OGL STRATEGIC PLAN WORKSHOP

April 28, 2025 – 12pm – 4pm (In-Person)

MARC Conference Center
Lewis & Clark Room (600 Broadway Blvd., Suite 200, Kansas City, MO 64105)

<u>AGENDA</u>

12:00pm	Lunch
12:30 – 1pm	Introductions, Welcome and National Perspective and Icebreaker
1pm – 1:15pm	OGL Steering Committee Business and Updates

- VOTE: Approval of January 27 Committee Minutes
- VOTE: Approval of Iteris Supplemental No 1
- Operations Report
- Budget Report
- A Guide to Operation Green Light
- Operation Green Light Survey

1:15pm – 1:45pm	KC FIFA World Cup 2026 Transportation Update

- Jason Sims, Director of Transportation – KC 2026

1:45pm – 2:30pm	Review of 2016 and 2021 Strategic Plans Group Discussion/Questions

- 2025 Survey Results
- OGL Mission and Vision
- OGL and TSMO
- Funding Model for OGL
- Other

2:30pm – 2:45pm	Break
2:45pm – 3:30pm	Breakouts (See Detail on Page 2):

- Core Operations – Truman Room
- Technology – Lewis & Clark Room (left side)
- Regional Initiatives – Eisenhower Room
- Communication with Partner Agencies and the Public (Lewis & Clark Room (right side)

3:30pm – 4pm	Breakout Reports, Closing Announcements, Other Business, and Action Items

- Next Regularly Scheduled Meetings: Mondays at 1:30, July 28, October 27, 2025

<u>Breakout Descriptions:</u>

Core Operations: This breakout will focus on core operational strategies of OGL, including incident detection, traffic management, reducing congestion, improving safety, and regional movement of traffic. Moderator: Blake Hansen, Olsson

Technology: This breakout will discuss current and potential technologies to incorporate into the OGL initiative. Topics will include data sharing platforms, software, probe data, and real-time traffic monitoring. Moderator: Jeremy Stretz, Olsson

Regional Initiatives: This breakout will cover current and potential regional collaboration to ensure that OGL is effectively meeting its mission to provide efficient signal coordination that reduces congestion across the region. Moderators: Mike McKenna and Addison Miller, Affinis

Communication with Partner Agencies and the Public: This breakout will discuss what could or should be shared with the public, elected officials, key stakeholders, and agency leadership regarding OGL. This breakout will also discuss updates to the OGL website and brochures. Moderator: Lisa Miller, Olsson

OPERATION GREENLIGHT
TURNING STOP LIGHTS INTO GO LIGHTS

OGL STEERING COMMITTEE MEETING MINUTES
Monday, January 27, 2025, 1:30 p.m.
Hybrid In-Person/Virtual Meeting: MoDOT / OGL offices and online via Microsoft Teams

Members Present	MARC Staff Present	Non-Members Present
Athena Huynh, Grandview	Barry Viss	Kurt Rotering, Olsson
Mathias Lwomeleza, Raytown	Ray Webb	Christos Achillides, Iteris
Thomas Northup, KDOT	Cedrick Owens	Jeremy Stretz, Olsson
Sol Moinuddin, KCMO	Darren Adams	John Miller, FHWA
Steve Schooley, Lenexa	Scott Cutshall	Mike McKenna, Affinis
Kristofer Finger, KCK	Ron Achelpohl	Joseph Abboud, KDOT
Mark Green, Independence		Anirudh Dasari, KDOT
Dave Northup, KDOT		Eric Kopinski, MODOT
Stephanie Boyce, Mission, Vice Chair		Doug Ripley, TCC
Sherri McIntyre, Liberty		Lisa Miller, Olsson
John Culp, Lenexa		Janelle Clayton, Merge Midwest
Noel Forrester, Olathe		
Randy Fine, Merriam		
Justin Stewart, Leavenworth		
John Sullivan, Westwood		

Welcome
The meeting started at 1:30 p.m. Stephanie Boyce Vice-Chair, welcomed all and introductions were made.

