

600 Broadway, Suite 200  
Kansas City, Missouri 64105-1659

816/474-4240  
816/421-7758 FAX  
www.marc.org



## **OGL STEERING COMMITTEE AGENDA**

**Monday, January 27, 1:30 PM**

**On-Line TEAMS and in-person, at MoDOT, 600 NE Colbern Rd.  
Lees Summit. Room 136**

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### **Welcome & Introductions**

- 1. Passing of the gavel and OGL Steering committee By-laws review**
- 2. VOTE: Approval of October 28 Committee Minutes\***
- 3. VOTE: Approval of Daryl Kelly Supplement No 2\***
- 4. VOTE: Approval of Olsson Supplemental No 1\***
- 5. VOTE: Approval of OGL Vehicle purchase\***
- 6. Agency Updates Roundtable**
- 7. Hot Topic: Improve I-70 presentation. Eric Kopinski, PE – Program Director**
- 8. OGL Strategic Plan Update**
- 9. SMART Grant update and MO Crowd Source project**
- 10. Missouri CMAQ Construction Project**
- 11. Quarterly Operations Report and Network Update**
- 12. Quarterly Budget Report**

### **Other business**

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

### **Adjournment**

#### **\*Action Items**

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

**EXHIBIT 1**

**OPERATION GREEN LIGHT COMMITTEE,**

Responsibility and Organizational Structure

- 1.1.1 *Responsibilities: The Operation Green Light Steering Committee shall serve to approve budgets, procurement and staffing recommendations to the Mid-America Regional Council Board of Directors and to make other technical and policy decisions concerning the development, deployment and operation of the Operation Green Light regional traffic signal coordination program, including: approve the program’s upcoming annual budget during the final meeting of the calendar year. Purchases and contracts shall follow MARC’s established threshold guidelines, as well as the following: amounts of \$15,000-\$25,000 shall be reported to the committee; amounts of \$25,001 or more shall be voted on and approved by the Steering Committee before purchase or contract is sent to MARC’s Board of Directors for approval.*
- 1.1.2 Participate in program decision-making at key points by reviewing and providing comments on project deliverables and by approving or rejecting technical and policy recommendations.
- 1.1.3 Participate in the development of inter-jurisdictional agreements for the construction, operation, maintenance and other activities of the regional traffic signal coordination system; and
- 1.2 Call upon committee members to participate in Task Force work groups as technical issues arise requiring additional effort than time allows during a Steering Committee meeting. The Task Force shall submit to the Steering Committee recommendations based on its discussions.
- 1.3 Membership and Meetings: The Steering Committee shall be composed of representatives from participating agencies in the following manner:

(The following table is a current list as of December 2024)

	<b>Participating Agency</b> Non-Funding Agency in Bold	<b>Membership</b> <b>(voting)</b>
1	Belton	1
2	Blue Springs	1
3	Bonner Springs	1
4	Fairway	1
5	FHWA – MO & KS	Ex Officio
6	Gladstone	1
7	Grandview	1
8	Independence	1
9	Kansas City, MO	1
10	<b>KC Scout</b>	Ex Officio
11	KDOT	1
12	Lansing	1
13	Leavenworth	1
14	Leawood	1
15	Lee’s Summit	1
16	Lenexa	1
17	Liberty	1
18	MARC	1
19	Merriam	1
20	Mission	1
21	Mission Woods	1
22	MoDOT	1
23	North Kansas City	1
24	Olathe	1
25	Overland Park	1

26	Prairie Village	1
27	Raymore	1
28	Roeland Park	1
29	Raytown	1
30	Shawnee	1
31	Unified Government/KCK	1
32	Westwood	1

Each representative shall have a designated alternate with full authority to act in the absence of the representative. The Steering Committee may be expanded to include other additional members as approved by majority vote of the members of the existing Steering Committee.

