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Mid-America Regional Council

OPERATION GREENLIGHT
TURNING STOP LIGHTS INTO GO LIGHTS

OGL STEERING COMMITTEE AGENDA
Monday, October 27, 1:30 PM
In-person, at MARC, 600 Broadway and on-line
Lewis and Clark Conference Room

Welcome & Introductions

1. **VOTE: Approval of July 28 Committee Minutes***
2. **VOTE: OGL Strategic Plan Final - Presentation and Request for Approval***
3. **Agency Updates Roundtable**
4. **Hot Topic: Real-Time Miovision Platform for Preemption, SPM and Safety Metrics.**
   Matt Seggerman, PE, Project Manager, St. Charles County
   Jacob Becher, PE, Project Manager, St. Charles County
5. **2026 Work Plan**
6. **New MO Only CMAQ Arterial Performance Measures Project Update**
7. **Quarterly Operations Report and Network Update**
8. **Quarterly Budget Report and Future Funding**
9. **Discussion of Local Operations Match**
10. **2029-2030 OGL Budget Proposal**
11. **2029-2030 STBG / CMAQ Call for Projects**
    - ATMS system software
    - Infrastructure

Other business

***Action Items**

Next Regularly Scheduled Meetings: Mondays at 1:30, January 26, April 27, July 27, October 26, 2026

Adjournment

OPERATION GREENLIGHT
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OGL STEERING COMMITTEE MEETING MINUTES
Monday, July 28, 2025, 1:30 p.m.
MARC offices in person

Members Present	MARC Staff Present	Non-Members Present
Stephanie Boyce, Mission, Vice Chair	Patrick Trouba	Kurt Rotering, Olsson
Brian Geiger, Overland Park	Ray Webb	David Northup, KDOT
Shawn Gotfredson, Overland Park	Cedrick Owens	Mike McKenna, Affinis
Doug Wesselschmidt, Grandview	Darren Adams	Blake Hansen, Olsson
Steve Schooley, Lenexa	Scott Cutshall	Lisa Miller, Olsson
Kristofer Finger, UG	Megan Broll	Addison Miller, Affinis
Mark Green, Independence		Christos Achillides, Iteris
John Sullivan, Westwood		Lisa Seymour, TCC
Sherri McIntyre, Liberty		Jamie Mackey, Olsson
		Jason Haynes, HDR
		Melissa Schmitz, MoDOT
		Jason Sommerer, Bartlet and West
		Lauren Krutty, KCSA
		Eric Rorstrom, KCSA
		Ryan Hale, MoDOT
		Mohammad Shehada, HDR

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

1. **VOTE: Approval of April 28, 2025, committee minutes**
   Steve made a motion to accept the minutes and Kristopher seconded. The motion was supported and approved.

2. **Agency Updates Roundtable** (staff changes, work zones, future construction)
   Mission has a project on Johnson drive from Metcalf to Roe Avenue that is out for bid. It closes at the end of August. This project builds the network, new traffic signal controllers, and CCTV's to allow OGL to operate this corridor.
   Brian noted that there are several retirements recently in Overland Park where there are currently several job openings.
   Doug asked about the MoDOT 470 roadwork. The WB closure this AM was extend to 10AM that was unplanned due to some construction issues. There were several crashes in the one lane that was being allowed thorough. The project was a 10" mill and overlay.

3. **Presentation: Lauren Krutty, AICP, KC Streetcar Operations**
   Lauren presented the latest status of the streetcar expansion. Operates every day 365 days of the year and achieve a 10–12 minute frequency. Now have 14 streetcars (doubled since opening). Two construction projects underway. The main street extension opens October 2025 and the Riverfront extension opens Spring 2026. Details of the expansion were provided. The signal system details were provided including controls, Transit Signal Priority (TSP) both started and current technology. The central software system is Centracs. Details of how signal control priority is handled was provided. Initial TSP testing shows a 2 minute savings of the round trip run time or approximately 5%. Questions related to the signal control system should be directed to Sol.

4. **OGL Strategic Plan Draft - Presentation**
   Mike provided a summary of the strategic plan and walked through the plan and highlighted items. Suggestions related to OGL can be a central point for training for the region that includes local agencies having training and OGL can assist with broadening the training with rest of the region. Discussed issue with budget especially the local match as costs increases.
   Comments are asked to be provided to Ray by Friday August 8, 2025. The final plan will be sent to the committee the end of September / Early October with the request for agenda items for the October 27th Steering Meeting.

5. **USDOT SMART Grant**
   Blake provided a summary of the USDOT SMART Grant. Blake noted the materials that were delivered to USDOT related to the data management plan, evaluation plan and the implementation plan. The final documentation is one that is internal and requires confidentiality as required by the vendors. That document will be shared with the agencies that participated but must not share the document and is marked confidential and can't be shared under the sunshine requests.
   In general, the effort was a pilot project that evaluated the four vendors according to the 60 requirements. In summary, it is recommended that the region invest in crowdsourced arterial performance management systems that will help provide efficiency in where signal timing work should be focused on rather than the current method that is more subjective. Also, it provides real-time arterial performance to help in responding to incidents or signal issues and is a valuable tool to help in doing our work better and more efficiently.

6. **Quarterly Operations Report**
   New plans were installed on US 40 Hwy / Sterling (28) and MO 78 West End (3)
   Details-For US 40, Iteris was the consultant. 28 intersections, Mainly MoDOT, Independence and 1 KCMO intersection. AM raised from 85 to 90 CL, Midday went down from 100 to 90 CL and PM went up from 110 to 120 CL.

   Turning movement count data using Miovision was collected at 27 intersections.
   OGL staff responded to 182 Signal Issues and 71 traffic incidents. – shown in graphics
   TransSuite software was upgraded to version 25.1.3 and the next TCS update will be ready end of July/early September
   Two firewalls were upgraded and one new one was added to improve security.
   The regional backbone links that were not performing well have been repaired.
   OGL, KC Scout and ETI continue working on re-establishing video sharing.
   OGL and OP staff continue working to re-establish connectivity.
   Two days of TransSuite training sessions were held for partner agencies and Barry conducted two more at the MoDOT signal shop.

7. **Quarterly Budget Report and Future Funding**
   Ray provided an update on items are noted in the presentation and packet that expenses are on track. The main area of concern being the late issuing of the operations invoices and the length of time it is taking for agencies to pay. There is one agency that is still working or review of the standard agreement.
   Also, the -$108,643 local match as of May ending is now in the positive since several agencies paid after the May 30th close.

   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.

8. **Other Business**

- Missouri Highway Safety and Traffic Conference, September 16-18
- MoVITE, October 1-3
- KDOT Innovative Technology Summit, August 11
- Ray reminded that MARC leads the cooperative purchase group, Kansas City Regional Purchasing Cooperative (KCRPC) that agencies could use the contracts to purchase items such as wireless products, CCTV and a number of other electronics. Also OGL's contract with ETI contains regional cooperative purchasing language for things such as network repair at signals or fiber repairs, etc. An agency would only need to verify the bidding requirements meet their requirements. https://www.marc.org/local-government/cooperative-purchasing

Next meeting date: October 27, 2025, 1:30 p.m. at MARC.

Adjournment – Meeting was adjourned at 2:50 p.m.

1. Closed meeting (15 min) Discussion and Direction of the Missouri CMAQ Crowdsource Project

Meeting reviewed the Mo CMAQ project concept and got direction to move forward with the platform as is recommended in the internal USDOT Smart Grant implementation report.

