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## **OGL STEERING COMMITTEE AGENDA**

**Monday, October 28, 1:30 PM**

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



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### **Welcome & Introductions**

- 1. Agency Updates Roundtable**
- 2. VOTE: Approval of July 22 Committee Minutes\*** (page 2)
- 3. VOTE: Vice-Chair, KS**
- 4. Hot Topic: Why is Cybersecurity Important? Ed Fok, FHWA Operations Technical Team**
- 5. Discussion of Local Match Increase** (page 5)
- 6. 2025 Work Plan** (page 9)
- 7. Missouri CMAQ Construction Project**
- 8. Quarterly Operations Report and Network Update** (page 12)
- 9. Quarterly Budget Report** (page 27)
- 10. Conflict of Interest & Whistleblower Policies**  
<https://www.marc.org/sites/default/files/2024-09/Conflict-of-interest-Policy.pdf>  
<https://www.marc.org/sites/default/files/2024-01/Whistleblower-Policy.pdf>
- 11. Other business**

**Next Regularly Scheduled Meetings:** Mondays at 1:30, January 27, April 28, July 28, October 27, 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, July 22, 2024, 1:30 p.m.**

**Hybrid In-Person/Virtual Meeting: MARC – Lewis and Clark Room and online via Microsoft Teams**

<b>Members Present</b>	<b>MARC Staff Present</b>	<b>Non-Members Present</b>
Noel Forrester, Olathe, Chair	Barry Viss	Janelle Clayton, Merge Midwest
Ericka Ross, MODOT, Vice-Chair	Ray Webb	Jason Sanders, HNTB
Thomas Northup, KDOT	Chris Jenkins	Jeremy Stretz, Olsson
John Sullivan, Westwood	Ron Achelpohl	Mohammad Shehada, HDR
Marcus Hankins, Raytown	Cedrick Owens	Steve Rockers, KDOT
Mike Spickelmier, Lansing	Cheyenne Ousley	Alex Preston, Transcore
Mathias Luamelez, Raytown	Scott Cutshall	Michael Hare, Merge Midwest
Stephanie Boyce, Mission		Doug Ripley, TCC
Robert Orr, Belton		Soma San, Leavenworth
Kris Finger, UGOVT		Christos Achillides, Iteris
Adam Hilgedick, Blue Springs		Soma San, Leavenworth
Bill Stogsdill, Fairway		
Mark Green, Independence		
Doug Wesselschmidt, Grandview		
Melissa Schmitz, MDOT		
David LaRoche, FHWA		
Randy Fine, Merriam		
David Northup, KDOT		
Sherri McIntyre, Liberty		
Brandon Sambol, UGOVT		
John Findlay, Liberty		
Katie Jardieu, MoDOT		
Shawn Gotfredson, OP		
Steve Schooley, Lenexa		
Athena Huynh, Grandview		

**Welcome**

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

- Agency updates** – KCK will be getting a Buc-ee’s gas and convenience store and plans are currently being reviewed. Brian Shields has retired from the City of Overland Park and Shawn Gotfredson is acting City Traffic Engineer.
- April 22, 2024, committee minutes** – Bob Orr made a motion to accept the minutes. The motion was supported and approved unanimously.
- Discussion of local match increase** – Ray Webb led a discussion with the committee about the current local match for operations. In the past, the desire of the OGL Steering Committee was for OGL to be funded with 50% federal funds and 50% local matching funds. That has been shifting more toward the federal funds and is projected to be 68%/32% for the 2027/2028 budget. Since some expenses are not eligible for federal reimbursement, we need more than the required match of 20%. OGL should stay above

30% or a Federal to local split of 70%/30%. Steve Schooley said that he thought 60%/40% was a good target. Kris Finger said his agency would need to discuss more before being able to provide input.

4. **Hot topic – US-69 Expressway** – Steve Rockers and Jason Sanders presented on the construction status and end-goal of the project. The design-build project is adding an express toll lane and reconstructing all the existing lanes and bridges between 103<sup>rd</sup> St and 151<sup>st</sup> S. The dynamic tolling will be collected by KTA. The new lane should be open by the end of 2025. Overland Park’s traffic staff has done a great job keeping traffic moving on the surface streets as the project progresses.
5. **Regional ATMS software project demo and local match** – Alex Preston showed a number of recent enhancements made to TransSuite, including the new turning movement count report, graphical split adjustment tool, and the multi-intersection timing widget, among others.

Ray mentioned that this work is being funded through a CMAQ/STBG project that requires a separate local match. In the meeting packet the match responsibility for each agency is listed. Representatives of each agency need to contact Ray and let him know if MARC can invoice for the local match or if an agreement is needed.

6. **USDOT SMART Grant project report** – Barry Viss and Jeremy Stretz updated the committee on the status of the SMART Grant project. OGL applied for and was awarded a stage 1 grant, which we are now using to evaluate four vendors of crowd-sourced traffic signal performance measures systems. All four systems are up and running, except for the ATSPM portion of two of the systems, which portion is dependent on data from controllers. A stage 1 draft evaluation report is due August 1, with the final report due March 25, 2025. Applications for stage 2, which is intended to fund implementation of the solutions that have been evaluated in stage 1, are due August 14. Any partner agencies are encouraged to join in the evaluation process currently underway.
7. **MO CMAQ construction project updates** – Cedrick updated the committee on the MO project which includes 59 controllers and 16 cameras, for the agencies of Belton, Independence, Gladstone, Kansas City, MO, North Kansas City, Lees Summit, Raymore, and MODOT. Thirty-seven Cobalt controllers have been received and are currently being programmed and installed. The remaining controllers and cameras have not yet arrived. Construction is anticipated to start in August.
8. **Quarterly operations report** – Chris Jenkins highlighted a few items from the report which was included in the meeting packet. Notably, new signal timing plans were installed on portions of State Line Rd, Johnson Dr, Antioch Rd, Lamar Ave, and K-7. Cybersecurity concerns at partner agencies have resulted in several agencies disconnecting their networks and systems from each other and from OGL, which has limited our operational abilities. MARC staff have taken the opportunity to work on hardening the OGL network against similar threats. As of this meeting, the Kansas side network is operating except for the Overland Park connection. Much of the Missouri side network is connected. Genetec connections with KC Scout have yet to be reestablished.
9. **Quarterly budget report** – The quarterly budget report was included in the meeting packet. The budget is in good shape with spending below projections. The local funds balance is \$563,131. Federal funds will be exhausted by the end of July, then we will spend these local funds down until the new federal funds are available in November or December of this year.

#### 10. Other business

We are seeking a Vice-Chair in October from one of the Kansas agencies. Contact Noel or Ray if you are willing to serve the committee in this way.

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

**Adjournment** – Meeting was adjourned at 2:57 p.m.

DRAFT

## Future Budget Discussions for Local Match (Agency Share)

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 local match should be considered as to the ratio for future planning. To not keep sliding toward a higher federal to lower 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 ratio. Below are charts that represent an increase of \$100/intersection. **This is simply for discussion purposes.**