The Steering Committee shall meet minimally on a quarterly basis but may meet more frequently if the business of the Steering Committee necessitates. The final meeting of the calendar year shall be designed to report on the State of the Operation Green Light Program including Budget reporting and approval of the future budget and election of the next vice-chairperson.

The chairperson of the Steering Committee shall have the authority to call a meeting of the Committee with a minimum of seven (7) calendar days' notice to all the members. Notice is deemed to have occurred from the date that it is distributed via E-mail addressed to the members of the Steering Committee. The chairperson and vice-chairperson shall help develop meeting agendas prior to meeting notices and shall preside over the meetings.

1.1 Chairperson and Vice-Chairperson: The Steering Committee members shall elect by majority vote of all of the voting members of the Committee, from amongst the members of the Committee, a vice-chairperson who will serve a two-year term. Said election will occur at the final regularly scheduled meeting of the calendar year of the Steering Committee prior to the expiration of the chairperson's two-year term. The vice-chairperson shall assume the responsibilities of the chairperson at the end of the chairperson's term and any time the chairperson is unable to attend committee meetings. Kansas and Missouri shall be represented in these positions in alternating terms.

1.2 Quorum and Voting: All members of the Steering Committee shall be entitled to one vote on all matters submitted to the Committee for vote.

Any **six** of the voting members of the Steering Committee, including at least **one** member from Kansas City, Missouri, the Missouri Department of Transportation, Unified Government/Kansas City, Kansas, or Overland Park, Kansas, (based on the four largest agencies by signal count at the beginning of the current Operations contract term) shall constitute the quorum necessary to convene the meeting of the Committee. All official actions by the Steering Committee shall require a majority vote of the members present at the meeting.



**OGL STEERING COMMITTEE MEETING MINUTES**

**Monday, October 28, 2024, 1:30 p.m.**

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

<b>Members Present</b>	<b>MARC Staff Present</b>	<b>Non-Members Present</b>
Noel Forrester, Olathe, Chair	Barry Viss	Kurt Roterling, Olsson
Ericka Ross, MODOT, Vice-Chair	Ray Webb	Christos Achillides, Iteris
John Sullivan, Westwood	Cedrick Owens	Edward Fok, FHWA
Marcus Hankins, Raytown	Scott Cutshall	Mohammad Shehada, HDR
Mike Spickelmier, Lansing	Bobby Evans	Doug Ripley, TCC
Sol Moinuddin, KCMO		
Stephanie Boyce, Mission		
Robert Orr, Belton		
Thomas Northup, KDOT		
John Sullivan, Westwood		
Bill Stogsdill, Fairway		
Mark Green, Independence		
Doug Wesselschmidt, Grandview		
Melissa Schmitz, MODOT		
Donald M. Schoenborn, MODOT		
Mathias Lwomeleza, Raytown		
David Northup, KDOT		
Donnie Scharff, Roeland Park		
Katie Jardieu, MoDOT		
John Findlay, Liberty		
Shawn Gotfredson, OP		
Cody Harris, Olathe		
Soma San, Leavenworth Co.		
Brian Scovill, Leawood		

**Welcome**

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

**1. Agency updates –**

Olathe was approved for an additional \$98 million for the reconstruction of the Santa Fe & I-35 interchange. This funding will allow for an additional lane for the 56 Hwy access bridge and improvements east of Mur-Len. Starts in 2026 and will be a three-year construction.

Ray requested that if agencies have any upcoming roadway projects whether they are OGL operated or not, consider running the project by OGL team.

- 2. July 22, 2024, committee minutes –** Michael S. made a motion to accept the minutes and Stephanie B. seconded. The motion was supported and approved.

3. **Vice Chair KS** – Stephanie Boyce, director of public works for the city of mission was nominated for Vice Chair. A motion was made by Mike S. and seconded by Randy F. and was approved.
  