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MARC
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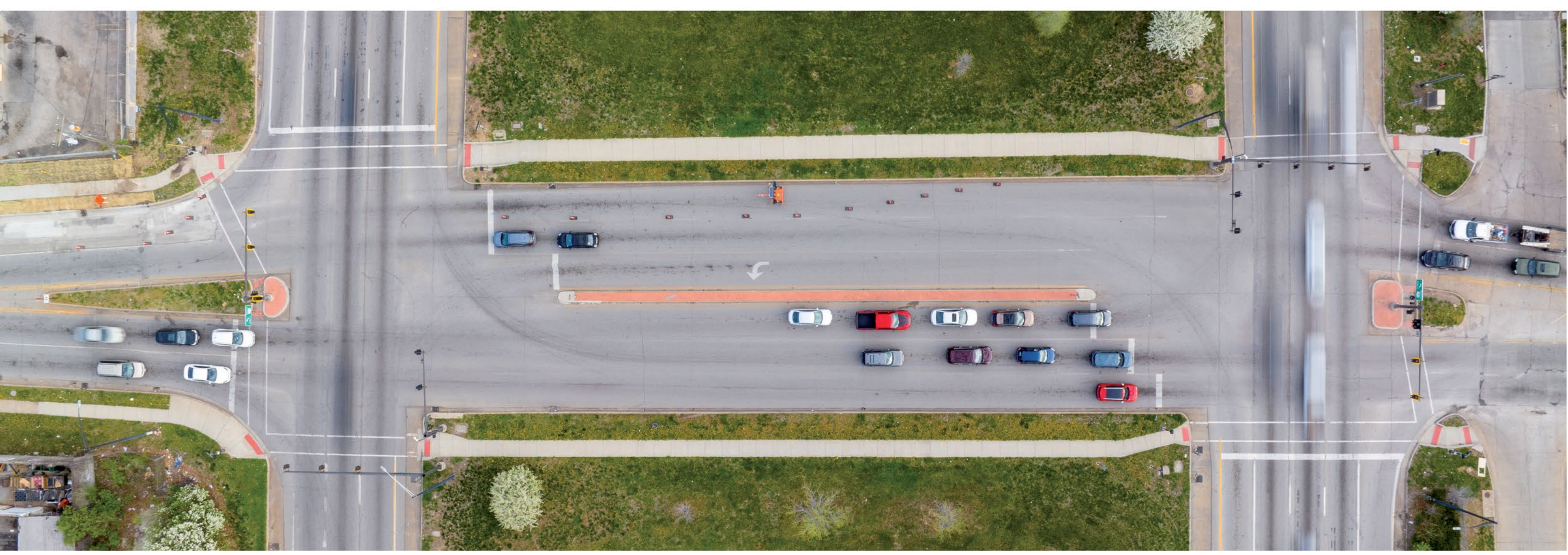
STRATEGIC PLAN 2025



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Adopted 2025

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Executive Summary

Operation Green Light (OGL), a regional traffic signal program launched in 1999, is setting new goals for growth and innovation through its 2025–2029 strategic plan. The process to develop the program started in 1998 as the City of Kansas City, Missouri, and the Missouri Department of Transportation began a joint study to address traffic signal needs. Through this effort, the need for coordination of traffic signal operations across jurisdictional boundaries was recognized. The program expanded across the region and continues to serve its clients well, earning national recognition as a model for signal management and interagency cooperation.

This document, the current strategic plan, for the years 2025-2029, is part of an ongoing process to develop a plan to sustain and grow the Operation Green Light program. As part of that process, Steering Committee members participated in a survey as well as an in-person workshop where they provided input and discussed the current and future goals and aspirations of the program as well as reviewed the current services and benefits provided by those services to determine the progress made toward each goal. This process was also used to brainstorm ideas for the future of the organization.

Based on stakeholder input, member agencies indicated that they are generally satisfied with the services provided by OGL. The consensus was that the services provided by OGL have led to improvements in these areas:

- Traffic flow along the region’s most heavily travelled routes resulting in time savings for road users.
- A reduction in pollutant emissions.
- An increase in safety due to the optimization of signalized corridors leading to fewer crashes.

Stakeholders also mentioned benefiting not only from OGL’s operations with coordinating traffic signals, but also from the staff’s support during planned construction and road work activities as well as during unplanned or emergency events. There was also an appreciation for the expertise and knowledge of OGL staff.

There were also areas that stakeholders found important to focus on for the future to improve and expand the benefits of OGL’s services. These priorities include:

- Continuing improvement of the use of technology including innovation opportunities
- Use of data to help in decision making
- Expansion of training opportunities and knowledge dissemination including regional technical support.

The goals and objectives for the strategic plan are shown on the following page:

- **Goal 1: Technology & Training**
  Continue to develop the Operation Green Light system using innovative and emerging technologies. Provide opportunities for staff and member agencies to improve skills and learn about emerging technologies through training.

- **Goal 2: Budget and Planning**
  Maintain and monitor a financial plan that adequately funds the program. Engage in a planning process to ensure the organization remains relevant and serves the needs of member agencies.

- **Goal 3: Communications and Public Education**
  Conduct outreach activities, both internally and externally, to make known the benefits and activities of the program.

- **Goal 4: Performance Management**
  Develop measures to assess the performance of the Operation Green Light program. Strive to continually improve performance

Introduction

Operation Green Light continues to be a model program across the country for Metropolitan Planning Organizations and multi-jurisdictional teams as an example for management of regional traffic systems providing benefit to all agencies and travelers in the area. To provide these benefits effectively, the program continues to refine practices and to incorporate new technologies and processes.

In collaboration with member agencies, OGL reviewed the existing strategic plan, and created a new roadmap to guide its efforts through the year 2029 and beyond. Staff and member agency input resulted in refinements of goals and objectives to guide the program. This was the first time the Steering Committee convened in person for a strategy session since 2016.

This strategic plan provides program direction and a framework for development and implementation of new initiatives. The 2025 strategic plan focuses on four areas:

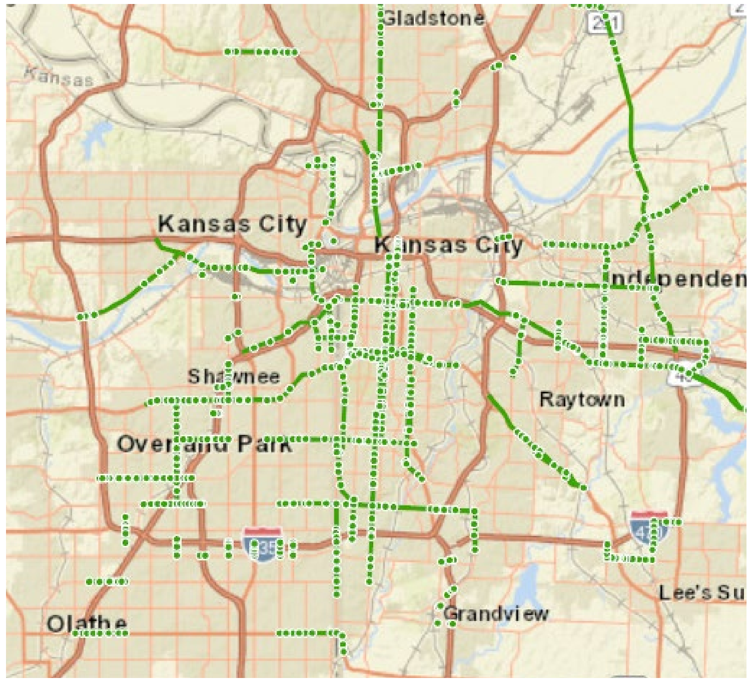
- Technology and training
- Budget and long-term planning
- Public outreach and communication
- Performance tracking.

This strategic plan not only focuses on the future of the organization but also reflects on the program's history and its continued impact. A review of the progress made on the current strategic plan is also included to help in developing achievable tasks and practical steps that continue to drive the organization forward.

1 Program Operations

1.1 Program Overview

OGL is a significant cooperative effort to improve the operation of traffic signals and incident response on major routes throughout the Kansas City metro area. This includes providing services for over 750 traffic signals across the region and includes agencies from both Kansas and Missouri. OGL staff provide oversight and technical expertise.



Source: https://www.marc.org/Transportation/Programs/Operation-Green-Light/OGL-System-Map