1. **Passing of the gavel and OGL Steering Committee By-laws**
   Noel was recognized for leading the OGL steering committee for the last two years with a plaque/gavel. Members were directed to the by-laws in the packet for their review.

2. **VOTE: Approval of October 28, 2024, committee minutes**
   Noel made a motion to accept the minutes and Steve seconded. The motion was supported and approved.

3. **VOTE: Approval of Daryl Kelly Supplement No 2**
   Steve made a motion to accept the supplemental and Noel seconded. The motion was supported and approved.

4. **VOTE: Approval of Olsson Supplemental No 1**
   Noel made a motion to accept the supplemental and Steve seconded. The motion was supported and approved.

5. **VOTE: Approval of OGL Vehicle purchase**
   Steve made a motion to accept the proposal and Sherri seconded. The motion was supported and approved.

6. **Agency Updates Roundtable**
   Kris discussed the advancement of Buc-ees, following changes in development, relocation of Village West Pkwy, and working with KDOT to signalize the off ramps at 110th. Kris added they are expecting significant volume changes over the next two years.

Stephanie noted the ongoing work that Olsson is leading with OGL support to add Johnson Drive onto the OGL network from Broadmoor to Roe drive. Plans are being developed and are near 60%.

7. **Hot topic – Improve I-70 presentation. Eric Kopinski, PE – Program Director**
   Eric summarized work that has been done in the last couple of years in Missouri. Current funding levels allow for a major improvement project approximately every five years. MODOT received 2.8 billion dollars in May of 2023 for the funding of these projects. A primary goal for the future improvement of I-70 would be to add an additional lane for both east and west directions. Currently they are working on a 20 mile stretch between US-63 and US-54, expected to finish in 2017. There was also a request for additional funds that would be used toward other projects: outer roads, ITS, smart work zones, speed management, or wildlife crossings.

8. **OGL Strategic Plan Update**
   Mike McKenna gave a quick history of OGL and emphasized the need to continue to look to the future, updating our Strategic Plan document. A survey will be sent out. It would be helpful to have a workshop with the steering committee members to focus on updates to the plan. It was decided to incorporate the workshop into the next Steering Committee meeting in April.

9. **SMART Grant update and MO Crowd Source project**
   The draft implementation report is due by February 2. Project is completed at the end of March. While OGL was not granted SMART Grant funding for Phase 2, we do have some funds from the CMAQ program in Missouri that is available for these efforts. Obligation for them is needed by Aug 1. A 20% local match is required, so if all the money were put to use the local match per agency, based on number of signals, would be as shown in the below table.

	Missouri CMAQ Crowdsource Project Funding Local funds of $105,400 CMAQ funds of $421,700		
	Agency	**Locations weighted by % ownership**	**Based on Cost per signal**
1	BELTON	7	$ 1,387
2	BLUE SPRINGS	10	$ 1,981
3	GLADSTONE	10	$ 1,981
4	GRANDVIEW	10	$ 1,981
5	INDEPENDENCE	36	$ 7,132
6	KCMO	200	$ 39,624
7	LEE'S SUMMIT	16	$ 3,170
8	LIBERTY	6	$ 1,189
9	MODOT	220	$ 43,586
10	NORTH KANSAS CITY	7	$ 1,387
11	RAYMORE	7	$ 1,387
12	RAYTOWN	3	$ 594
	TOTALS	532	$ **105,400**

10. **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 have been received, programed and/or delivered. Currently, 14 of 16 CCTV's have been installed. Two locations for MoDOT have conduit problems. The project has been on hold during adverse weather but has restarted this week.

11. Quarterly operations report

Barry Viss highlighted a few items from the report which was included in the meeting packet. Notably, a large signal timing project was completed in Olathe along 119th St and surrounding area. Work continues on a very large timing project in KCMO. 25 intersection turning movement counts were captured in the 4th Quarter

12. Quarterly budget report

Ray highlighted that the year ended under budget and the program has begun using STBG funding. MoDOT and KCMO 2025 local agreements are in progress. All others are a continuation that should be through 2026. Invoices for 2025 are expected to be sent in late February.