FOR OPERATING YEARS 2025-2026				FOR OPERATING YEARS 2025-2026			
LOCAL GOVERNMENTS				LOCAL GOVERNMENTS			
		Locations weighted	Cost per signal			Locations weighted	Cost per signal
	Agency	by % ownership	at \$800/year		Agency	by % ownership	at \$900/year
			for 1 year				for 1 year
1	BELTON	7	\$ 5,600	1	BELTON	7	\$ 6,300
2	BLUE SPRINGS	10	\$ 8,000	2	BLUE SPRINGS	10	\$ 9,000
3	BONNER SPRINGS	4	\$ 3,200	3	BONNER SPRINGS	4	\$ 3,600
4	FAIRWAY	2	\$ 1,600	4	FAIRWAY	2	\$ 1,800
5	GLADSTONE	6	\$ 4,800	5	GLADSTONE	6	\$ 5,400
6	GRANDVIEW	10	\$ 8,000	6	GRANDVIEW	10	\$ 9,000
7	INDEPENDENCE	36	\$ 28,800	7	INDEPENDENCE	36	\$ 32,400
8	KCMO	200	\$ 160,000	8	KCMO	200	\$ 180,000
9	LANSING	4	\$ 3,200	9	LANSING	4	\$ 3,600
10	LEAVENWORTH	1	\$ 800	10	LEAVENWORTH	1	\$ 900
11	LEAWOOD	11.25	\$ 9,000	11	LEAWOOD	11.25	\$ 10,125
12	LEE'S SUMMIT	16	\$ 12,800	12	LEE'S SUMMIT	16	\$ 14,400
13	LENEXA	35	\$ 28,000	13	LENEXA	35	\$ 31,500
14	LIBERTY	6	\$ 4,800	14	LIBERTY	6	\$ 5,400
15	MERRIAM	21	\$ 16,800	15	MERRIAM	21	\$ 18,900
16	MISSION	3.75	\$ 3,000	16	MISSION	3.75	\$ 3,375
17	MISSION WOODS	0.75	\$ 600	17	MISSION WOODS	0.75	\$ 675
18	MODOT	220	\$ 176,000	18	MODOT	220	\$ 198,000
19	NORTH KANSAS CITY	7	\$ 5,600	19	NORTH KANSAS CITY	7	\$ 6,300
20	OLATHE	15	\$ 12,000	20	OLATHE	15	\$ 13,500
21	OVERLAND PARK	44.75	\$ 35,800	21	OVERLAND PARK	44.75	\$ 40,275
22	PRAIRIE VILLAGE	6.75	\$ 5,400	22	PRAIRIE VILLAGE	6.75	\$ 6,075
23	RAYMORE	7	\$ 5,600	23	RAYMORE	7	\$ 6,300
24	RAYTOWN	3	\$ 2,700	24	RAYTOWN	3	\$ 2,700
25	Roeland Park	3	\$ 2,400	25	Roeland Park	3	\$ 2,700
26	SHAWNEE	14.5	\$ 11,600	26	SHAWNEE	14.5	\$ 13,050
27	UGOVT/KCK	72	\$ 57,600	27	UGOVT/KCK	72	\$ 64,800
28	WESTWOOD	1.25	\$ 1,000	28	WESTWOOD	1.25	\$ 1,125
	<b>TOTALS</b>	<b>768</b>	<b>\$ 614,700</b>		<b>TOTALS</b>	<b>768</b>	<b>\$ 691,200</b>

FOR OPERATING YEARS 2027-2028				FOR OPERATING YEARS 2027-2028			
LOCAL GOVERNMENTS				LOCAL GOVERNMENTS			
		Locations weighted	Cost per signal			Locations weig	Cost per signal
	Agency	by % ownership	at \$1000/year		Agency	% owners	at \$1100/year
			for 1 year				for 1 year
1	BELTON	7	\$ 7,000	1	BELTON	7	\$ 7,700
2	BLUE SPRINGS	10	\$ 10,000	2	BLUE SPRINGS	10	\$ 11,000
3	BONNER SPRINGS	4	\$ 4,000	3	BONNER SPRINGS	4	\$ 4,400
4	FAIRWAY	2	\$ 2,000	4	FAIRWAY	2	\$ 2,200
5	GLADSTONE	6	\$ 6,000	5	GLADSTONE	6	\$ 6,600
6	GRANDVIEW	10	\$ 10,000	6	GRANDVIEW	10	\$ 11,000
7	INDEPENDENCE	36	\$ 36,000	7	INDEPENDENCE	36	\$ 39,600
8	KCMO	200	\$ 200,000	8	KCMO	200	\$ 220,000
9	LANSING	4	\$ 4,000	9	LANSING	4	\$ 4,400
10	LEAVENWORTH	1	\$ 1,000	10	LEAVENWORTH	1	\$ 1,100
11	LEAWOOD	11.25	\$ 11,250	11	LEAWOOD	11.25	\$ 12,375
12	LEE'S SUMMIT	16	\$ 16,000	12	LEE'S SUMMIT	16	\$ 17,600
13	LENEXA	35	\$ 35,000	13	LENEXA	35	\$ 38,500
14	LIBERTY	6	\$ 6,000	14	LIBERTY	6	\$ 6,600
15	MERRIAM	21	\$ 21,000	15	MERRIAM	21	\$ 23,100
16	MISSION	3.75	\$ 3,750	16	MISSION	3.75	\$ 4,125
17	MISSION WOODS	0.75	\$ 750	17	MISSION WOODS	0.75	\$ 825
18	MODOT	220	\$ 220,000	18	MODOT	220	\$ 242,000
19	NORTH KANSAS CITY	7	\$ 7,000	19	NORTH KANSAS CITY	7	\$ 7,700
20	OLATHE	15	\$ 15,000	20	OLATHE	15	\$ 16,500
21	OVERLAND PARK	44.75	\$ 44,750	21	OVERLAND PARK	44.75	\$ 49,225
22	PRAIRIE VILLAGE	6.75	\$ 6,750	22	PRAIRIE VILLAGE	6.75	\$ 7,425
23	RAYMORE	7	\$ 7,000	23	RAYMORE	7	\$ 7,700
24	RAYTOWN	3	\$ 3,000	24	RAYTOWN	3	\$ 3,300
25	Roeland Park	3	\$ 3,000	25	Roeland Park	3	\$ 3,300
26	SHAWNEE	14.5	\$ 14,500	26	SHAWNEE	14.5	\$ 15,950
27	UGOVT/KCK	72	\$ 72,000	27	UGOVT/KCK	72	\$ 79,200
28	WESTWOOD	1.25	\$ 1,250	28	WESTWOOD	1.25	\$ 1,375
	<b>TOTALS</b>	<b>768</b>	<b>\$ 768,000</b>		<b>TOTALS</b>	<b>768</b>	<b>\$ 844,800</b>

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
<b>Revenues</b>		
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
<b>Total Revenues</b>	<b>\$ 1,454,000.00</b>	<b>\$ 1,454,000.00</b>
<b>Expenses</b>		
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
<b>Total Expenses</b>	<b>\$ 1,454,000.00</b>	<b>\$ 1,454,000.00</b>
<b>Revenues in Excess of Expenses</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Reserve/Emergency</b>	<b>\$ 300,000.00</b>	

Local funds based on 755 signals at \$800/signals (currently at 768 signals)

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

STBG to local ratio, 58% Federal, 42% local

## Proposed Budget for 2027-2028

	2027 Budget	2028 Budget
<b>Revenues</b>		
Federal Pass-Through Missouri	\$ 905,000.00	\$ 905,000.00
Federal Pass-Through Kansas	\$ 390,000.00	\$ 390,000.00
Local Match - Actual	\$ 614,400.00	\$ 614,400.00
<b>Total Revenues</b>	<b>\$ 1,909,400.00</b>	<b>\$ 1,909,400.00</b>
<b>Expenses</b>		
Salaries, Fringe Benefits, Indirect Costs	\$ 939,608	\$ 959,085
Consultants/Contracted Services	\$ 473,400	\$ 473,400
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, ConferSave, USB modem)	\$ 7,000	\$ 7,000
Insurance	\$ 4,000	\$ 4,000
Supplies	\$ 5,000	\$ 5,000
Service Agreements	\$ 1,000	\$ 1,000
Automobile Gas/Maintenance	\$ 5,000	\$ 5,000
Equipment/Computer	\$ 92,892	\$ 73,415
Professional Memberships	\$ 500	\$ 500
Training	\$ 3,000	\$ 3,000
Utilities	\$ 8,000	\$ 8,000
<b>Total Expenses</b>	<b>\$ 1,909,400</b>	<b>\$ 1,909,400</b>

MO / KS number of signals ratio, 70% MO (528), 30% KS (240)

\$323,750 is 20% required match for 2027

\$290,650 overmatch.