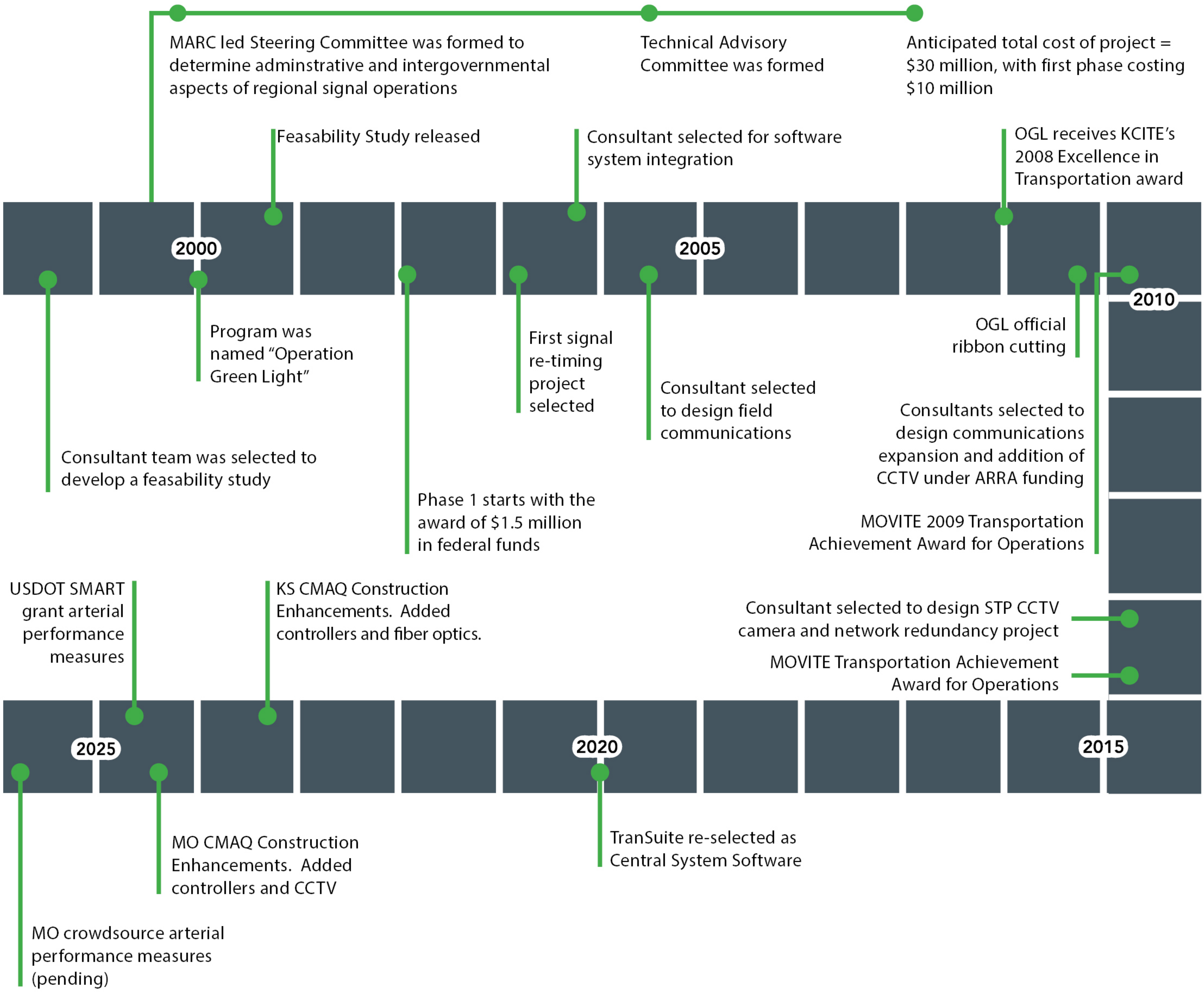
1.1.1 Origin of OGL

OGL was out of a 1998 study by the City of Kansas City, Missouri, and the Missouri Department of Transportation aimed at improving traffic signal operations. Through this effort the need for coordination of traffic signal operations across jurisdictional boundaries was recognized. The program was renamed Operation Green Light and began to expand across the region. It has since gained national recognition as a model for traffic system management across multiple jurisdictions. **Figure 1**, on the following page, illustrates a historical timeline of the progress of OGL.

SPECIFICALLY, OGL:

- Develops traffic signal timing plans.
- Manages signal communication equipment.
- Tracks and maintains signal malfunctions.
- Initiates developed arterial diversion route timing plans.
- Maintains a traffic responsive pilot on U.S. Highway 71.

Figure 1: OGL Historical Timeline



1.1.2 Program Description

OGL consists of 30 partner agencies including the oversight agencies of the Kansas Department of Transportation (KDOT), Missouri Department of Transportation (MoDOT) and the Missouri and Kansas Federal Highway Administration (FHWA) field offices. OGL operates over 750 signals through an Advanced Traffic Management System (ATMS). The agencies of Kansas City in Missouri and Olathe and Overland Park in Kansas administer their own traffic operation centers and servers. The four traffic operation centers are connected to each other for mutual visibility and benefit. The number of signals connected to the OGL system has expanded greatly since OGL began and is expected to continue to grow in the coming years. OGL operations focus not only on vehicular traffic, but also prioritize transit, bicycle, and pedestrian traffic as well as maintaining relationships with organizations like KC Scout for incident response.

OGL utilizes centralized traffic control software, currently TransSuite, as the regional traffic control software. Through the Mid-America Regional Council (MARC), OGL owns and operates a wireless network communication system which connects the local jurisdictions. Fiber-optic communications, owned by individual agencies, are also used in several locations. The OGL team maintains the system, provides signal timing optimizations, and monitors many important regional corridors.

A Steering Committee consisting of member agency representatives, governs OGL. The Steering Committee meets quarterly and makes recommendations to MARC's Board of Directors regarding the OGL budget, procurement, staffing and other technical and policy decisions that impact development, deployment and operation of the program. Currently, the Steering Committee is the primary governing body and occasionally forms temporary subcommittees to address specific topics as they arise. An example of this was a subcommittee to select the central system software.

OGL receives approximately 58% of its funding from federal sources, including from KDOT and MoDOT Surface Transportation Block Grant Program (STBG) funding. The remaining funding is from local agency participation which contribute based on the number of traffic signals that OGL manages for them. Due to the per-signal cost for local agencies remaining unchanged and the increase in federal funds, what used to be approximately a 50/50 split, has widened. To grow its budget, OGL looks for grant opportunities. A recent success for this is the USDOT SMART Grant to OGL and the Missouri CMAQ award for arterial performance measures. This led to the implementation of signal performance measures powered by real-time and historical data that will allow for prioritization of signal retiming resources towards locations with the greatest need without relying on detection or infrastructure.

OGL has grown and continues expanding its network and adding partner agencies. **Figure 2** provides a list of current program partners.

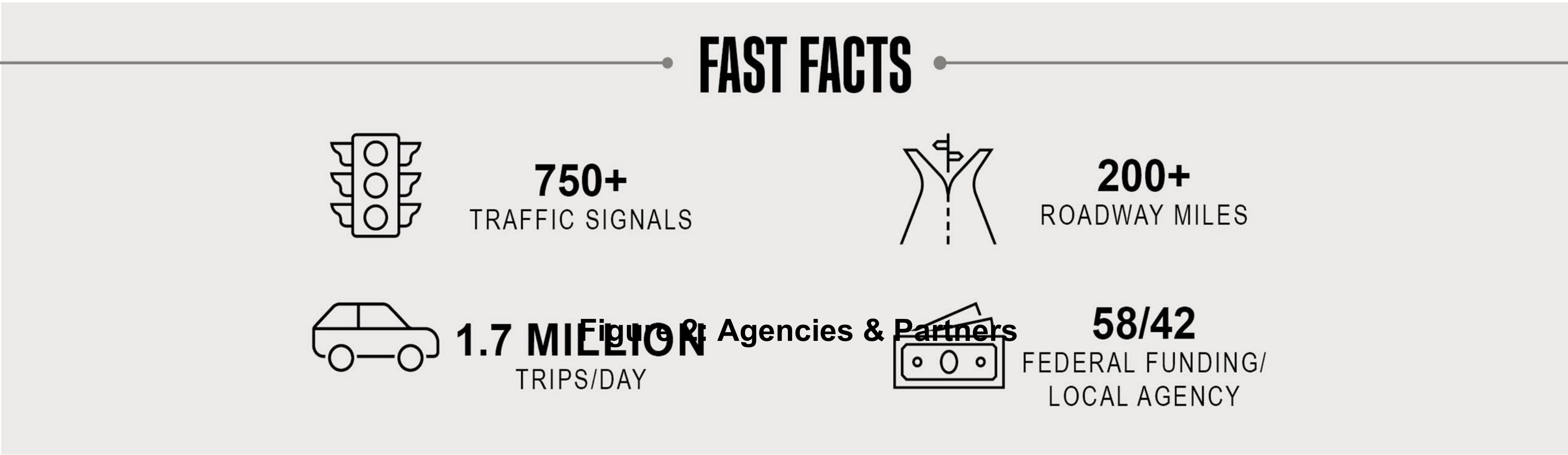


Figure 2: Agencies & Partners

Figure 3: Agencies & Partners

AGENCIES & PARTNERS

- MID-AMERICA REGIONAL COUNCIL
- FEDERAL HIGHWAY ADMINISTRATION
- OGL
- KANSAS DEPARTMENT OF TRANSPORTATION
- MISSOURI DEPARTMENT OF TRANSPORTATION

MISSOURI

Belton	Lee's Summit
Blue Springs	Liberty
Gladstone	North Kansas City
Grandview	Raymore
Independence	Raytown
Kansas City	

KANSAS

Bonner Springs	Mission
Fairway	Mission Woods
Kansas City	Olathe
Lansing	Overland Park
Leavenworth	Prairie Village
Leawood	Roeland Park
Lenexa	Shawnee
Merriam	Westwood

2 Program Achievements

2.1 Benefits and Regional Significance

The current vision and mission statements of OGL are:

Vision

State and local governments work together through Operation Green Light using best practices in traffic management to provide safe and efficient movement for people and goods across a seamless regional transportation system.