13. Other business

Upcoming Conferences:

 KDOT Transportation Safety Conference: March 4-5, Wichita, KS
 ITE Spring Virtual Meeting: March 25-26
 2025 TEAM Conference: March 11-13m St. Louis, MO
 Kansas Transportation Engineering Conference, April 8-9, Manhattan, KS
 MoVITE: April 13-16, Memphis TN
 ITS Heartland: April 28-30, Overland Park, KS

Ray reminded the committee that besides real time signal timing, coordination and communications work, OGL staff can also respond to work zones and we like to be able to review design plans related to phasing and timing of projects ahead of time. Also, for OGL locations, we maintain Synchro models and traffic volume data that may be useful for an agency's planning purposes.

Next meeting date: April 28, 2025, 1:30 p.m. at MARC.

Adjournment – Meeting was adjourned at 2:42 p.m.

ISSUE:
VOTE: Authorization to enter into a supplemental contract with Iteris, Inc., for traffic signal timing and engineering support services for MARC's Operation Green Light Program.

BACKGROUND:
Operation Green Light (OGL) is a regional traffic signal coordination and operations program involving local governments and the State Departments of Transportation in Kansas and Missouri. This initiative improves regional traffic flow, air quality and fuel consumption. As a key part of this work, OGL develops and implements traffic signal timing plans in cooperation with participating state and local governments and monitors real-time operations on roadway intersections in the program. Continued traffic signal timing and engineering support services will be integral to the successful operation of the OGL program. These services are needed to continue efforts to keep signal timing at its peak level of performance at the over 750 traffic signals that OGL currently supports for 28 agencies and over 1500 traffic signals supported by the regional software.

MARC has contracted with Iteris in April 2023 of which the first two-year term expires the end of April 2025. MARC is exercising the allowable one-year extension.

BUDGET CONSIDERATIONS:
Funds for this application come from the OGL local funds.

REVENUES	
Amount	$48,000
Source	STBG and local agency funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	$48,000
Pass-Through	
Other (supplies, printing, etc.)	

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.

COMMITTEE ACTION
The Operation Green Light Steering Committee will meet on April 28, 2025, to vote to recommend the approval of a one-year extension not to exceed $48,000 per contract.

RELATED JURISDICTIONS:
Missouri Department of Transportation, the Cities of Belton, Blue Springs, Gladstone, Grandview, Independence, Kansas City, Lee's Summit, Liberty, MoDOT, North Kansas City, Raymore and Raytown in Missouri and the jurisdiction of the Kansas Department of

AGENDA REPORT

MARC Board of Directors

Transportation, the Cities of Bonner Springs, Fairway, Lansing, Leavenworth, Leawood, Lenexa, Merriam, Mission, Mission Woods, Olathe, Overland Park, Prairie Village, Roeland Park, Shawnee, Westwood and the Unified Government of Wyandotte County/Kansas City in Kansas.

RECOMMENDATION

Authorize the Executive Director to enter a supplemental agreement with Iteris Inc., for Traffic Signal Timing and Engineering Support Services for the Operation Green Light Program.