With \$800 per signal,  $768 * \$800 = \$614,400$

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

With \$900 per signal,  $768 * \$900 = \$691,200$

STBG to local ratio, 63.8% Federal, 36.2% local

With \$1000 per signal,  $768 * \$1000 = \$768,000$

STBG to local ratio, 59.8% Federal, 40.2% local

To be 60 / 40 (STBG to Local for 2027 budget, reduces Federal funds by \$153,000)

Missouri \$798,980

Kansas \$342,420

Local Match = \$768,000 (768 signals x \$1000 / signal)

\$1,909,400



# 2025 OGL WORK PLAN

## Operation Green Light Program

### Program Objectives

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

### Background/Previous Work

The Operation Green Light Program is a regional effort to improve traffic flow and reduce vehicle emissions. Operation Green Light works with federal, state and 28 local agencies to operate and coordinate traffic signal operations and network communication between traffic signal equipment across jurisdictional boundaries on over 768 traffic signals in real-time operations. Coordinating traffic signal systems can significantly reduce travel delays, reduce ozone precursor emissions, and provide a powerful tool to help manage incident-related and work zone congestion.

### Program Activities and Products

1. **ACTIVITY: Program management.** Activities included in this work include project management, budgeting, data collection, stakeholder engagement, training, Integrated Corridor Management (ICM) activities, Transportation System Management and Operations (TSMO) and all other work necessary to ensure the active prioritization of objectives to efficiently manage traffic signal infrastructure and control devices (Ongoing)
2. **ACTIVITY: Signal timing and synchronization.** Activities include traffic data collection and analysis, field observation, controller programming and deployment, signal timing troubleshooting and reporting, traffic modeling and deployment, updating signal timing based on changes in traffic patterns, citizen concerns, special events, incidents or roadwork. (Ongoing)
3. **ACTIVITY: Regional network communications.** Activities include database management, repair tracking, field investigation, equipment procurement, server and software administration, cyber security, contractor oversight and continued network upgrades of aging communication equipment driven by the technology plan. (Ongoing)
4. **ACTIVITY: Missouri and Kansas 2022 CMAQ funds.** The \$783,000 CMAQ Kansas construction project is completed that added fiber optic communications in Leawood and 54 traffic signal controllers for Kansas City, Kansas, and Merriam. Currently waiting for KDOT closeout to finalize the project. Complete the Missouri CMAQ Project of \$728,000. The project is with KCMO, North Kansas City, MoDOT, Belton, Raymore, Independence, Lees Summit. The project includes 54 traffic signal controllers and 16 CCTV's.
5. **ACTIVITY: Develop 2025 regional agency agreements as needed.** Develop, update, and execute agreements for the partner agencies including the MoDOT and KDOT STBG funding agreements, ATMS Software project and local invoices.
6. **ACTIVITY: 2023 Advanced Transportation Management System (ATMS) software project, \$1.2M.**

**Continue to develop on-going system enhancements and** implement the software project working with regional partners and TransCore. Develop local matching invoices for 20% matching requirements.

- 7. **ACTIVITY: Manage the USDOT SMART Grant program.** This project of \$734,653, is a regional effort to deploy and evaluate crowdsourced arterial performance measures in the greater Kansas City region. The project will evaluate the four current platforms for arterial performance measures and develop plans for a future regional on-going system.
- 8. **ACTIVITY: Support KC2026 FWC Transportation Planning**  
 OGL will support the planning efforts representing traffic signal and arterial operations and ID support.
- 9. **ACTIVITY: Implement the 2025 Missouri Crowdsourcing project**  
 OGL will develop agreements for local match. Project will develop and RFP and project deployment for regional crowdsourcing platform to support operations.

Operations Funding 2025

Federal	\$ 600,000	FHWA-STP-MO
Federal	\$ 250,000	FHWA-STP-KS
Non-Federal	\$ 614,400	Local funds (768 @ \$800/signal)
<b>Task Total</b>	<b>\$1,464,400</b>	

USDOT SMART Grant

Federal	\$ 734,653
Non-Federal	\$ 0
<b>Task Total</b>	<b>\$ 734,000</b>

ATMS Software Enhancement

Federal	\$ 305,620	FHWA-STBG-MO
Federal	\$ 354,690	FHWA-CMAQ-MO
Federal	\$ 302,690	FHWA-STP-KS
Non-Federal	\$ 240,000	Local funds
<b>Task Total</b>	<b>\$1,203,000</b>	

Crowdsource Funding 2025 Missouri CMAQ 3302(446)

Federal	\$ 421,700	FHWA-CMAQ-MO
Non-Federal	\$ 105,400	Local funds
<b>Task Total</b>	<b>\$ 527,100</b>	

## 2025 OGL SIGNAL TIMING PLAN

<b>Corridor (2024)</b>	<b>Signals</b>	<b>Jurisdiction</b>	<b>Implementation goal</b>
119th, Renner to Greenwood	8	Olathe	4th quarter 2024
75th St, Lamar to Mission	5	OP, Prairie Village	4th quarter 2024
SW Tffwy to SMP, Westport Rd/43rd	28	KCMO, Westwood, Fairway, UG	4th quarter 2024
Plaza/East Plaza	36	KCMO, MODOT	4th quarter 2024
US-40, Sterling	28	MODOT, Indep, KCMO	4th quarter 2024
M-9, 32nd to 10th	10	MODOT	4th quarter 2024
<b>Corridor (2025)</b>	<b>Signals</b>	<b>Jurisdiction</b>	<b>Implementation goal</b>
M-7, Duncan to US-40	12	MODOT	2025
Douglas, Colbern to Tudor	7	MODOT, Lees Summit	2025
87th St, Acuff to US-69	10	Lenexa, OP	2025
Quivira, SMP to 91st	11	Shawnee, Lenexa	2025
K-7	4	Bonner Springs	2025 CO
Rainbow & SW Blvd	14	UG, KCMO	2025
Pryor	4	MODOT, Lees Summit	2025 CO
Blue Ridge CO	3	Raytown	2025 CO
M-78 West, 435, Television	2	MODOT	2025 CO
US-69 Claycomo	4	MODOT	2025 CO
M-78, Maywood to RD Mize	9	MODOT, Independence	2025
M-291, Courtney to 32nd	8	MODOT	2025
N-Brighton, US-69 to 48th	3	KCMO, MODOT	2025 CO
Barry Rd, Congress to Waukomis	7	KCMO, MODOT	2025
<b>TOTAL Planned</b>	<b>213</b>		
<b>TOTAL Added for 2025</b>	<b>98</b>		



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

3rd Quarter 2024 Report  
October 28, 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 3<sup>rd</sup> 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](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 **10** repair tickets.

### Corridor/Signal Timing Efforts

- None

### Training Sessions/Panels/Events

- 8/13 – Barry met with Lenexa to discuss operations in various conditions in Lenexa.
- 9/26 – Ray Web attended MO Traffic Safety Conference
- 9/27 – Barry gave a general training to staff from the city of Belton

### Additional Information

- OGL staff set up and scheduled the Miovision equipment to conduct 28 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 3<sup>rd</sup> Quarter of 2024:

7/2 – Transcore installed the latest version of TransSuite on the MARC-maintained server  
7/29 – Barry assisted TransCore in installing the latest version of TransSuite on the KCMO-maintained server.  
8/29 – Upgraded routers at KCMO City Hall and Booth towers  
9/10 – Upgraded routers at 75<sup>th</sup>, Bennington, WOF, and Barry Rd towers  
9/17 – Upgraded routers at Dodgion and North Main towers  
9/18 – Upgraded routers at Raymore and Gordon towers  
9/19 – Upgraded routers at MoDOT and Woods Chapel towers  
9/24 – Installed new Sonicwall firewall @ KCMO City Hall

On April 25<sup>th</sup>, KC Scout experienced a cybersecurity event that caused them to shut down all their systems. On May 5<sup>th</sup>, 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 3rd quarter, the connections between Lenexa and OGL, KCMO and OGL have been restored. The connection between OGL and KC Scout for signal communications in Kansas has been restored but the connection for Missouri is running in a degraded condition.