Mission

Operation Green Light monitors and manages the existing transportation system through safe and efficient traffic signal operations to reduce travel time, fuel consumption and air pollution.

Through this Vision and Mission, OGL strives to extend its suite of beneficial services to all member agencies and the region.

2.1.1 Benefits

As OGL continues to expand its services through adding more partner agencies and utilizing new and innovative strategies and technologies, it will continue to further improve traffic conditions within the Kansas City region. Each new partner agency and additional signalized corridor added to the OGL system will expand the number of road users able to benefit from OGL's expertise in improving traffic flow during normal operations, as well during planned construction events and unplanned/emergency situations. OGL partner agencies have also benefited by pursuing additional funding opportunities for traffic signal improvements together, increasing their chances of being selected for these funds.

ANNUAL BENEFITS

220 MILLION FEWER VEHICLE STOPS

1.8 MILLION GALLONS OF GAS SAVED

POTENTIALLY UP TO **50% REDUCTION** IN REAR-END CRASHES*

1.9 MILLION HOURS SAVED

3,000 TONS OF POLLUTANTS AVOIDED

$44.2 MILLION SAVED

**Arash M. Roshandeh, Zongzhi Li, Shengrui Zhang, Herbert S. Levinson, Xi Lu, Vehicle and pedestrian safety impacts of signal timing optimization in a dense urban street network,Journal of Traffic and Transportation Engineering (English Edition), Volume 3, Issue 1, Pages 16-27, ISSN 2095-7564. (https://www.sciencedirect.com/science/article/pii/S2095756416000027)*

2.1.2 Regional Significance

Across the metropolitan area, OGL provides services to improve travel time and reduce vehicle emissions benefiting both agencies and travelers. OGL staff also provide a core organization to facilitate cooperation and consistency between multiple agencies in the region.

Through the work of OGL, the framework for a regional communications system dedicated to traffic operations has been developed. A central software and hardware system is available and accessible to all member agencies. Agencies can address transportation issues across jurisdictional boundaries. The single central system is unique in that it allows agencies to share the resource without having to invest in their own servers and administering their own system.

Operation Green Light improves the flow of traffic along the most used arterial routes in the region and improves regional air quality. Through the implementation of traffic signal timing plans along selected routes, OGL has reduced delays on coordinated routes. These traffic signal timings consider all modes of transportation including cars, trucks, pedestrians, and in some locations, transit. OGL has the ability to respond with predeveloped traffic incident management timing plans to efficiently make timing plan changes to respond to closures and/or detours.

The OGL program operates in real time, five days a week and currently 7 a.m. to 6 p.m. and other times as required to monitor traffic signal operations. OGL provides arterial operation oversight to change signal timings to respond to incidents or roadwork. OGL staff also continually look for opportunities with partner agencies to discover new and innovative technologies, strategies, and trends that will lead to improved traffic conditions and even help in decision-making.

3 Review of 2021-2024 Strategic Plan

The 2021 strategic plan has been used to guide operations and growth of OGL over the past four years. As this plan is updated and revised to reflect new tasks, it is beneficial to review the 2021 plan and the status of the goals and tasks.

3.1 Goal Status

Four goals were developed for the 2021 - 2024 strategic plan. Under each goal tasks were identified to direct actions of the organization toward the goals. A goal is not necessarily an identified endpoint; however, by completing a task, the ideas and concepts of that goal are advanced.

3.1.1 Goal 1 Progress – Technology and Training

The main focus of this goal was to continue to develop the OGL system through the use innovative and emerging technologies and provide opportunities to improve upon skills and learn about emerging technologies through training.

Task	Status	Progress Summary
Task A: Technology Plan	**Complete**	Reviewed and updated as needed to meet needs as new technologies are implemented.
Task B: New Technology Evaluation	**Ongoing**	OGL continues to evaluate new technologies. Some member agencies have expressed a desire to partner with OGL in this evaluation.
Task C: Expand System Services	**Completed**	Infrastructure Expansion Projects completed in both Kansas and Missouri.
Task D: External Training	**Ongoing**	Periodic training opportunities are offered to member agencies focusing on traffic system management.
Task E: Internal Training	**Ongoing**	OGL has expanded its internal knowledge, including sharing that with new employees

3.1.2 Goal 2 Progress – Budget and Planning

The focus of this goal was to monitor a financial plan that adequately funds the program and engages in a planning process to ensure the organization remains relevant and serves the needs of member agencies.

Task	Status	Progress Summary
Task A: Review of Funding	**In progress**	OGL is reviewing alternative options to the current funding model.
Task B: Improvements Projects List	**Complete**	OGL maintains a list of locations in need of upgrades and where to add additional infrastructure.
Task C: Pursue Additional Funding	**Ongoing**	OGL was awarded the USDOT SMART Grant for arterial performance measures and continues to pursue additional funding opportunities.
Task D: Budget Review	**Ongoing**	OGL continues to review and update the program budget to reflect changing expenses.

3.1.3 Goal 3 Progress – Communications and Public Education

The focus of this goal was to conduct outreach activities to make known the benefits and activities of the program.

Task	Status	Progress Summary
Task A: Comprehensive Communications Plan Update	**Ongoing**	OGL continues to explore the best options to spread knowledge of the program, especially with turnover of elected officials and staff of member agencies.
Task B: Public Education and Outreach Plan	**Ongoing**	Outreach documents detailing services provided by OGL have been created to educate member agencies as well as the public.
Task C: Coordination	**Ongoing**	OGL continues to coordinate with member agencies for regular operations as well as planned, unplanned, and emergency situations.

3.1.4 Goal 4 Progress – Performance Management

The focus of this goal was to develop and use performance measures to assess and improve the performance of the Operation Green Light program.

Task	Status	Progress Summary
Task A: Performance Measures	**In progress**	Investigated and tested various platforms and data sources through the SMART Grant Phase 1 Project.
Task B: Performance Measures Implementation	**Ongoing**	Implementing performance measures that are feasible with existing and future funding sources.

5 Strategic Planning Process

Recognizing that the current strategic plan was approaching its end-year, OGL staff began the process of updating the strategic plan through the year 2028 and beyond. All OGL member agencies were invited to participate in the process of reviewing the current strategic plan and developing future goals. Member input was provided through a survey as well as an in-person workshop on April 28, 2025, hosted by OGL at Mid America Regional Council.

5.1 Survey and Workshop

In April 2025, an online survey tool was used to collect member agency input. Respondents reviewed current services provided by OGL, each agency's' views on OGL, funding, and testing new technologies.

Following the survey, a workshop was hosted by OGL and attended by various OGL stakeholders and member agencies. This workshop provided insight into what member agencies expect from OGL services as well as desires for the future. Topics covered included Core Operations, Technology, Regional Initiatives, and Communication.

5.1.1 Survey and Workshop Results Summary

Survey respondents had a variety of responses regarding the importance of OGL's services based on how important each service is to their respective agencies. Regardless of the variation in the rankings, all services were considered important by most respondents. In general, there were very few votes that considered any service not important.

Responses to the remaining questions expressed an appreciation for OGL staff and the services they provide, as well as thoughts on the future operations of OGL, including suggestions on how to expand or improve existing services, opinions on funding opportunities, OGL's role in testing new innovations, and thoughts on a change to the current pricing structure for member agencies. These responses were expanded during the workshop.

The workshop gave member agencies an opportunity to discuss their views and ideas for the future of OGL. Some notable takeaways from the workshop were:

- Continuing to improve the use of technology: Specifically, on performance metrics, crowd sourced data, and decision making.
- Financing: Whether the current funding model should be changed. What would be the effects if there was a price change/increase. OGL plans to have a dedicated meeting to discuss these options.
- Expansion of Training Opportunities: consideration for having a dedicated troubleshooting/training person and/or someone who can help with electrician level issues.

6 Strategic Plan

Stakeholder input and the current plan provided the foundation for revising and updating the strategic plan. Based on stakeholder input it appears that the general focus of the goals continues to be relevant and represents major areas of interest for the program. However, based on input provided in the survey, and more specifically from discussions at the workshop as well as potential future initiatives for the program, new tasks were also developed.

6.1 Plan Goals

6.1.1 Goal 1: Technology and Training

Continue to develop the Operation Green Light system using innovative and emerging technologies. Provide opportunities for staff and member agencies to improve skills and learn about emerging technologies through training.

The Operation Green Light program relies heavily on an extensive system to efficiently and effectively achieve program goals. While communication network technology continues to evolve, OGL staff must maintain current equipment while investigating emerging technologies to determine opportunities to enhance the system. When considering technology, current program initiatives should be considered while also envisioning how current and emerging technologies can be used to improve operations. Training opportunities should be made available for staff as well as for member agencies to expand their knowledge of the OGL system as well as traffic system management, in general.