4. **Hot topic – Why is Cybersecurity Important? Edward Fok, FHWA Operations Technical Team**  
Edward Fok gave a robust presentation on Cybersecurity in the world of transportation. He provided background on efforts that FHWA has helped build and tools they have created in the world of transportation. Edward can be contacted for questions at: [edward.fok@dot.gov](mailto:edward.fok@dot.gov)  
Resources include: ITS penetration testing guide, updated NTCIP standards, cyber security incident response and management framework, Cybersecurity of Traffic Management Systems (NCHRP 3-127), Security 101: A Physical Security and Cybersecurity Primer for Transportation Agencies (NCHRP Research Report 930),  
A number of resources can be found here: [https://its.dot.gov/research\\_areas/cybersecurity/index.htm](https://its.dot.gov/research_areas/cybersecurity/index.htm)
  
5. **Discussion of local match increase** – Ray Webb led a discussion with the committee about the current local match for operations. In the past, the desire of the OGL Steering Committee was for OGL to be funded with 50% federal funds and 50% local matching funds. That has been shifting more toward the federal funds and is projected to be 68%/32% for the 2027/2028 budget. Since some expenses are not eligible for federal reimbursement, OGL should stay above 30% or a federal to local split of 70%/30%. The packet provides a match breakdown in the amounts of \$800, \$900, \$1000, \$1100 as well as an amount that reaches 60%/40%.  
\*action item. Ray is to set up a meeting to discuss in more detail the local match with key partners. Anyone interesting in being part of this discussion should let Ray know.
  
6. **2025 Work Plan** – Barry led the discussion of the work plan. The projects are detailed in the packet. Barry noted the status of some of the 2024 projects, some of which will not be completed in 2024. The list for 2025 is a draft that resulted in known corridors that need analysis or others that were suggested by OGL partners.  
\*Action item: partners should let OGL know if they have comments to this list by November 22nd.
  
7. **MO CMAQ construction project updates** – Cedrick updated the committee on the MO project which includes 59 controllers and 16 cameras, for the agencies of Belton, Independence, Gladstone, Kansas City, MO, North Kansas City, Lees Summit, Raymore, and MODOT. Thirty-seven Cobalt controllers have been received and are currently being programmed and installed. The remaining controllers have been received, programed and/or delivered. All equipment for CCTV construction is in and Capital is working to get a crew together.
  
8. **Quarterly operations report** – Barry Viss highlighted a few items from the report which was included in the meeting packet.
  - A main link from Lees Summit to Kansas City failed and work is still ongoing to repair
  - One other backbone failure has caused a loss of redundancy in the network
  - OGL is still dealing with many side effects of the Scout system being compromised including connection with OP and Scout
  
- Other items reported**
  - There were no corridor re-timing efforts finished in the 3<sup>rd</sup>
  - 28 intersection TMC's were captured in the 3<sup>rd</sup> Quarter
  
9. **Quarterly budget report** – The quarterly budget report was included in the meeting packet. The budget is in good shape with spending below projections. Federal funds were exhausted in August. The local funds

balance for September end is \$383,326. Local funds will be used through the end of the year with plans to start January 1 for the 2025 STBG funds. KDOT has obligated funds for 2025. MoDOT is in progress.

**10. Other business** – Noel reminded everyone of the importance of: The Conflict of interest & the Whistleblower policies. Recognized that Chris Jenkins is no longer with MARC. MARC is actively recruiting for the open position.

Ray Webb announced that The Tennessee Transportation Assistance Program is offering several classes in areas of Transportation and traffic signals, some online and some at their location.

<https://trafficsignalacademy.utk.edu/>

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

**Adjournment** – Meeting was adjourned at 2:40p.m.

DRAFT

# AGENDA REPORT

MARC Board of Directors

December 2024

Item No. x

Transportation & Environment Department

## ISSUE:

VOTE: Authorize, as allowed by the current contract, an extension with Daryl P. Kelly, LLC to provide on-call network support services for the Operation Green Light (OGL) Program.