Current operations impacts of these events:

- The OGL TransSuite server does not have comm to areas where that comm was provided by Overland Park.
- OGL staff do not have access to monitor traffic with the cameras owned by KC Scout, Overland Park, or Leawood.
- TransSuite C2C with Overland Park and Olathe are down.

MARC staff have been evaluating OGL's security practices and have been enhancing security on many fronts.



## Interagency Coordination

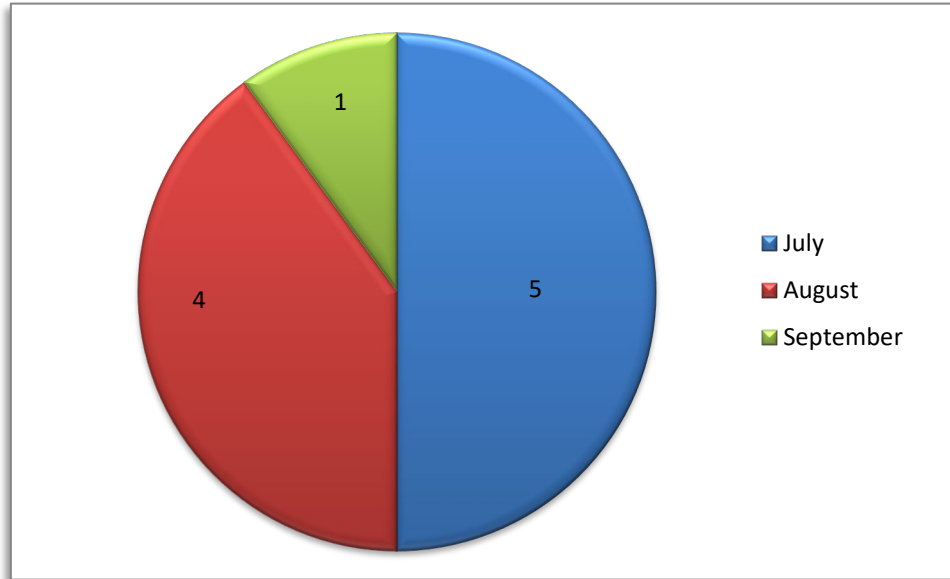
During the 3<sup>rd</sup> Quarter, OGL staff participated in the following interagency activities:

- 7/3, 7/17, 7/31 – OGL and Olsson held bi-weekly conference calls for contract work
- 7/3, 7/16 – The SMART Grant project team met with Inrix
- 7/11 – Ray and Scott attended the KCITE Chapter meeting
- 7/16 – Ray attended an ATMS Peer Exchange meeting with Florida LTAP
- 7/18 – OGL staff participated in the informal open discussion
- 7/18 – OGL staff participated in the Regional TransSuite Monthly Status meeting
- 7/19 – OGL staff met with OP staff to discuss network connections
- 7/22 – OGL staff participated in the quarterly Steering Committee meeting
- 7-24 – OGL met with Iteris for bi-weekly signal timing meeting
- 7/25 – Chris attended the OEM regional Camera Coordination meeting
- 7/26 – OGL staff attended the Flow Labs check in meeting
- 8/1, 8/9, 8/23 – OGL staff attended the Flow Labs check in meeting
- 8/6 – Ray met with a representative from MO FHWA regarding OGL's work
- 8/9 – OGL staff attended the Flow Labs check in meeting
- 8/9, 8/12 – OGL met with Olsson regarding SMART Grant stage 2 application
- 8/14 – OGL and Olsson met with Grandview to discuss signal timing and operations.
- 8/14, 8/28 – OGL and Olsson held bi-weekly conference calls for contract work
- 8/14 – OGL met with Iteris for bi-weekly signal timing meeting
- 8/14 – The SMART Grant project team met with Iteris
- 8/15 – OGL staff participated in the informal open discussion
- 8/15 – OGL staff participated in the Regional TransSuite Monthly Status meeting
- 8/21 – OGL attended the Iteris SMART grant check in meeting
- 9/4, 9/18 – OGL attended the Bi-weekly Iteris signal timing meeting
- 9/4 – The SMART Grant project team met with Inrix
- 9/5 – Flow labs / MARC monthly meeting
- 9/11, 9/25 – OGL/Olsson bi-weekly meeting
- 9/17 – OGL staff met with MODOT to discuss KC Scout communications
- 9/18 – The SMART Grant project team met with Iteris
- 9/19 – OGL staff participated in the informal open discussion
- 9/19 – OGL staff participated in the Regional TransSuite Monthly Status meeting
- 9/24 – Barry Viss attendee the SMART grant traffic signals peer exchange
- 9/30 – Ray, Chris, Barry attended a MODOT / KC Scout Genetec planning meeting

### Quarterly Repair Ticket Statistics by Month

In the 3<sup>rd</sup> Quarter of 2024, OGL staff created and responded to **10** repair tickets in the Kansas City area.

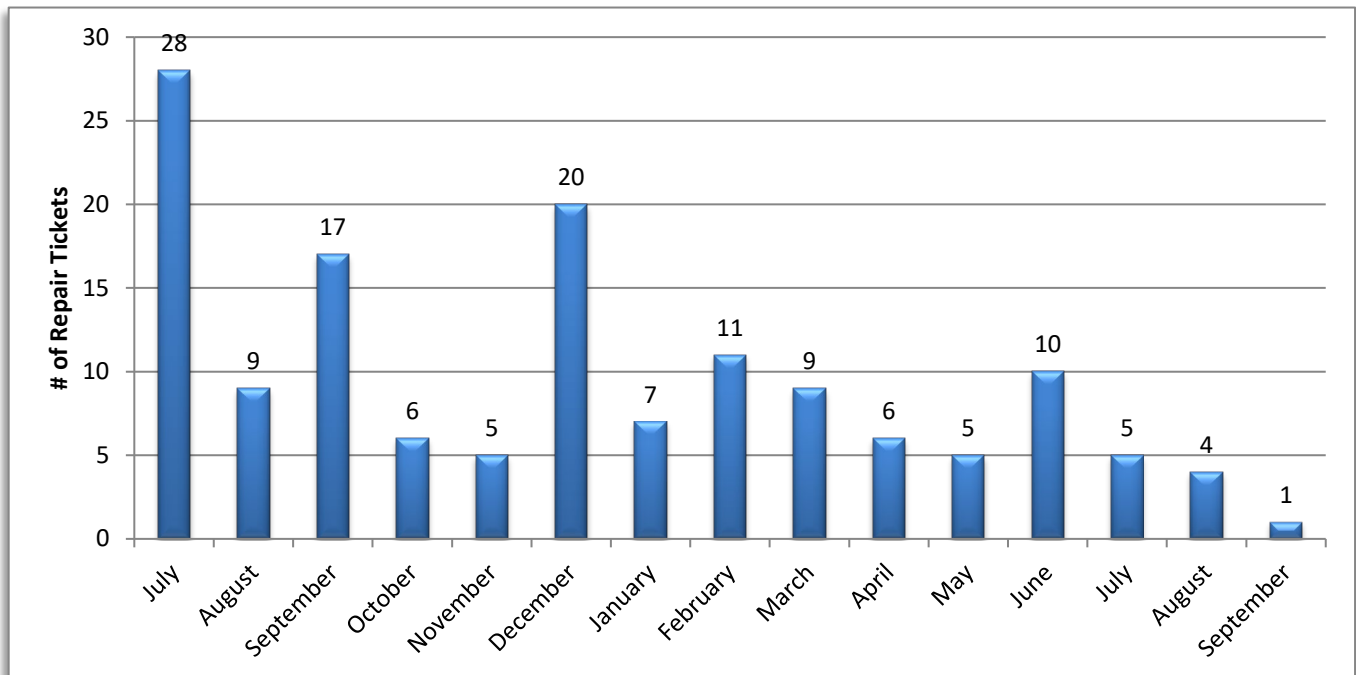
**Figure 1 – Quarterly Repair Ticket Statistics by Month**