Task A – *New Technology Evaluation*

- When considering new technology, an evaluation of the use of that technology in both current operations and emerging initiatives should be conducted. As opportunities to implement new technologies arise, how that technology may be used to advance the existing system should be considered. In addition, it should be evaluated if that technology has the potential to be used in other future initiatives such as crowd sourced data, connected/automated vehicles, incident management, etc. New technology evaluation will be a task that occurs on a continual basis when considering the implementation schedule. As new technologies are developed and identified, OGL staff or Steering Committee members can recommend a review of the technology to the OGL Steering Committee. The Steering Committee can then direct a sub-committee or OGL staff to investigate the potential use of the technology.
- In the process of evaluating new technologies, OGL should coordinate with willing agencies to partner in the evaluation, use, and implementation of these technologies.

- As part of evaluating new equipment and technologies, OGL should provide their knowledge of these products to member agencies to help identify and curate the most effective tools for each agency's needs.

Task B – ***Expand System Services***

- Continue to expand the current system services, which includes, but is not limited to:
    - Expansion of CCTV and communications network.
    - Review opportunities to include new signals along routes in the OGL network as well as routes not currently in the OGL network.
    - Investigate additional opportunities to provide signal timing services beyond basic weekday timing plans. This may include holiday, incident, or event timings to provide optimal use of equipment already in place.

Task C – ***Central System Software Training***

- Provide training for member agencies on the capabilities, use, and benefits of the central system software (TransSuite). As opportunities arise, or at the request of member agencies, OGL staff should facilitate training for member agencies. OGL should also provide technical support for member agencies. OGL should also explore having a dedicated point of contact for troubleshooting.

Task D – ***Emerging Technologies Training***

- As opportunities arise, OGL should partner with manufacturers and vendors to provide member agencies with access to exposure and training opportunities on new developments in technologies.

6.1.2 Goal 2: Budget and Long-term Planning

Maintain and monitor a financial plan that adequately funds the program. Engage in a planning process to ensure the organization remains relevant and serves the needs of member agencies.

The OGL program is currently funded from dedicated STBG Program funds. OGL programs funds every two years when a call for projects is started, meaning funds are typically budgeted nearly four years prior to use. The local match funds require agreements with each agency that can range from one year to four years in length. The current OGL budget primarily supports the operations of the program, which includes staff labor, network maintenance contractor, consultant support, central system software, and server. Funding for program expansion is not typically available without pursuing additional funding options. While funding has been secured from both MoDOT and KDOT through the STBG Program, member agencies have expressed that identifying and obtaining sustainable funding for the program is important. Additional program expansion will require identification of additional funding to support the new services. As additional funding becomes available, the OGL budget should be reviewed and updated to account for funding changes.

Task A – *Review of Current Local Funding Model*

- OGL should review the current per-signal funding model and convene a meeting with member agencies to explore options for altering it. The current funding model has not been updated to reflect changes associated with inflation and service and equipment costs. The current per-signal funds have not been changed since the beginning of the OGL program. As the budget increases, more federal funds will be required, leading to a further split in the 58% federal to 42% local funding split. Conclusions should be made to ensure that the program has adequate funding to maintain operations/maintenance as well as fund new initiatives.

Task B – *Improvements Project List*

- OGL should maintain an evolving list of desired improvement projects for the region so as funding becomes available or additional funding is found there is a prioritized use. The list of projects may include upgrading old or failing equipment as well as the installation of new equipment. Identifying projects prior to funding can also help secure funding specific to the project.

Task C – *Pursue Additional Funding*

- Partner agencies have expressed an interest in identifying and petitioning for funding that would support operations and maintenance of the program in a more sustainable manner. OGL should also coordinate with member agencies to partner in pursuing additional funding for signal improvement projects. As part of this, OGL should identity and educate agencies that have not made use of OGL’s ability to partner to pursue additional funding in the past. As OGL staff identifies funding opportunities for operations, maintenance, or capital improvement projects, potential for the funding to be secured long-term should be considered and applied for when warranted. The Improvements Project List, as part of Task B, should be used as a plan to target these additional funding sources.

Task D – *Budget Review*

- As program funding or expenses change, the budget should be reviewed and updated accordingly, at least every two years.

6.1.3 Goal 3: Public Outreach and Communications

Conduct outreach activities, both internally and externally, to make known the benefits and activities of the program.

Task A – *Public Education and Outreach Plan*

- OGL has developed a small sample of outreach materials to show the benefit of the OGL program to member communities. These materials should be enhanced and expanded to build on and strengthen existing relationships with member communities. Member agencies indicated that education internally within their public agency is difficult due to staff and elected official turnover. These documents detail the services provided by OGL staff, and the financial benefits of OGL services for member agencies and can help to better cater services to individual agencies. A specific example of this is the Kansas City Regional Purchasing Cooperative (KCRPC), a cooperative purchasing program allowing agencies to purchase equipment through cooperating with MARC leading to discounted pricing

- Public outreach materials as well as a public outreach strategy should be developed. A consensus among member agencies shows that the public has little knowledge of OGL and what its services and benefits are. Materials should be developed to educate and increase public awareness of OGL and its benefits. OGL should also expand its use of social media, the OGL website, and partnering with news agencies and industry organizations to announce the benefits and successes of the program.

Task B – *Organizational Coordination*

- A desire for more coordination between OGL and other regional organizations or systems was expressed by members and OGL. Some of the organizations mentioned were KC Scout, the Kansas City Area Transportation Authority, and MoDOT. OGL should maintain regular communication between organizations to continue a mutually beneficial relationship between organizations. OGL should provide awareness of each agency’s role in coordinating and communicating changes along OGL corridors to OGL to ensure optimal performance of the traffic signal system. A specific example is keeping OGL staff informed when construction is scheduled to assist with signal timing modifications.

6.1.4 Goal 4: Performance Tracking

Develop and use measures to assess and improve the performance of the Operation Green Light program. Strive to continually improve performance.

Task A – *Performance Measures*

- OGL should continue their work that started with the USDOT SMART Grant Phase 1 Project in identifying the most suitable performance measures to evaluate operations at individual intersections as well as along signalized corridors. The platform and data sources should incorporate an automated gathering of performance measures to be used on a regional scale.

Task B – *Performance Measures Implementation*

- OGL has concluded that implementing performance measures is feasible with existing and future funding sources. The implementation of these performance measures should allow OGL to prioritize signal timing resources towards intersections and corridors with the greatest need without the need to install additional infrastructure.

7 Summary

The success of a strategic plan in guiding an organization is dependent upon how it is used. Through this strategic plan, OGL staff and agency partners can work together to achieve goals that will further advance the organization. OGL staff will be accountable for reporting to partner agencies progress regarding implementation of this strategic plan. By focusing on the plan goals of technology and training, budget and planning, communications and public education, and performance management, OGL can continue to be a model program.

Goal 1: Technology and Training

Task A – *New Technology Evaluation*
Task B – *Expand System Services*
Task C – *Central System Software Training*
Task D – *Emerging Technologies Training*

Goal 2: Budget and Long-term Planning

Task A – *Review of Current Local Funding Model*
Task B – *Improvement Projects List*
Task C – *Pursue Additional Funding*
Task D – *Budget Review*

