempt Not Working Properly	Merriam	1
	Lee's Summit	2		Shawnee	1
	Leawood	2	Program Replacement Controller	Lenexa	1
	Lenexa	4		Independence	1
	Merriam	2	TransSuite Database Comparison Diff	Lee Summit	5
	UGOVT	2		Lenexa	13
	Shawnee	5		Lee's Summit	8
Green Time to short	UGOVT	1		Merriam	1
				MODOT	4
Indication Burned out	UGVOT	1		Shawnee	28
	MDOT	1		UGOVT	6
Intersection Not Running Correct Plan	MODOT	1	Total		197

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

May 31, 2024, 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 with the period of the two-year MoDOT and one-year KDOT STBG Federal funding agreements. Currently a majority of the agencies have executed a four-year agreement with one a one-year and one 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-eight 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.
- KDOT funds were obligated October 18 and Missouri STBG funds were obligated November 4, 2023. OGL began using STBG funds for labor in late November and then fully in December for all expenses.
- Local OGL #65377 (deferred balance) of \$17,273 is a separate account of local funds for expenses not covered by STBG funds.
- Total Expenses average 69% compared to month 18 of 24-month budget percentage of 75%. Balances are in the ranges to be expected.
 - Utilities are one category that exceeds the expected balance. This is due to increases in utility costs from Evergy over what was budgeted in 2022. OGL utilities include power costs for both the Booth and WOF tower locations that power the Ceragon equipment.
- For 2025 and 2026, the MoDOT operations agreement was signed on May 9, 2023, which has a term of two years. Obligation for the Missouri funds will be annually. For KDOT, the agreement is complete, signed April 24, 2024, and is for one year. Obligation of the funds for both states are not able to be started for obligation until October 1. The process will take 3-4 weeks to obligate. Thus, the first chance to use FY2025 STBG funds will likely be mid-November for some costs and fully starting December 2024.
- Current projections of funds show expenditure of federal funds by August.
- The ending balance of local funds is \$563,131.

Mid-America Regional Council (MARC)				
MO & KS OGL Operations #65240				
2-Year Budget Period Beginning December 1, 2022				
	Report Ending 05/31/2024			
				% Variance
	Two-Year	Cumulative	Balance	Cumulative/Budget
Expenses	Program Budget	To Date	(yet to be spent)	18 / 24 months = 75%
Salaries, Fringe Benefits, Indirect Costs	\$1,534,492.00	\$1,165,558.65	\$368,933.35	76.0%
Consultants/Contracted Services	787,270.00	497,093.40	290,176.60	63.1%
Legal Fees	10,000.00	2,584.40	7,415.60	25.8%
Meeting/Travel (In/Out of Region & Registration)	12,400.00	5,150.30	7,249.70	41.5%
Rent	19,738.00	10,724.53	9,013.47	54.3%
Telephone/Maint. (Internet, mobile, ConferSave, USB modem)	13,200.00	7,994.14	5,205.86	60.6%
Miscellaneous (classified ads, postage)	500.00	3.96	496.04	0.8%
Insurance	8,000.00	4,764.00	3,236.00	59.6%
Equipment/Computer/Supplies	196,000.00	86,882.46	109,117.54	44.3%
Service Agreements	1,400.00	-	1,400.00	0.0%
Automobile Gas/Maintenance	10,800.00	6,108.33	4,691.67	56.6%
Professional Memberships	1,000.00	-	1,000.00	0.0%
Training	2,000.00	1,490.00	510.00	74.5%
Utilities	11,200.00	10,098.47	1,101.53	90.2%
Total Expenses	\$2,608,000.00	\$1,798,452.64	\$809,547.36	69.0%
	Two-Year			% Variance
Revenues (Reimbursement from DOT's at 80/20)	Program Budget	Cumulative To Date	Balance	Cumulative/Budget
STP Funding, KDOT	\$420,000.00	\$363,579.52	\$56,420.48	86.6%
STP-Funding, MoDOT	980,000.00	848,352.27	131,647.73	86.6%
Local Gov't Funding-Required 20% match	350,000.00	302,982.98	47,017.02	86.6%
Total Revenues for Federal Grant	\$1,750,000.00	\$1,514,914.77	\$235,085.23	
Local Gov't Revenue above 20% match	858,000.00	\$283,537.87	574,462.13	
Combined Revenues	\$2,608,000.00	\$1,798,452.64	\$809,547.36	
Local Government Revenues				
Funds available		1,119,578.96		
Funds billed but not yet received.		12,800.00		
Local Operation Green Light Program #65377 (deferred balance)		17,273.16		
Total available		1,149,652.12		
Less: Amount applied to OGL grant 65240 - Cumulative to Date		(302,982.98)		
Less: Amount above required match		(283,537.87)		
Less: Amount transferred to other grants		0.00		
Ending Balance 05/31/2024		\$563,131.27		
Reserve/Emergency (local funds)		\$300,000.00		