## BACKGROUND:

Operation Green Light (OGL) is a MARC program that operates a regional traffic signal coordination system in partnership with local governments and the state departments of transportation in Kansas and Missouri. MARC staff currently assists in the management and operation of traffic signal timing for over 750 intersections in 28 jurisdictions throughout the region. The primary goal of this program is to operate traffic signals to improve traffic flow, reduce fuel consumption and emissions. As part of this work, OGL develops and implements traffic signal timing plans on all signalized intersections in the system and maintains and operates a wireless and fiber-optic communications network.

A network service contractor is needed to help with the support of a wireless traffic signal network, servers, switches, and routing for the Operation Green Light network. The network service contractor also supports the Operation Green Light staff in maintaining various information technology components including cyber security of the program.

## BUDGET CONSIDERATIONS

Funds are from the OGL local funds.

REVENUES	
Amount	\$46,000
Source	Local OGL agency funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$0
Contractual	\$90,450

The network service contractor was selected by a formal procurement process and approved in May 2021 for \$24,950 for a three-year contract that includes the ability for two one-year extensions. A supplement was approved in February 2024 for \$19,500. Due to unexpected work to address major issues such as Ceragon wireless network links and cyber security support work, an additional supplement is required for \$46,000. This brings the total amount of the contract to \$90,450. The work will be funded through the OGL local funds and sufficient funds are available to supplement this contract.

## RECOMMENDATION

Authorize the Executive Director to enter a contract extension through May 2026 for the current network service contract for the Operation Green Light Program at an additional cost of \$46,000 not to exceed a total cost of \$90,450 with Daryl P. Kelly, LLC.

## STAFF CONTACT

Ron Achelpohl  
Ray M. Webb

# AGENDA REPORT

MARC Board of Directors

January 2025

Item No. x

Transportation & Environment Department

## ISSUE:

VOTE: Authorization to enter into a supplemental contract with consulting firm, Olsson, 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.

After an RFQ process in November 2022, Olsson was contracted in April 2023. The first two-year contract expires March 31<sup>st</sup> 2025 with allowable two one-year extensions.

## BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$149,501.74
Source	STBG
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$149,501.74
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 January 27, 2025, to vote to recommend the selection of Olsson for a one-year extension.

## 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**

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### **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 into a supplemental contract with Olsson for Traffic Signal Timing and Engineering Support Services for the Operation Green Light Program.

#### **STAFF CONTACT**

Ron Achelpohl  
Ray M. Webb

# AGENDA REPORT

## MARC Board of Directors

February 2025

Item No. x

Transportation & Environment Department

### ISSUE:

VOTE: Authorize MARC to purchase a new vehicle for the Operation Green Light (OGL) program

### BACKGROUND:

Operation Green Light is MARC's initiative to manage a regional traffic signal coordination system in partnership with local governments and the State Departments of Transportation in Kansas and Missouri.

OGL currently conducts operations with three vehicles, a 2013 Ford Escape, a 2018 Ford Transit and a 2021 Ford Explorer. The purpose for this acquisition is to replace the 2013 Ford Escape due to the age of the vehicle and anticipated maintenance. At the time of the trade-in, the mileage is anticipated to be nearing 85,000 miles. The trade-in value is anticipated to be around \$4000.

The vehicle is used mostly in the KC region to transport communications network equipment and tools for the troubleshooting and repair of the MARC owned and maintained network equipment that provides networking to hundreds of traffic signals. The network consists of 17 locations of tower or rooftops sites that house the backhaul wireless equipment. Another 1200+ radios and switches are located in over 750 traffic signals that OGL supports. The vehicle would get outfitted with emergency safety lights due to the nature of the work that could entail having to be in traffic however, if possible, the work entails driving over the curb or out of traffic lanes to service the network equipment. Many times, this work is during inclement weather and having a vehicle that can maneuver over curbs or shoulders is required.

### BUDGET CONSIDERATIONS

Funds for this application come from the OGL local funds.