STAFF CONTACT

Ron Achelpohl
Ray M. Webb

Operation Green Light
Operations Report 1st Quarter of 2025

Operation Green Light (OGL) is a bi-state, multi-jurisdictional regional effort to improve traffic flow and reduce vehicle emissions through safe and efficient traffic signal operations. For more information on the program, visit www.marc.org/OGL.
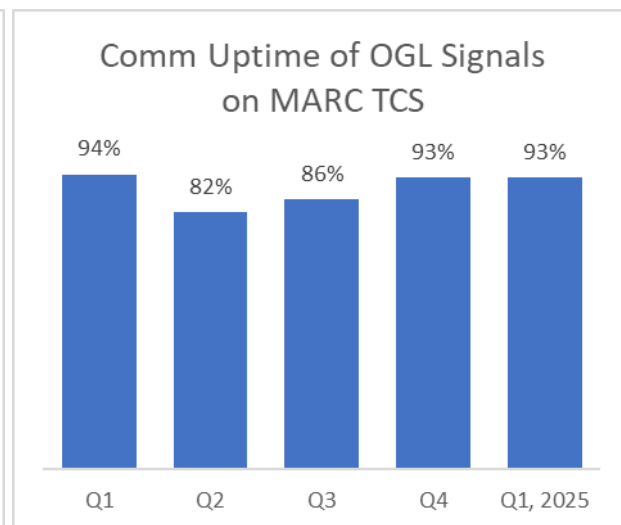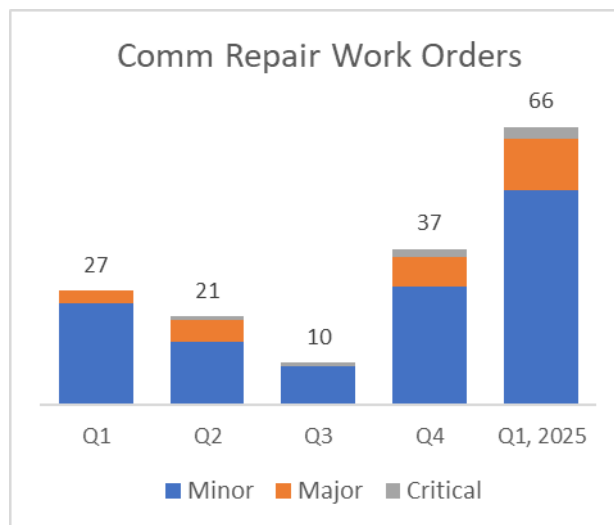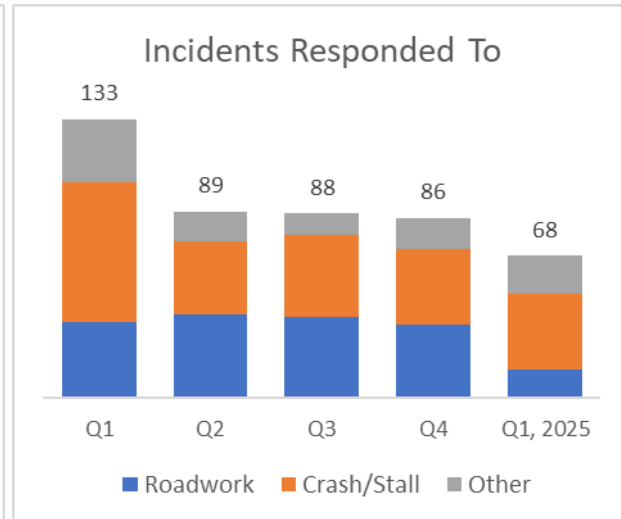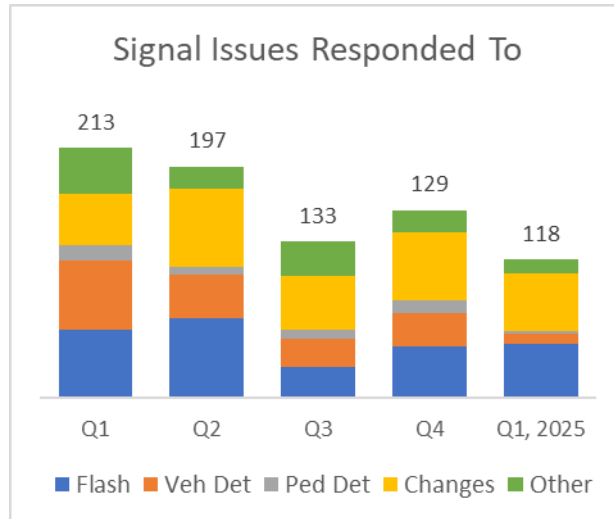
Signal timing efforts
- New plans were installed on M-9/Burlington Ave.
- OGL staff collected 14 traffic counts.