Goal 3: Public Outreach communication

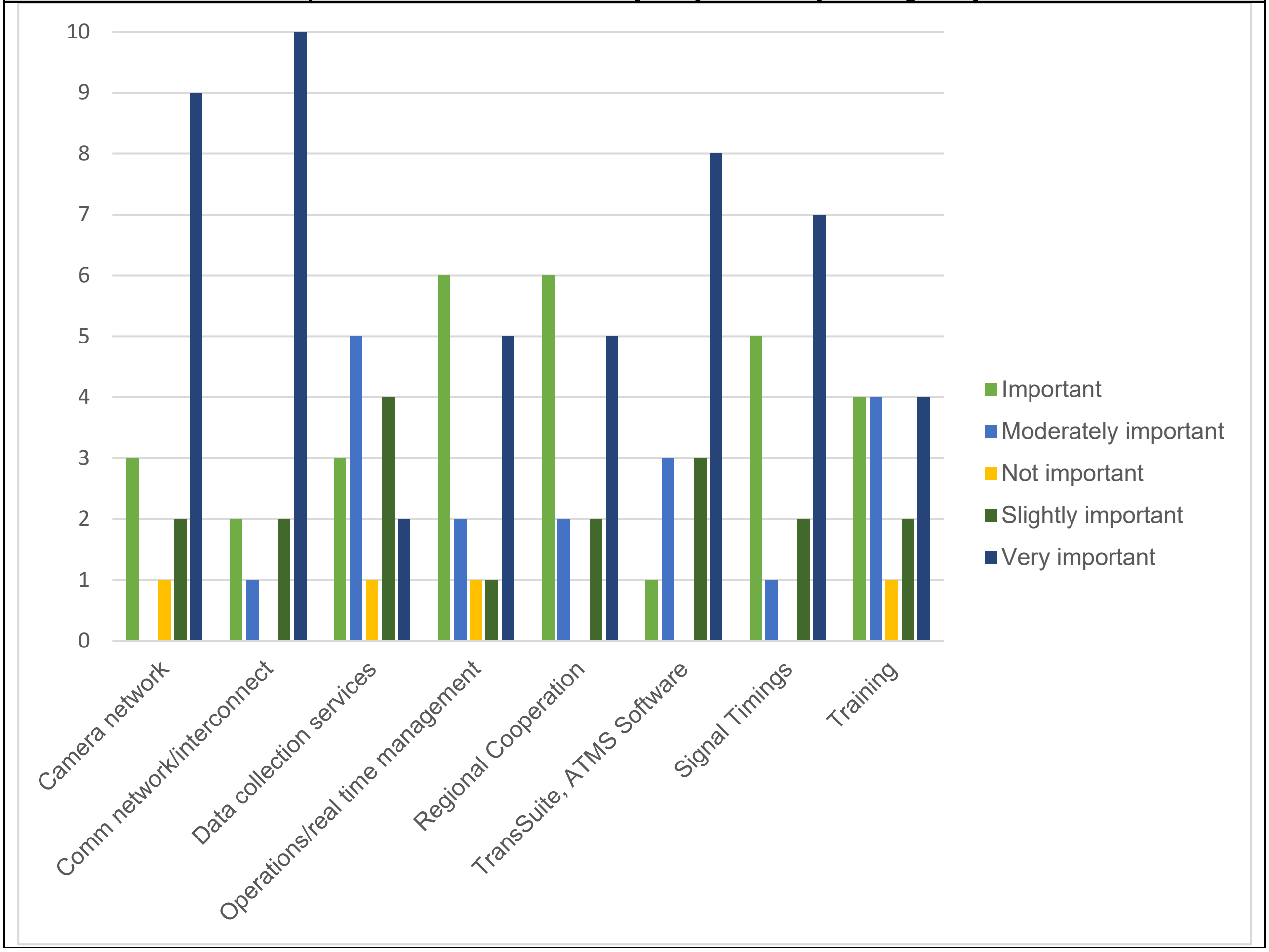
Task A – *Public Education and Outreach Plan*
Task B – Organizational *Coordination*

Goal 4: Performance Tracking

Task A – *Performance Measures*
Task B – *Performance Measures Implementation*

8 Appendix: Survey Results

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



2026 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: Develop 2026 and begin on 2027+ regional agency agreements as needed.*** Develop, update, and execute agreements for the partner agencies including the MoDOT and KDOT STBG funding agreements.

5. ***ACTIVITY: 2023*** Advanced Transportation Management System (ATMS) software project, $1.2M***.*** ***Continue to develop on-going system enhancements and i***mplement the software project working with regional partners and TransCore. Continue to develop local matching invoices for 20% matching requirements.

6. ***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**
Develop agreements and obligation for the project. OGL will develop agreements for local match and contract with the preferred vendor and develop project objectives to support operations.

Operations Funding 2026

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

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
Task Total	**$1,203,000**	

Crowdsource Funding 2025 Missouri CMAQ 3302(446)

Federal	$ 421,700	FHWA-CMAQ-MO
Non-Federal	$ 105,400	Local funds
Task Total	**$ 527,100**	

2026 OGL SIGNAL TIMING PLAN

Corridor (2025)	Signals	Jurisdiction	Implementation goal
75th St, Lamar to Mission	5	OP, Prairie Village	4th quarter 2025
SW Tffwy to SMP, Westport Rd/43rd	28	KCMO, Westwood, Fairway, UG	4th quarter 2025
Plaza/East Plaza	36	KCMO, MoDOT	4th quarter 2025
Pryor	4	M0DOT, Lees Summit	4th quarter 2025
M-7, Duncan to US-40	12	MoDOT	4th quarter 2025
87th St, Acuff to US-69	10	Lenexa, OP	4th quarter 2025
Quivira, SMP to 91st	11	Shawnee, Lenexa	4th quarter 2025
Corridor (2026)	**Signals**	**Jurisdiction**	**Implementation goal**
Douglas, Colbern to Tudor	7	MoDOT, Lees Summit	2026
K-7	4	Bonner Springs	2026
Rainbow & SW Blvd	14	UG, KCMO	2026
Blue Ridge CO	3	Raytown	2026
US-69 Claycomo	4	MoDOT	2026
M-78, Maywood to RD Mize	9	MoDOT, Independence	2026
M-291, Courtney to 32nd	8	MoDOT	2026
N-Brighton, US-69 to 48th	3	KCMO, MoDOT	2026
Barry Rd, Congress to Waukomis	7	KCMO, MoDOT	2026
Johnson Drive, Metcalf to Roe	8	Mission	2026
Chipman Rd, Douglas to Pryor	9	Lees Summit, MoDOT	2026
TOTAL Planned	**182**		
TOTAL Added for 2026	**76**		

Operation Green Light

Operations Report 3rd 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.

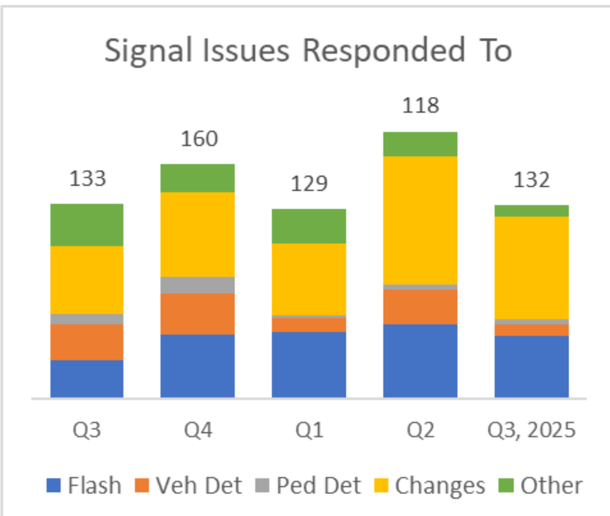
Signal timing efforts

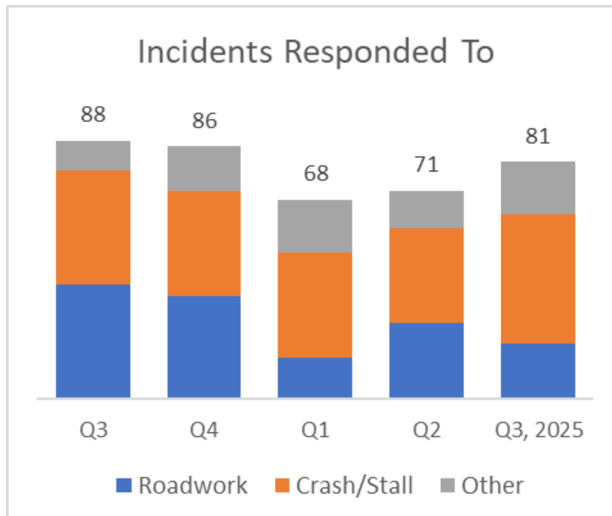
- New plans were installed on Pryor Rd in Lees Summit.
- OGL staff collected 19 traffic counts.

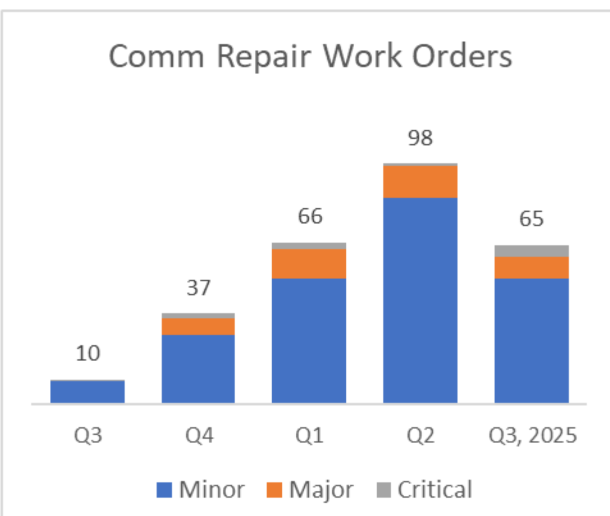
Noteworthy software/hardware efforts

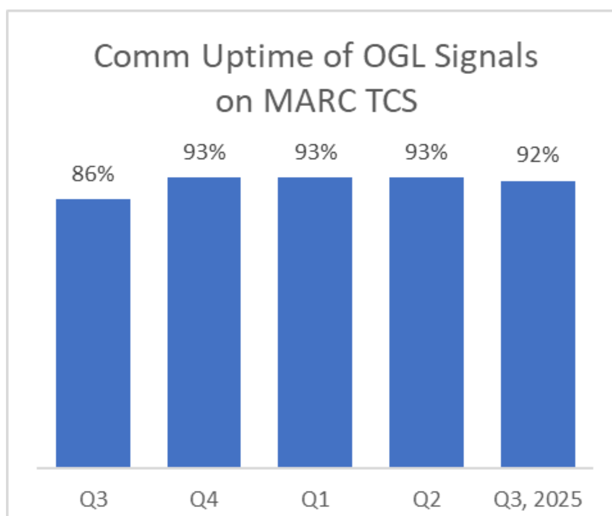
- OGL, KC Scout video sharing was reestablished.
- OGL and OP staff continue working to re-establish connectivity.
- The OGL equipment rack was relocated within the KC Scout datacenter.
- Three TransSuite training sessions were held for partner agencies.