REVENUES	
Amount	\$42,000
Source	Local agency funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$0
Contractual	\$42,000

This new vehicle purchase is included in the OGL program budget. OGL will use the [Regional KCRPC Metro Vehicle Contract](#) that provides local government with a previously bid contract. The cost is between \$36,000 and \$42,000 as quoted by Olathe Ford pending vehicle options. The range is due to working to finalize the vehicle options of which availability of equipment and safety packages can drive the variability. STBG funds used for most expenses for the OGL program are not allowed by FHWA to be used for vehicle purchases thus local funds only would be used as was the case for the past vehicle purchases. Leasing is not feasible due to the way the vehicle is utilized and outfitted with safety equipment (safety warning lights that get hardwired into the vehicle). Vehicle replacements are planned for, and local funds are identified and available for this purchase in the 2025 budget.

### COMMITTEE ACTION

## AGENDA REPORT

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### MARC Board of Directors

The Operation Green Light Steering Committee meets on January 27<sup>th</sup> to vote on this item and has \_\_\_\_\_ the OGL program proceed with this purchase pending MARC board approval.

**RECOMMENDATION:** Authorize the Executive Director to approve up to \$40,000 for the Operation Green Light program to purchase a 2025 Ford Explorer from Olathe Ford. The purchase is expected to be made within the next two months.

#### STAFF CONTACT

Ron Achelpohl

Ray Webb

# 2025 OGL WORK PLAN

## Operation Green Light Program

### Program Objectives

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

### Background/Previous Work

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

### Program Activities and Products

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

regional partners and TransCore. Develop local matching invoices for 20% matching requirements.

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

Operations Funding 2025

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

USDOT SMART Grant

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

ATMS Software Enhancement

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

Crowdsource Funding 2025 Missouri CMAQ 3302(446)

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

## 2025 OGL SIGNAL TIMING PLAN

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

# Operation Green Light

## Operations Report 4<sup>th</sup> Quarter of 2024

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](http://www.marc.org/OGL).