Noteworthy software/hardware efforts
- USDOT SMART Grant efforts are completed
- MO CMAQ Camera and Controller project completed
- OGL and TransCore staff reestablished Center-to-Center connection b/w MARC and KCMO
- OGL, ETI and Radwin staff continue to investigate the poor performance of a key backbone link
- OGL, KC Scout and ETI continue working on re-establishing video sharing
- OGL and OP staff continue working to re-establish connectivity

Other activities

Signal Issues Responded To — Q1: 213, Q2: 197, Q3: 133, Q4: 129, Q1, 2025: 118 (Flash, Veh Det, Ped Det, Changes, Other)

Incidents Responded To — Q1: 133, Q2: 89, Q3: 88, Q4: 86, Q1, 2025: 68 (Roadwork, Crash/Stall, Other)

Comm Repair Work Orders — Q1: 27, Q2: 21, Q3: 10, Q4: 37, Q1, 2025: 66 (Minor, Major, Critical)

Comm Uptime of OGL Signals on MARC TCS — Q1: 94%, Q2: 82%, Q3: 86%, Q4: 93%, Q1, 2025: 93%

Steering Committee Budget Report
March 31, 2025, 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 2025-2026 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 most 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 768 signals at $800/signal is $614,400 and the total federal STBG funds are $850,000. This results in approximately a 58% federal to 42% local funding split.

Budget Summary:

- Reserve / Emergency (local funds) balance remains at $300,000.

- Total Expenses average 19.2% compared to month 3 of a 12-month budget percentage of 100%. Balances are in the ranges to be expected with the Automobile gas/maintenance at 30% due to tires/alignment/oil change in February.

- The ending balance of local funds is -$55,700.65. The amount is negative due to not having enough local funding that had come in as of the end of March to cover the 20% match. This will correct once payments are received.

- Local match invoices were sent in March. $4000 is shown received for March ending but other payments have been received in April. As of mid-April, payments have been received from Shawnee, Grandview, Lenexa and Leavenworth.

- Request for the first STBG reimbursement from MoDOT and KDOT will be sent in the near future.

- The October 2024 meeting discussed the potential for increasing the local match (currently at $800/signal) due to the increasing reliance of federal funds and overall increasing costs. A meeting to discuss this will be scheduled in the future. Various options were included in the October 2024 Steering Committee meeting packet.

Mid-America Regional Council (MARC)
MO & KS OGL Operations #65250
1-Year Budget Period Beginning January 1, 2025
Report Ending 03/31/2025

Expenses	One-Year Program Budget	Cumulative To Date	Balance (yet to be spent)	% Variance Cumulative/Budget 3 / 12 months = 25%
Salaries, Fringe Benefits, Indirect Costs	$897,230.00	$179,142.63	$718,087.37	20.0%
Consultants/Contracted Services	416,100.00	87,684.11	328,415.89	21.1%
Legal Fees	5,000.00	-	5,000.00	0.0%
Meeting/Travel (In/Out of Region & Registration)	10,700.00	556.00	10,144.00	5.2%
Rent	8,142.00	1,621.54	6,520.46	19.9%
Telephone/Maint.(Internet, mobile, ConferSave, USB mode	6,600.00	1,771.92	4,828.08	26.8%
Insurance	3,500.00	657.96	2,842.04	18.8%
Equipment/Computer/Supplies	90,228.00	4,952.41	85,275.59	5.5%
Service Agreements	500.00	-	500.00	0.0%
Automobile Gas/Maintenance	5,400.00	1,624.66	3,775.34	30.1%
Professional Memberships	500.00	-	500.00	0.0%
Training	1,500.00	-	1,500.00	0.0%
Utilities	7,000.00	491.96	6,508.04	7.0%
Total Expenses	**$1,452,400.00**	**$278,503.19**	**$1,173,896.81**	19.2%