### 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.

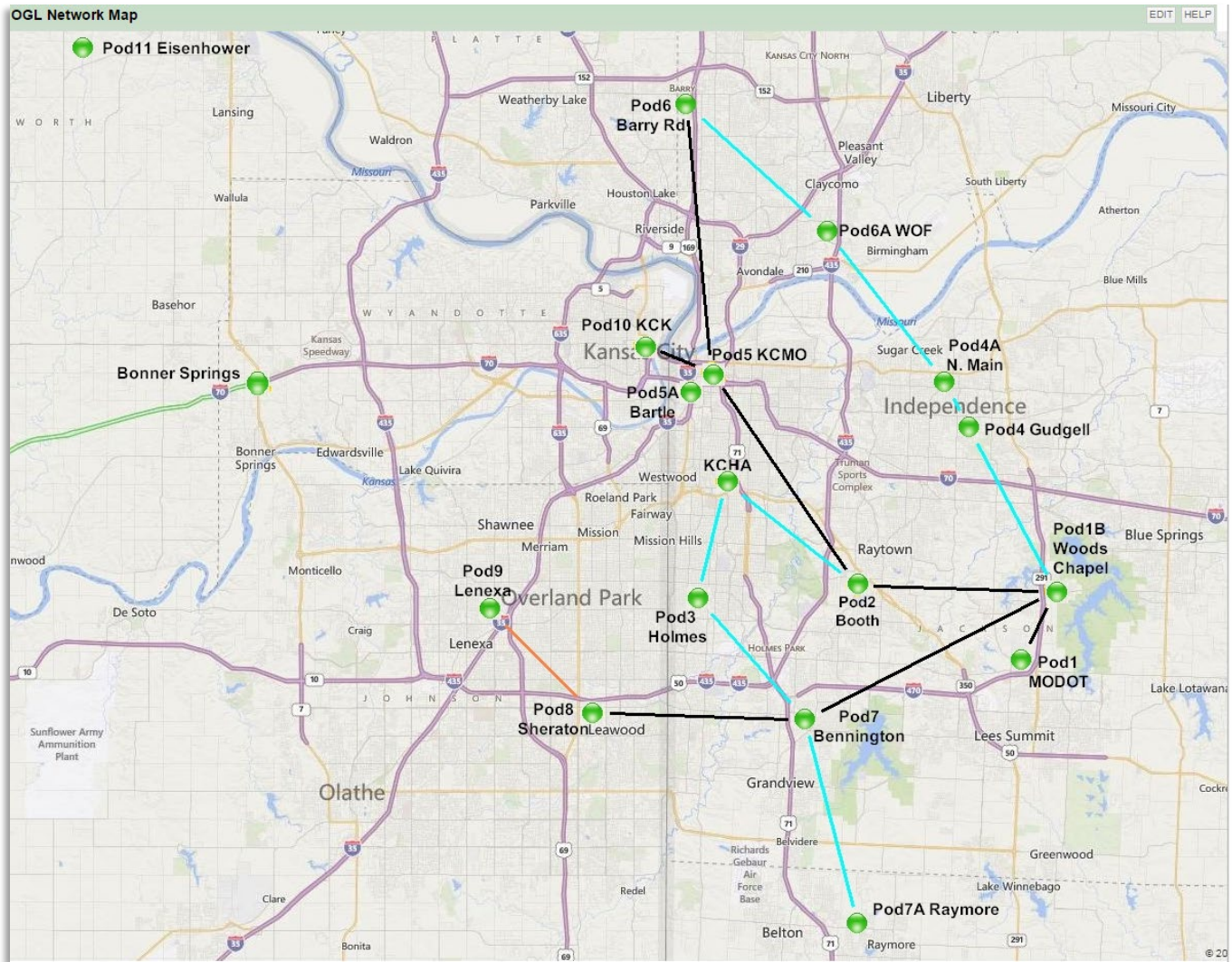


## Additional Communications Statistics

### 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 two 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

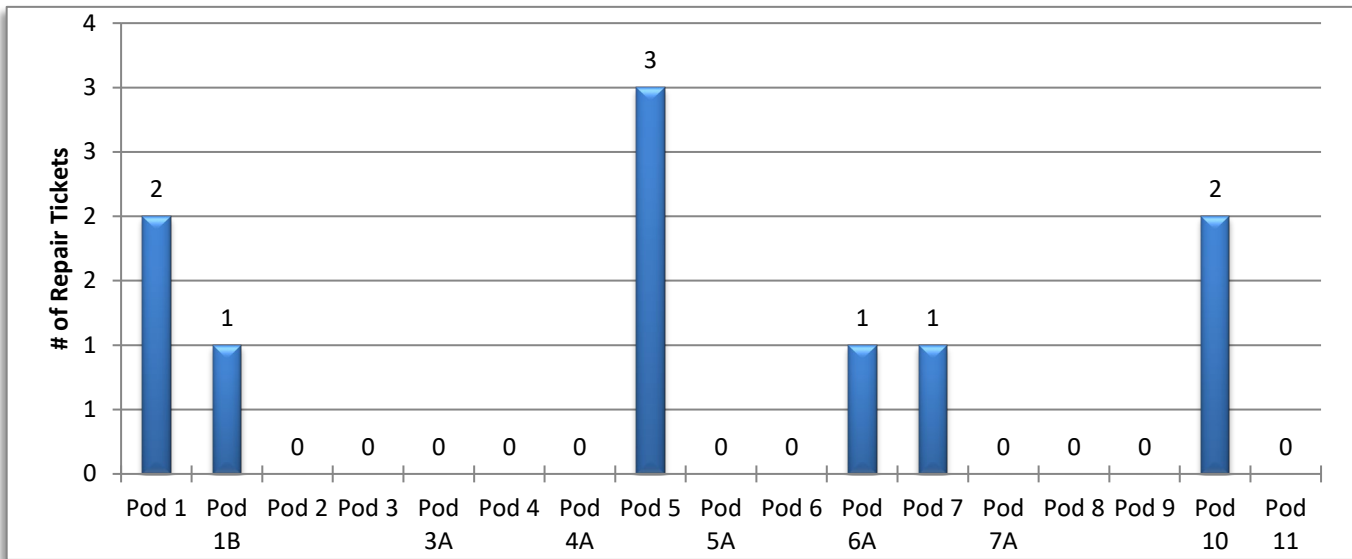
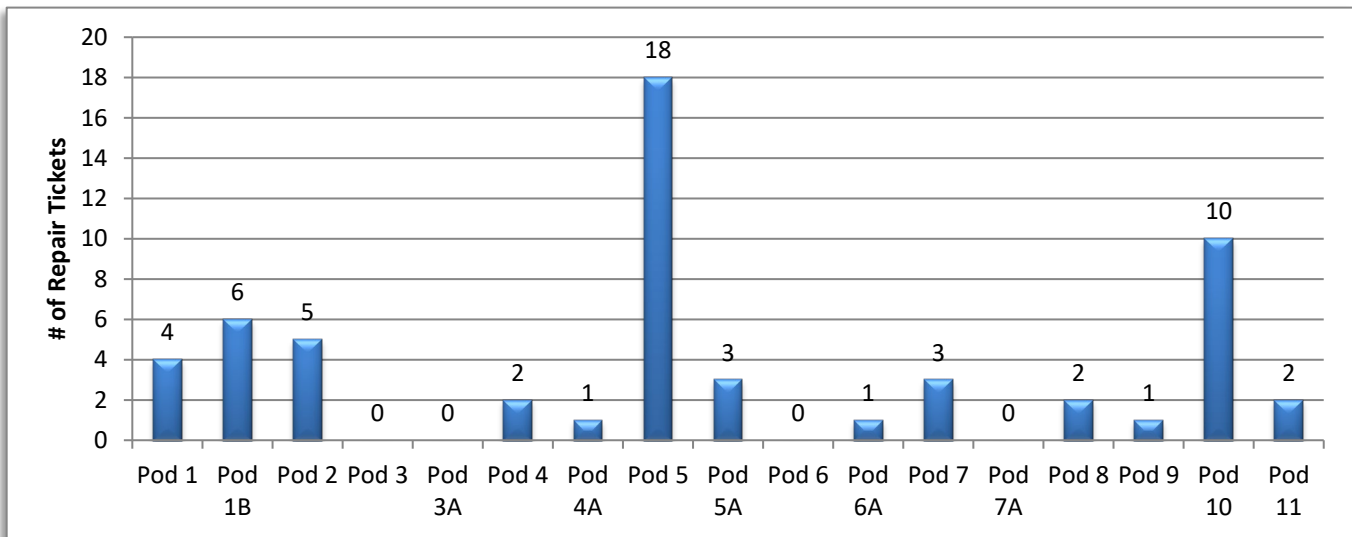