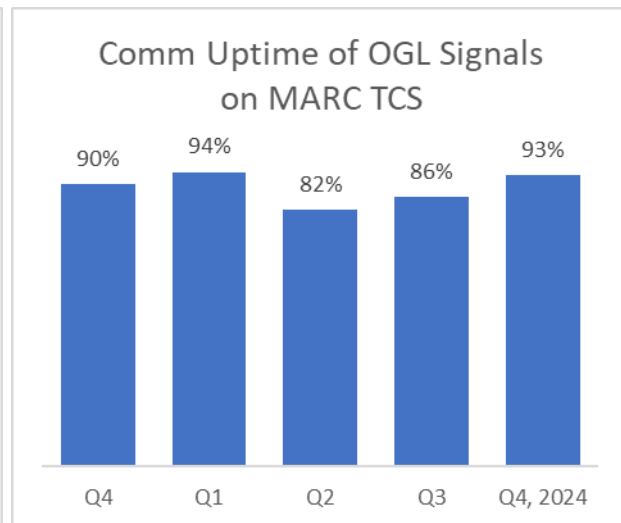
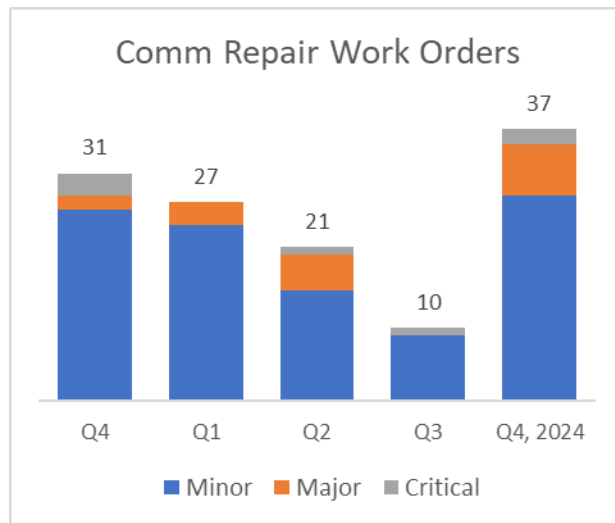
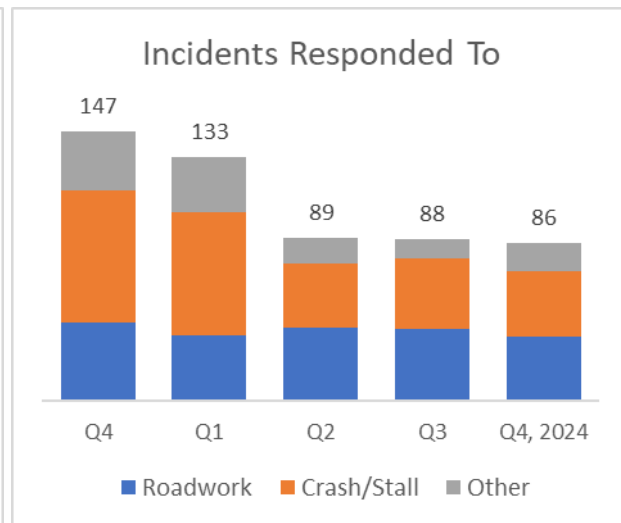
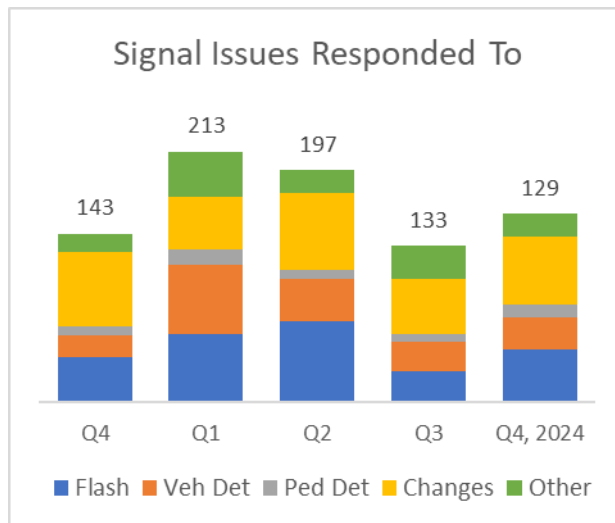
### Signal timing efforts

- New plans were installed on 119<sup>th</sup> Street, Olathe, Renner to Strang Line Rd plus side streets
- OGL staff collected 25 traffic counts.

### Noteworthy software/hardware efforts

- New firewalls were installed at 2 locations which will protect connections with 5 partner agencies.
- TransSuite was updated to version 24.3.2
- Solarwinds was updated to version 2024.4.0

### Other activities



# Operation Green Light

## Operations Report 4<sup>th</sup> Quarter of 2024

### Traffic Flow

Flow Labs (probe data)				Inrix Signal Analytics (probe data)		
Top 10 worst intersections, on evaluation corridors, current as of 1/7/2025, with specific worst TOD.				Top 10 worst intersections, on evaluation corridors, December, 2024.		
Rank	Intersection	TOD	Control Delay/Veh	Rank	Intersection	Control Delay/Veh
1	Prospect & 55th St	Weekday PM Peak	42	1	135th & Metcalf	38
2	N Oak & Vivion	Weekend Daytime	40	2	Santa Fe & Mur-Len	37
3	N Oak & 72nd	Weekend Daytime	39	3	Santa Fe & Ridgeview	36
4	US-24 & Noland	Weekday PM Peak	36	4	135th & Black Bob	35
5	Prospect & Gregory	Weekday PM Peak	32	5	N Oak & Englewood	35
6	Santa Fe & Mur-Len	Weekday PM Peak	30	6	US-24 & Noland	34
7	N Oak & Englewood	Weekday PM Peak	30	7	N Oak & 72nd	33
8	135th & US-69 SB	Weekday PM Peak	28	8	Prospect & 55th	33
9	135th & I-35 SB	Weekday Midday	28	9	135th & Pflumm	33
10	SMP & Nail	Weekend Daytime	27	10	135th & Nail	32