Other activities









MARC
Mid-America Regional Council

OPERATION GREENLIGHT
TURNING STOP LIGHTS INTO GO LIGHTS

Steering Committee Budget Report
September 30, 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 a 58% federal to 42% local funding split.

Budget Summary:

- Reserve / Emergency (local funds) balance remains at $300,000.
- Ending balance is $396,759.54.
- Federal funds remaining are $9,327.52 for Kansas and $22,366.83 for Missouri. Thus, federal funds will be spent fully in October, and local funds will be used until 2026 federal funds obligations are in place.
- Total Expenses average 68% compared to month 9 of a 12-month budget percentage of 75%. Training budget has been used for the year.
- Local match invoices were sent in March. One agency's invoice remains to be collected as the agreement has needed additional time but is expected in the next 30 days.

65399 / ATMS software project:

- Initial guidance was sent 7/16/2025 and follow up on 9/30/2025. Agency needs to decide on if agreement is needed (draft included) or if not, invoices are included and can be paid.
- As of 9/29/2025, Project balance remaining is $336,181.
- Payments made include 5 agencies' payments, Fairway, Independence, Prairie Village, Roeland Park and Westwood.
- $224,423 remains to be collected.

2026 Operations Funds:

- Most agreements are in place for 2026 as 2026 is the last year of a 4 year agreement. Modot has a two year agreement and KCMO has a one-year agreement of which is currently in progress for approval. Invoices will be sent in January.

Mid-America Regional Council (MARC) MO & KS OGL Operations #65250 1-Year Budget Period Beginning January 1, 2025				
	Report Ending	09/30/2025		
				% Variance
	One-Year	Cumulative	Balance	Cumulative/Budget
Expenses	**Program Budget**	**To Date**	(yet to be spent)	9 / 12 months = 75%
Salaries, Fringe Benefits, Indirect Costs	$897,230.00	$608,389.15	$288,840.85	67.8%
Consultants/Contracted Services	416,100.00	320,512.66	95,587.34	77.0%
Legal Fees	5,000.00	0.00	5,000.00	0.0%
Meeting/Travel (In/Out of Region & Registration)	10,700.00	1,021.00	9,679.00	9.5%
Rent	8,142.00	5,726.51	2,415.49	70.3%
Telephone/Maint.(Internet, mobile, ConferSave, USB mode	6,600.00	5,766.85	833.15	87.4%
Insurance	3,500.00	1,956.12	1,543.88	55.9%
Equipment/Computer/Supplies	90,228.00	36,849.93	53,378.07	40.8%
Service Agreements	500.00	0.00	500.00	0.0%
Automobile Gas/Maintenance	5,400.00	2,963.93	2,436.07	54.9%
Professional Memberships	500.00	0.00	500.00	0.0%
Training	1,500.00	1,520.00	(20.00)	101.3%
Utilities	7,000.00	3,175.90	3,824.10	45.4%
Total Expenses	**$1,452,400.00**	**$987,882.05**	**$464,517.95**	68.0%
	Two-Year			**% Variance**
Revenues (Reimbursement from DOT's at 80/20)	**Program Budget**	**Cumulative To Date**	**Balance**	**Cumulative/Budget**
STP Funding, KDOT	$250,000.00	$240,672.48	$9,327.52	96.3%
STP-Funding, MoDOT	600,000.00	577,633.17	22,366.83	96.3%
Local Gov't Funding-Required 20% match	212,500.00	204,576.40	7,923.60	96.3%
Total Revenues for Federal Grant	**$1,062,500.00**	**$1,022,882.05**	**$39,617.95**	
Local Gov't Revenue above 20% match	389,900.00	0.00	389,900.00	
Combined Revenues	**$1,452,400.00**	**$1,022,882.05**	**$429,517.95**	
Local Government Revenues				
Funds available		646,982.59		
Funds billed but not yet received.		5,600.00		
Less: Amount applied to OGL grant 65250 - Cumulative to Date		(204,576.40)		
Less: Amount above required match		0.00		
Less: Amount transferred to other grants		(51,246.65)		
Ending Balanc 09/30/2025		**$396,759.54**		
Reserve/Emergency (local funds)		**$300,000.00**		

OPERATION GREEN LIGHT LOCAL MATCH

Purpose is to discuss the current $800 local agency match related to the ratio of Federal STBG funds to local funds

Budget Background for Agency 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 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 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 incremental increase of $100/intersection.

HISTORICAL COSTS FOR OPERATING OVER THE YEARS			
LOCAL GOVERNMENTS MATCH			
		Fed %	Cost per signal per year
2008			
2009	$1833/signal	80	$ 366
2010	$1833/signal	72.5	$ 504
2011	$1833/signal	65	$ 642
2012	$1833/signal	57.5	$ 779
2013	$1833/signal	50	$ 917
2014	$1600/signal	50	$ 800
2015	$1600/signal	50	$ 800
2016	$1600/signal	50	$ 800
2017	$1600/signal	50	$ 800
2018	$1600/signal	50	$ 800
2019	$1600/signal	50	$ 800
2020	$1600/signal	50	$ 800
2021	$1600/signal	n/a	$ 600
2022	$1600/signal	n/a	$ 600
2023		54	$ 800
2024		54	$ 800
2025		58	$ 800
2026		58	$ 800
2027		68	$ 800
2028			
2029			
2030			

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

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

FOR OPERATING YEARS ?			
LOCAL GOVERNMENTS			
	Agency	Locations weighted by % ownership	Cost per signal at $1000/year for 1 year
1	BELTON	7	$ 7,000
2	BLUE SPRINGS	10	$ 10,000
3	BONNER SPRINGS	4	$ 4,000
4	FAIRWAY	2	$ 2,000
5	GLADSTONE	6	$ 6,000
6	GRANDVIEW	10	$ 10,000
7	INDEPENDENCE	36	$ 36,000
8	KCMO	200	$ 200,000
9	LANSING	4	$ 4,000
10	LEAVENWORTH	1	$ 1,000
11	LEAWOOD	11.25	$ 11,250
12	LEE'S SUMMIT	16	$ 16,000
13	LENEXA	35	$ 35,000
14	LIBERTY	6	$ 6,000
15	MERRIAM	21	$ 21,000
16	MISSION	3.75	$ 3,750
17	MISSION WOODS	0.75	$ 750
18	MODOT	220	$ 220,000
19	NORTH KANSAS CITY	7	$ 7,000
20	OLATHE	15	$ 15,000
21	OVERLAND PARK	44.75	$ 44,750
22	PRAIRIE VILLAGE	6.75	$ 6,750
23	RAYMORE	7	$ 7,000
24	RAYTOWN	3	$ 3,000
25	Roeland Park	3	$ 3,000
26	SHAWNEE	14.5	$ 14,500
27	UGOVT/KCK	72	$ 72,000
28	WESTWOOD	1.25	$ 1,250
	TOTALS	768	**$ 768,000**

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

Charts:
\\Ogl-ts\ogl\STP funding for 2027-2028\2027-2028 budget and local match options for presentation
Z:\Budgets and invoices for DOTs\2027-2028 budget\Chart of Local Revenue and options for increased local match.