Revenues (Reimbursement from DOT's at 80/20)	One-Year Program Budget	Cumulative To Date	Balance	% Variance Cumulative/Budget
STP Funding, KDOT	$250,000.00	$65,530.12	$184,469.88	26.2%
STP-Funding, MoDOT	600,000.00	157,272.42	442,727.58	26.2%
Local Gov't Funding-Required 20% match	212,500.00	55,700.65	156,799.35	26.2%
Total Revenues for Federal Grant	**$1,062,500.00**	**$278,503.19**	**$783,996.81**	
Local Gov't Revenue above 20% match	389,900.00	-	389,900.00	
Combined Revenues	**$1,452,400.00**	**$278,503.19**	**$1,173,896.81**	

Local Government Revenues		
Funds available		4,000.00
Funds billed but not yet received.		602,400.00
Less: Amount applied to OGL grant 65250 - Cumulative to Date		(55,700.65)
Less: Amount above required match		0.00
Less: Amount transferred to other grants		0.00
Ending Balance 03/31/2025		**($55,700.65)**
Reserve/Emergency (local funds)		**$300,000.00**

OPERATION GREENLIGHT

TURNING STOP LIGHTS INTO GO LIGHTS

MARC — MID-AMERICA REGIONAL COUNCIL

A GUIDE TO OPERATION GREEN LIGHT (OGL)

PURPOSE OF OGL PROGRAM

The Kansas City-area **Operation Green Light (OGL) program** helps agencies manage traffic signals in real-time to improve traffic flow. It monitors signals for issues like malfunction flash, stuck pedestrian buttons, and faulty detection systems. It makes timing changes to improve traffic flow during construction or incidents and as travel patterns change over time due to growth and development.

KEY OPERATIONS

Real-Time Monitoring: The OGL team uses CCTV cameras to monitor signals. If there's a problem that can't be resolved immediately through the system, technicians are dispatched to fix the issue.

Work Zones: When lane closures happen, OGL can adjust traffic signals to help traffic flow better. This can include tweaking existing signal timings or running a different control strategy.

Incident Management: OGL responds quickly to traffic incidents by executing pre-planned timing responses to minimize disruptions. These plans have been developed in the areas surrounding I-35 from Antioch to 95th Street, I-435 from MO-210 to 63rd St and I-70 from I-470 to Manchester.
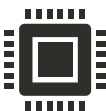
Controller Programming: Changes to intersections or new controllers require updates to timing settings – including red, yellow, and pedestrian timing. This can be done in advance at the OGL office or remotely.

HOW OGL DATA CAN HELP YOU

OGL can provide agencies with traffic data, including Synchro models, traffic counts, and controller data. Agencies can request this data through OGL with the proper authorization.