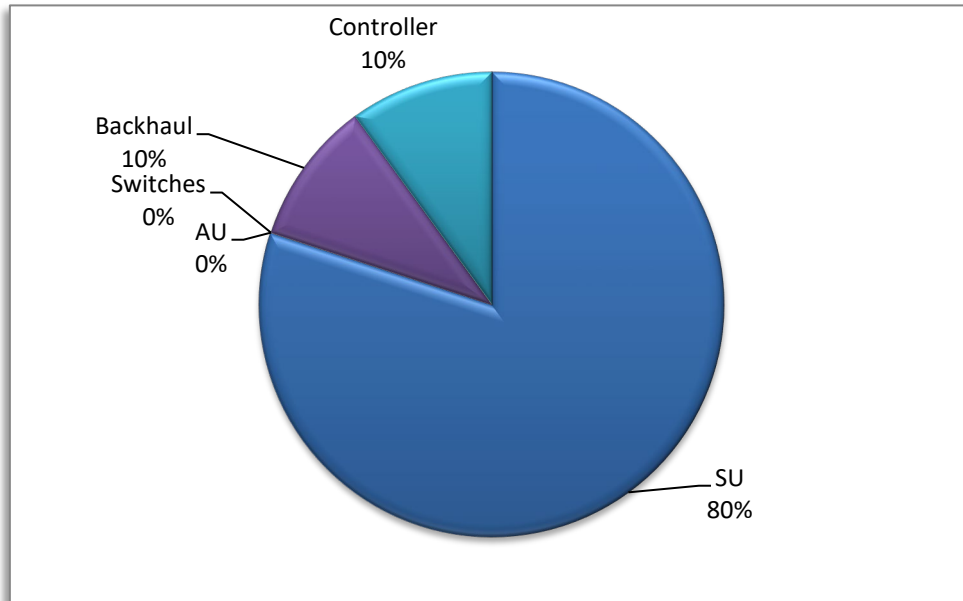
Figure 5 – Repair Tickets by Network Pod / Year – to – date



### Repair Tickets by Equipment Type

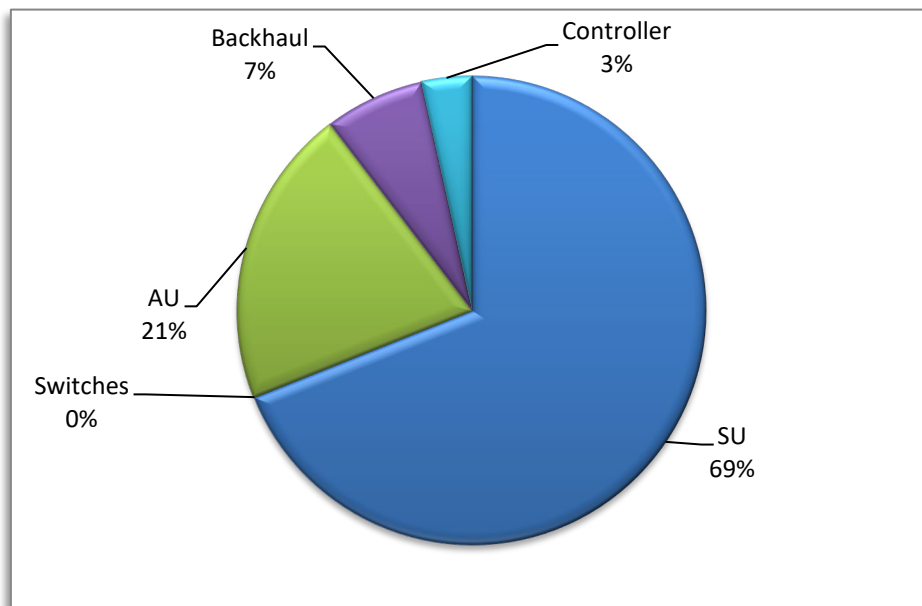
**Figure 6 – Repair Tickets by Equipment Type**

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**

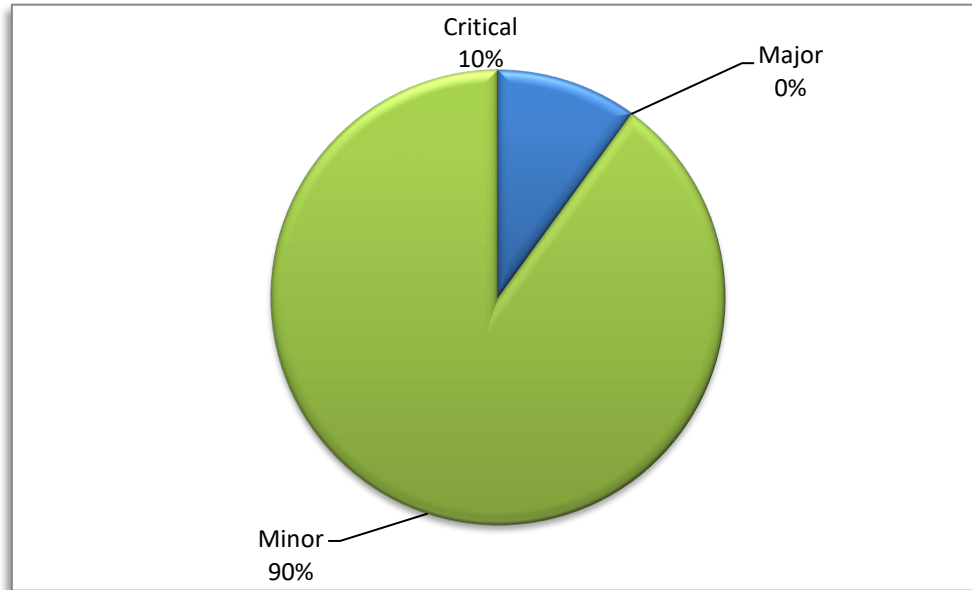
Figure 7 shows the percentage of repair tickets year – to – date for each equipment type.