Budget for 2025-2026

Mid-America Regional Council (MARC)		
Transportation Planning - Program 40		
MO & KS OGL Operations		
MARC: 2025-2026 STP Funds, update 9-29-2025		
	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	$ 897,230.00	$ 897,230.00
Consultants/Contracted Services	$ 416,100.00	$ 416,100.00
Legal Fees	$ 5,000.00	$ 5,000.00
Meeting/Travel (In/Out of Region & Registration)	$ 10,700.00	$ 10,700.00
Rent	$ 8,142.00	$ 8,142.00
Telephone/Maintenance (mobile, ConferSave, USB modem)	$ 6,600.00	$ 6,600.00
Insurance	$ 3,500.00	$ 3,500.00
Service Agreements	$ 500.00	$ 500.00
Automobile Gas/Maintenance	$ 5,400.00	$ 5,400.00
Equipment/Computer/ supplies	$ 91,828.00	$ 91,828.00
Professional Memberships	$ 500.00	$ 500.00
Training	$ 1,500.00	$ 1,500.00
Utilities	$ 7,000.00	$ 7,000.00
Total Expenses	**$ 1,454,000.00**	**$ 1,454,000.00**
Reserve/Emergency	**$ 300,000.00**	

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

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,Solarwinds,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**

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

OPERATION GREEN LIGHT

2029-2030

PROPOSED BUDGET

2029 – 2030 Budget Background

MARC plans to issue its call for projects STBG/CMAQ funding for the years 2029-2030 as early as January 2026 but depends on when the allocation is provided to MARC. The OGL program requests its budget with approval of the OGL steering committee. STBG funds come off the top of the region's amount that gets allocated in advance of the call for projects program. There may be time to discuss at the January 26, 2026, but it not certain and MARC may need to know an amount prior to the meeting.

The proposed 2029-2030 budget is $2.4M, MO $1.1M, KS $517k, Local $693k (at $900/signal).

Factors going into the Budget:

- The amounts requested can be reduced but can not change after the amount is set to come off the top of the program.
- An additional person is budgeted should it become necessary.
- ATMS software support is included that will allow for bug fixes and minor enhancements.
- Arterial Performance Measure Analytics Platform costs are included and that would cover the OGL signals based on known estimates.
- Equipment/Computer/Software expenses are based on historical costs that include labor and network equipment based on the OGL Technology Plan. It also includes items such as SolarWinds, Synchro, Genetec, Brightly and other software as well as computer hardware that should replacements become necessary.
- Other expenses are projected from current known values such as utilities, internet and other items.

In general, the OGL program over the years has taken the approach of utilizing less expensive hardware products in the market. Rather than the more costly Cisco products, OGL has utilized MikroTik products and has utilized desktop PC's and servers beyond service warranties to save cost.

Proposed Budget for 2029-2030

Mid-America Regional Council (MARC)		
Transportation Planning - Program 40		
MO & KS OGL Operations		
MARC: 2029-2030 STP Funds		
	2029 Budget	**2030 Budget**
Revenues		
Federal Pass-Through Missouri	$ 1,150,467.00	$ 1,181,835.00
Federal Pass-Through Kansas	$ 516,877.00	$ 530,969.00
Local Match - Actual (770 signals x $900)	$ 693,000.00	$ 693,000.00
Total Revenues	**$ 2,360,344.00**	**$ 2,405,804.00**
Expenses		
Salaries, Fringe Benefits, Indirect Costs	$ 1,213,850.00	$ 1,262,410.00
Consultants/Contracted Services	$ 450,000.00	$ 450,000.00
ATMS software support	$ 75,000.00	$ 75,000.00
Arterial Performance Measure Analytics Platforr	$ 300,000.00	$ 300,000.00
Legal Fees	$ 3,000.00	$ 3,000.00
Meeting/Travel (In/Out of Region & Registration	$ 5,000.00	$ 5,000.00
Rent	$ 25,000.00	$ 25,000.00
Telephone/Maintenance (mobile, ConferSave, USB mc	$ 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/Software	$ 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	**$ 2,360,344.00**	**$ 2,405,804.00**
Revenues in Excess of Expenses	**$ -**	**$ -**
Reserve/Emergency	**$ 300,000.00**	

MO / KS number of signals ratio, 69% MO (529), 31% KS (240) total of 769
Assumption of $900 / signal X 770 signals – local funds of $693,000
STBG to local ratio, 70% Federal, 30% local

PROPOSAL FOR 2029 – 2030 STP / CMAQ CALL FOR PROJECTS
ATMS SOFTWARE AND SUPPORT

Introduction
An issue for the region is that when and if MARC has to solicit for new software, the OGL operations budget does not support funds for new software. Thus, funds would either have to come from the local agencies or be supported with Federal funds via the call for projects process (which does not guarantee funding in a competitive process) or another funding source. The last solicitation for software was in 2019. Thus, it will be 10 years since soliciting for new software when these funds become available.

Background
During 2019, the KC Regional OGL partners went through a systems engineering process to develop arterial traffic signal system software requirements. Following an RFI process to see what the industry had to offer from which requirements were based, an RFP was advertised resulting in three vendors, Econolite, Intelight and TransCore submitting. TransCore / TransSuite was chosen based on the scoring follow interviews and software bench testing.
Currently, the regional system software, TransSuite has been having software enhancements made possible thru STP/CMAQ call for projects in 2023. However, it is not certain that TransSuite would be able to be the software of choice without at least testing the market or being allowed under a sole source approval.

Rational
Now that it is known about the general costs of ATMS software and the compatibility issues revealed, it is thought the region should plan for potential future software with dedicated funds that would be available to apply directly for this regional system. STP/CMAQ funds can be an option for 80% federal and 20% local or agencies can elect a higher local match percentage if desired.

Proposal
Request that STP/CMAQ funds be applied for in the 2029 / 2030 Call for Projects that will be released in early 2026. It is also suggested along with funds for ATMS software be requested for traffic signal controller hardware be included and for consultant services to support the systems engineering and bid documents.

Consideration may also be given to an infrastructure similar to past projects that built CCTV's, network communications, traffic controllers and other arterial elements.

Budget Considerations
Based on costs of the 2019 RFP proposals, it is suggested that at least $750,000 to $1,000,000 in federal funds be requested. This would require all OGL agencies to participate at 20% match.

Recommendation
The OGL steering committee should consider an advisory group to develop this proposal further in time for the 2029-2030 call for projects expected in January / February 2026

Chart for reference for the current software project:

REGIONAL ADVANCED TRAFFIC MANAGEMENT			
SYSTEM SOFTWARE MATCH			
	TOTAL PROJECT COST $1.2 MILLION		
	Agency	**Signals by Agency**	**Local Match**
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**

KCRPC
Kansas City Regional Purchasing Cooperative

October 2025

Kansas City Regional Purchasing Cooperative:

KCRPC was formed in 2003 through a partnership of MARC and the Mo-Kan Council of Public Procurement (formerly known as Mid-America Council of Public Purchasing), the local chapter of NIGP (National Institute of Governmental Procurement). The purpose of KCRPC is to initiate local joint bids to increase cooperative procurement in the region with expanded set of services or cost-saving opportunities.

KCRPC is self-supporting by requiring bidders to include an administrative fee of one-and-one-half percent into their bid pricing, to be paid to MARC. Generally, contracts are awarded for an initial two-year period with three one-year renewals available.

To date, KCRPC has awarded over $38 million in contract awards (initial contract period) involving 86 local agencies (participants) with combined savings of $1.7 million (legal advertising, administrative and cost).

KCRPC publishes awarded cooperative contracts in the free public searchable database, powered by Pavilion. The database also includes contracts with other agencies across the country.

- Public safety radios (P-25 capable) for police, fire, public works, parks (Motorola, L3Harris, Ka-Comm and BK Technologies)
- Surveillance cameras, installation and related products (currently with ETI, C&C Group and DH Pace)
- Generator maintenance (Clifford Power)
- Storm warning sirens and installation (Blue Valley Public Safety)
- Road salt and deicers (Hutchinson Salt and Central Salt)
- Petroleum products (Heathwood Oil)
- Tires (Oades Brothers)
- Chemicals (water and wastewater) (Brenntag, EOSI, Evoqua,Harcros, PVS Chemical Solutions, PVS DX Inc., PVS Technologies Inc and Shannon Chemicals)

Houston-Galveston Area Council:

MARC executed an interlocal agreement #04-1443 with HGAC, allowing our region access to the contracts awarded by the HGACBuy cooperative program. HGAC is a Regional Council of Governments in Texas and is structured the same as MARC. HGACBuy is also self-supporting, and the contracts also include an administrative fee. The fee is shared between HGACBuy and MARC on local purchases to support continuation of the KCRPC program. HGACBuy contracts focus is on the higher-ticket items and awarded at the manufacturer level with local dealers when available.

- Fire apparatus, ambulances, special service vehicles
- Communications equipment
- Road maintenance equipment
- Grounds maintenance equipment
- Rental of equipment
- Wireless, VOIP Telecomm Equipment & Services
- Auxiliary Power & Backup Generators
- Airport equipment

For more information or assistance with contracts:
Rita Parker, MARC/KCRPC Program Coordinator / rita.parker@kcrpc.com / 816-716-3043