FAST FACTS

750+ Traffic Signals

200+ Roadway Miles

1.7 Million Trips/Day

58/42 Federal Funding/Local Agency

PLANNING, DESIGN AND CONSTRUCTION

- During planning and design work, agencies should provide the OGL team with a concept of operations or plan sheets to review any impacts on OGL traffic signals, especially if lane closures are involved.
- Project teams should coordinate early in projects involving OGL traffic signals to address signal timing, phasing, and network communications. OGL can also assist with mounting wireless radios or CCTV and support JSPs (job special provisions).
- If a project will impact an OGL signal, involve the OGL team in pre-construction meetings to prevent delays or issues.
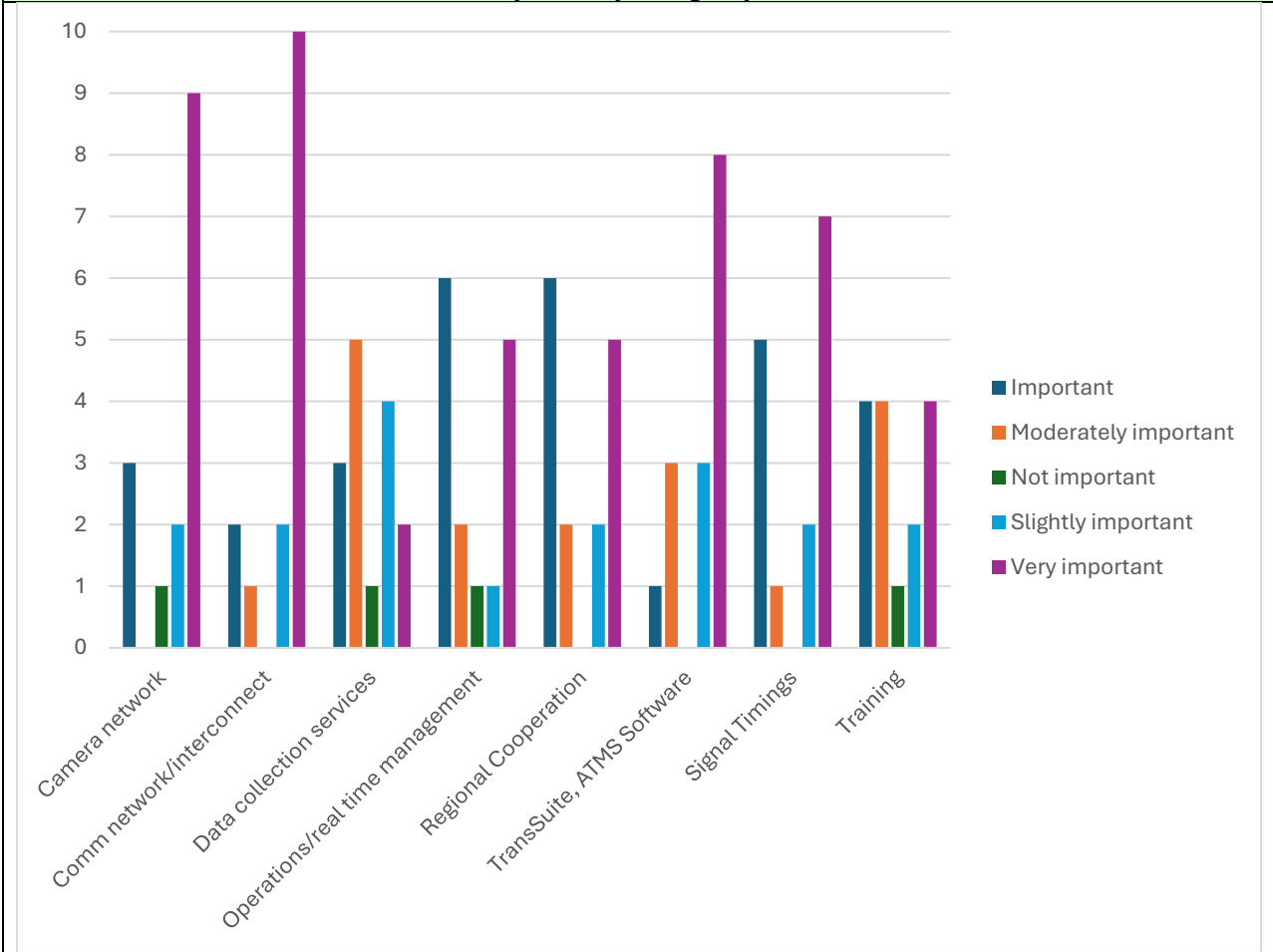- OGL Standard Details
- OGL Technical Special Provisions

For more information, please visit the **OGL website** and **OGL Signal Map**.

**Strategic Plan Survey – 2025**

Preliminary Results

| **Question 1:** Rate these services and products that OGL offers based on the importance and desirability to you and your agency. |
| :---: |

Question 2: If you could change one thing to make the OGL program better for your agency what would that be?
Signal controller alternatives, training, product feature comparisons, TransSuite UCM compatibility
Able to acquire funding to help with surrounding municipalities like STP does.
Add personnel.
N/A. OGL meets our needs.
Our needs are pretty minimal. Ray and Barry have always been available.
Better communication of when changes are made.
Make accessing devices easier and share plans for amount of data brought back in the network.
I think it works good the way it is now
Have OGL be part of MoDOT and not MARC so they would coordinate activities
Increased repair work of camera & communications networks
More field training