### Repair Ticket Statistics by Severity Level

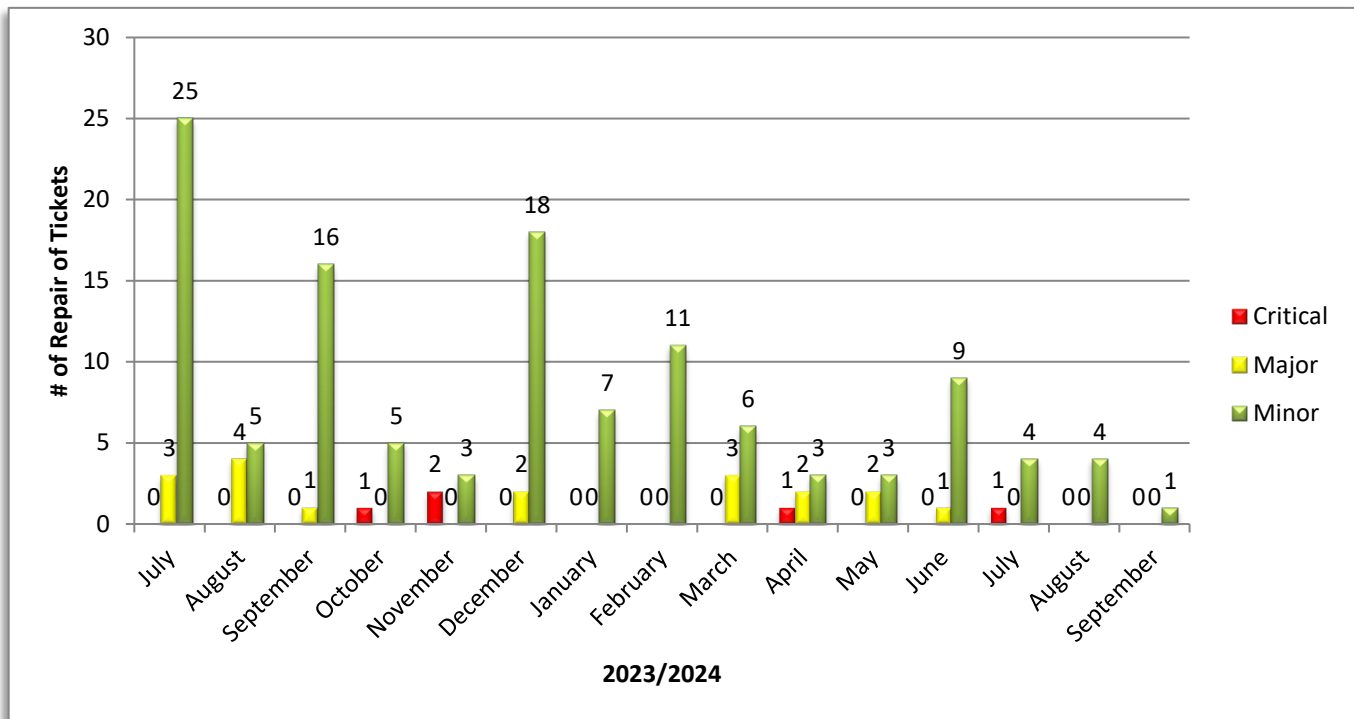
**Figure 8 – Repair Ticket Statistics by Severity Level**

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 3<sup>rd</sup> Quarter of 2024.

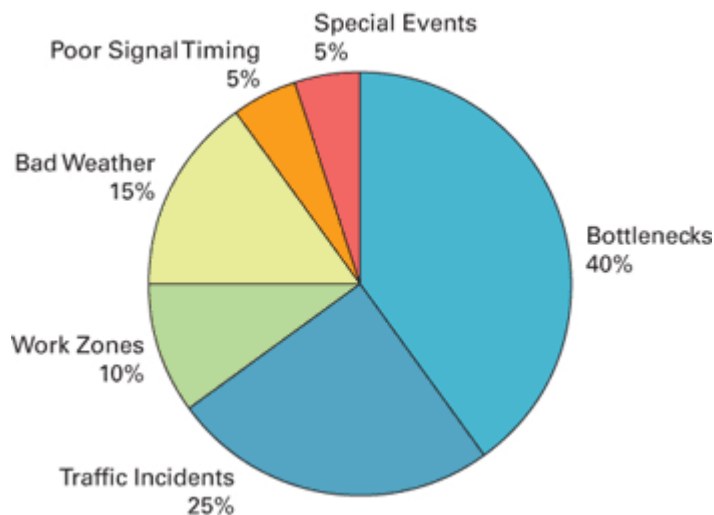
- The backbone licensed link from Pod 1B to Pod 2 failed. It has been replaced with an unlicensed link which staff and contractors are still working on to try to improve the performance.

### Preventative Maintenance

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

### 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.

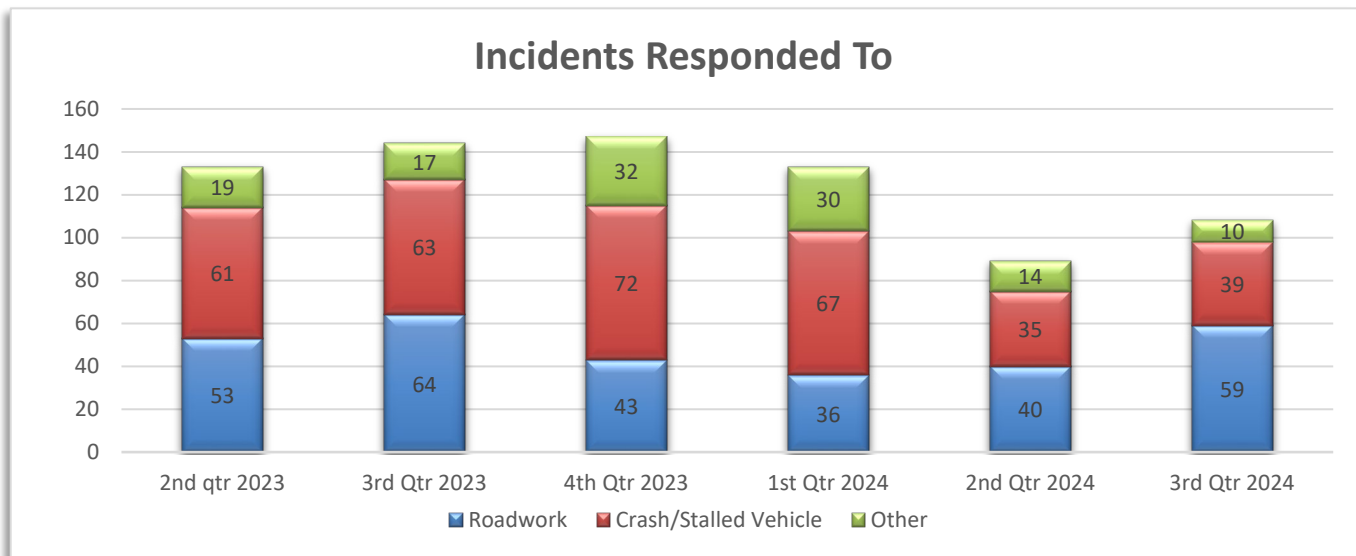
OGL staff interacted with these types of events on **88** occasions in the 3<sup>rd</sup> quarter of 2024. These consisted of weather events, crashes, roadwork events or other abnormal events that impacted traffic flow. Of these events, OGL staff made operational changes to traffic signals for **73** of them. The remainder resulted in communication with KC Scout, or the agency involved or monitoring of the situation only.

**Some examples include:**

- Roadwork on US-24 continued from the previous quarter. Signal timing at Sterling was adjusted to help.
- Roadwork on M-350 at Noland Rd continued from the previous quarter.
- Roadwork closed the south leg of Shawnee Mission Pkwy & Antioch. Signal timing plans were adjusted.
- Mill and overlay and pavement repair projects on Lackman Rd, Chipman Rd, M-350, K-7, N-Oak Trafficway, and I-35 in Lenexa impacted traffic and OGL staff adjusted signal timing to help.
- Continuing roadwork on I-435 at Midland Dr caused traffic to detour to K-7. Signal timing at K-7 & Kansas has been adjusted.