Question 3: What is one thing that OGL provides that you would be disappointed if they stopped providing?
All aspects of a Central system. Enhancements, periodically looking into alternate systems, funding, etc.
Signal Timings
Operations/real time management.
Contact with OGL Staff
IT help
Temporary cameras during construction to maintain communications
Connectivity (Network, Access, Shared Systems/ATMS)
Ray Webb
Web access to TransSuite / ATMS information
TransSuite

Question 4: What other funding sources should OGL explore?
Anything from KDOT...
Not sure, everything.
Aren't they already exploring all avenues? Public-Private Partnerships?
Not familiar with other funding sources available/eligible.
No clue
Adding Conflict monitors to the network.
SS4A?
Emergency Management & Law Enforcement Grants
Federal Grants

Question 5: Should OGL be testing new innovations? If yes, would agencies be willing to increase the per signal cost to do so?
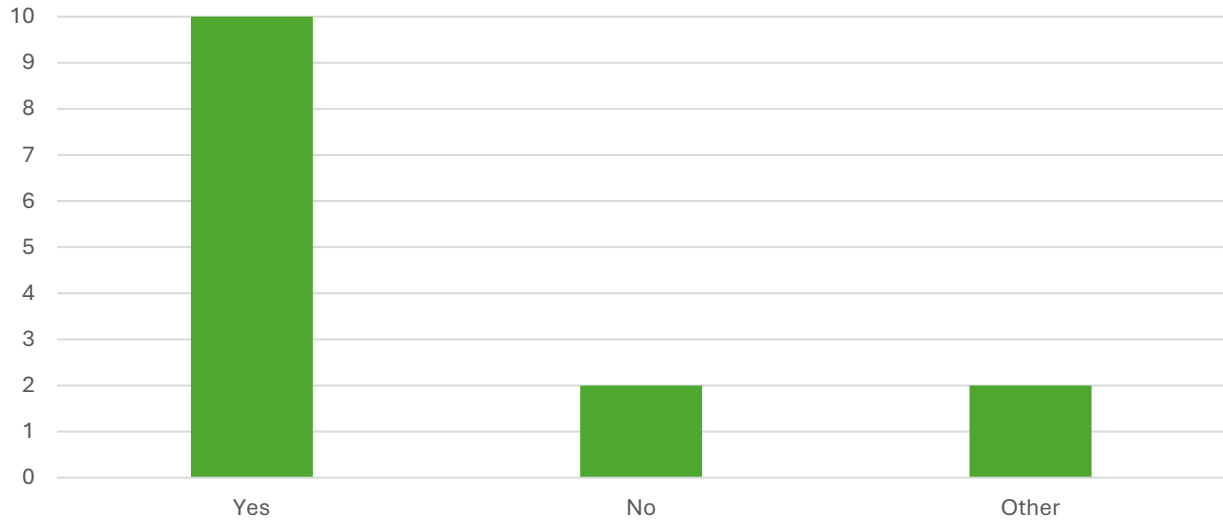
Other 1: OGL should help new testing with collaboration with municipalities willing to cooperate.
Other 2: What types of innovations? I tend to think we struggle to maintain what's currently in place.

Question 6: What else should we consider in updating the strategic plan?
Continue the work in, and emphasis on, signal performance measures. Either crowd sourced or central system derived
Nothing I am aware of
More frequent corridor timing plans. Possibly every 3 yrs?
Small 1-3 entity meetings to focus on corridor future/timing changes
Branding & Marketing (Public Awareness)
Depending on the technology tested in the above questions, we may be willing to increase the per signal cost. It would be something we would need to budget for and be part of the process in selecting
How to integrate better with SCOUT and MoDOT
If the system runs on 'per signal' cost, is it possible to have 'scales' of involvement? IE real time management in peaks VS annual retiming VS ensure camera & communications working
Data collection services