**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.



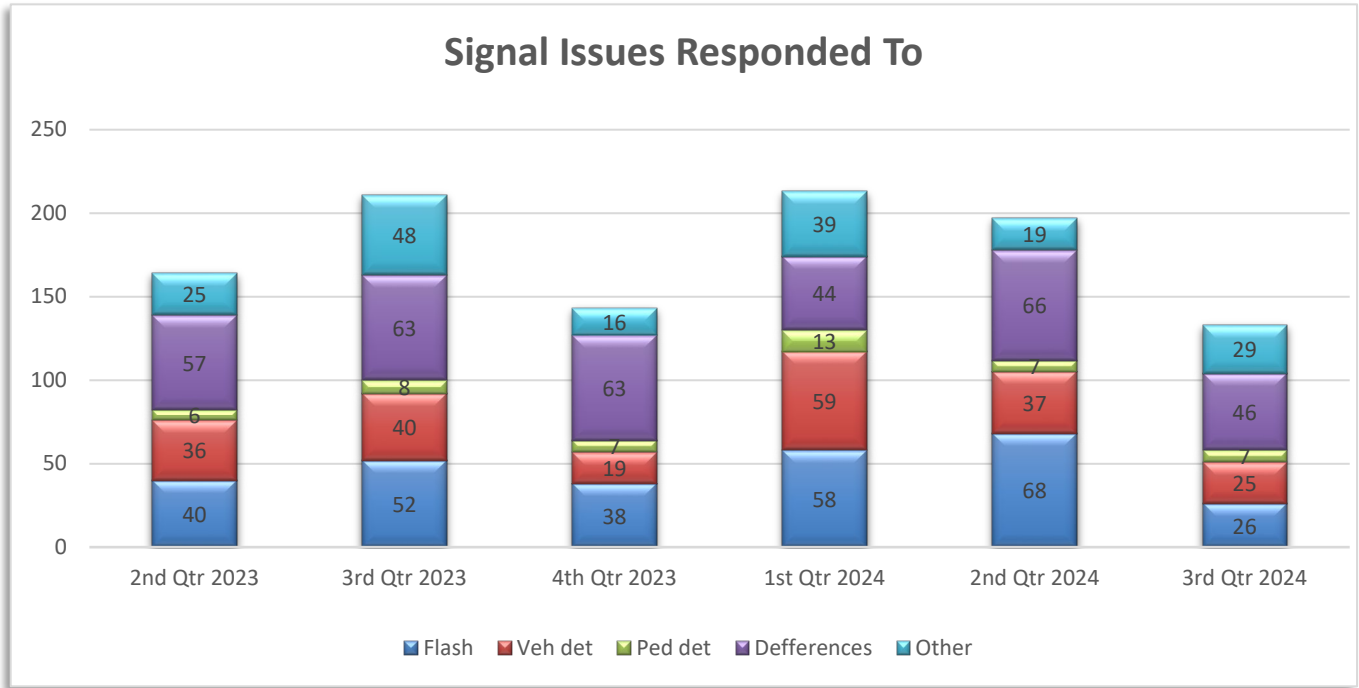


### Traffic Signal Event Tracking

Issue	Jurisdiction	Count	Issue	Jurisdiction	Count	
All Directions Flashing	Independence	2	Long Wait for Green	Lenexa	1	
	UGOVT	2		Lee's Summit	1	
	Leawood	2	Other	Merriam	1	
	Grandview	1		Raymore	1	
	Lenexa	1		Lee's Summit	1	
		MODOT	7	Ped Recalling	Grandview	1
	Mission	1	Shawnee		2	
			MODOT		2	
Cycling Improperly	MODOT			Independence	1	
	Leavenworth	2		MODOT	1	
	Raymore	2				
Detection Not Working Correctly	MODOT	6	Phase Actuating W/NO vehicle	Mission	1	
	Bonner Springs	1	Phase Backing Up	MODOT	1	
	Gladstone	3		Raymore	1	
	Lenexa	5	Phase Skipped	MODOT	1	
	Lee's Summit	1				
	Independence	7				
	Merriam	1	Poor Progression	Lee's Summit	1	
	UGOVT	1				
Green Time to short	MODOT	1	Preempt Not Working Properly	Mission	1	
	Lenexa	1		Lenexa	1	
Indication Burned out			Program Replacement Controller	Merriam	2	
	Lee's Summit	1		Grandview	1	
	MDOT	4		MODOT	1	
Intersection Not Running Correct Plan			TransSuite Database Comparison Diff	Shawnee	11	
	MODOT	2		Bonner Springs	2	
				Independence	4	
				Fairway	1	
				Lee's Summit	4	
				Lenexa	6	
				MODOT	5	
				Merriam	2	
				UGOVT	11	
			Total	133		

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

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



## **Steering Committee Budget Report**

### **August 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, one agency a one-year and one agency 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.
- Local OGL #65377 (deferred balance) of \$10,483 is a separate account of local funds for expenses not covered by STBG funds.
- Total Expenses average 79.4% compared to month 21 of 24-month budget percentage of 88%. 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 STBG operations funding 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 or January 2025.
- STBG funds we fully expended in August.
- The ending balance of local funds is \$473,332.
- Complete report for September end was not available but has an approximate ending balance of \$383,326.76.

Mid-America Regional Council (MARC)				
MO & KS OGL Operations #65240				
2-Year Budget Period Beginning December 1, 2022				
Report Ending 08/31/2024				
	Two-Year	Cumulative	Balance	% Variance
Expenses	Program Budget	To Date	(yet to be spent)	Cumulative/Budget 21 / 24 months = 88%
Salaries, Fringe Benefits, Indirect Costs	\$1,578,959.68	\$1,330,402.04	\$248,557.64	84.3%
Consultants/Contracted Services	787,270.00	577,072.03	210,197.97	73.3%
Legal Fees	10,000.00	2,584.40	7,415.60	25.8%
Meeting/Travel (In/Out of Region & Registration)	12,400.00	5,871.14	6,528.86	47.3%
Rent	20,497.19	12,172.18	8,325.01	59.4%
Telephone/Maint. (Internet, mobile, ConferSave, USB modem)	13,200.00	9,340.25	3,859.75	70.8%
Miscellaneous (classified ads, postage)	500.00	3.96	496.04	0.8%
Insurance	8,000.00	5,462.64	2,537.36	68.3%
Equipment/Computer/Supplies	150,773.13	106,273.36	44,499.77	70.5%
Service Agreements	1,400.00	-	1,400.00	0.0%
Automobile Gas/Maintenance	10,800.00	7,251.31	3,548.69	67.1%
Professional Memberships	1,000.00	-	1,000.00	0.0%
Training	2,000.00	1,820.13	179.87	91.0%
Utilities	11,200.00	11,276.29	(76.29)	100.7%
<b>Total Expenses</b>	<b>\$2,608,000.00</b>	<b>\$2,069,529.73</b>	<b>\$538,470.27</b>	<b>79.4%</b>
	Two-Year	Cumulative To Date	Balance	% Variance
Revenues (Reimbursement from DOT's at 80/20)	Program Budget			Cumulative/Budget
STP Funding, KDOT	\$419,999.99	\$419,999.99	\$0.00	100.0%
STP-Funding, MoDOT	980,000.01	980,000.01	0.00	100.0%
Local Gov't Funding-Required 20% match	350,000.00	350,000.00	0.00	100.0%
<b>Total Revenues for Federal Grant</b>	<b>\$1,750,000.00</b>	<b>\$1,750,000.00</b>	<b>\$0.00</b>	
Local Gov't Revenue above 20% match	858,000.00	\$319,529.73	538,470.27	
<b>Combined Revenues</b>	<b>\$2,608,000.00</b>	<b>\$2,069,529.73</b>	<b>\$538,470.27</b>	
Local Government Revenues				
Funds available		1,124,378.96		
Funds billed but not yet received.		8,000.00		
Local Operation Green Light Program #65377 (deferred balance)		10,483.16		
Total available		1,142,862.12		
Less: Amount applied to OGL grant 65240 - Cumulative to Date		(350,000.00)		
Less: Amount above required match		(319,529.73)		
Less: Amount transferred to other grants		0.00		
<b>Ending Balance 08/31/2024</b>		<b>\$473,332.39</b>		
<b>Reserve/Emergency (local funds)</b>		<b>\$300,000.00</b>		