Iteris ClearGuide, Signal Trends (probe data)		
Top 10 worst intersections*, out of entire region, Q4.		
Rank	Intersection	Control Delay/Veh
1	MLK & Brookside	56
2	K-10 WB & Ridgeview	53
3	M-78 & M-291	44
4	Cleaver II & Brookside	42
5	Vivion & N Antioch	42
6	Front St & Chouteau	41
7	Independence & I-35 NB	41
8	MO-7 & US-40	41
9	Wornall & 75th	39
10	119th & Nail	39

\* some erroneous entries omitted

StreetLight Data September 2024								
Weekdays	Corridor	Segments	Direction	Delay (Veh-hrs)	TTI (Daily Avg.)	Throughput (VMT)	Travel time (min)	
	1	Kaw Drive/K-32 and Kansas Avenue/K-132 in Kansas City,		EB	145	1.04	210952	14
				WB	24	1.03	197733	14
	2	Burlington Avenue and North Oak Trafficway, connecting		NB	161	1.04	220307	14
				SB	380	1.07	264,797	14
	3	Independence Avenue/US-24 in Kansas City and Independence,		EB	189	1.08	90,707	18
				WB	192	1.08	93,176	17
	4	Shawnee Mission Parkway connecting multiple cities in		EB	528	1.15	143,169	13
				WB	551	1.16	141,100	13
5	US Highway 71 plus Prospect Ave from 55th St to Gregory Blvd, in		NB	493	1.21	133,479	4	
			SB	519	1.23	122,596	4	
6	Santa Fe/135th Street in Olathe and Overland Park, Kansas		EB	610	1.19	126,483	14	
			WB	640	1.21	123,171	14	



# Steering Committee Budget Report

## November 30, 2024, Ending

MARC's OGL program operates from Surface Transportation Block Grant (STBG) Federal revenues on a reimbursement basis from MoDOT Local Public Agency (LPA) group and KDOT Intelligent Transportation Systems (ITS group who administer the STBG funds). The local match for 2023-2024 is collected annually via a multi-year agreement which coincides with the period of the two-year MoDOT and one-year KDOT STBG Federal funding agreements. Currently 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 755 signals at \$800/signal is \$604,000 and the total federal STBG funds are \$700,000. This results in a 54% federal to 46% local funding split.

### **Budget Summary:**

- Reserve / Emergency (local funds) balance remains at \$300,000.
- Local OGL #65377 (deferred balance) of \$3,887 is a separate account of local funds for expenses not covered by STBG funds.
- Total Expenses average 89.3% compared to month 24 of 24-month budget percentage of 100%. Balances are in the ranges to be expected.
- STBG funds we fully expended in August.
- 2025 STBG funds for Missouri and Kansas are obligated and will begin utilizing in January 2025
- The ending balance of local funds is \$209,642.
- The October 2024 meeting discuss the potential for increasing the local match (currently at \$800/signal) and a meeting to discuss this will be scheduled in the near future. Various options were included in the October Steering Committee meeting packet.

### **Notes:**

MoDOT and KCMO 2025 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.

Mid-America Regional Council (MARC)				
MO & KS OGL Operations #65240				
2-Year Budget Period Beginning December 1, 2022				
	Report Ending	11/30/2024		% Variance
	Two-Year	Cumulative	Balance	Cumulative/Budget
Expenses	Program Budget	To Date	(yet to be spent)	24 / 24 months = 100%
Salaries, Fringe Benefits, Indirect Costs	\$1,578,959.68	\$1,526,677.69	\$52,281.99	96.7%
Consultants/Contracted Services	787,270.00	629,592.77	157,677.23	80.0%
Legal Fees	10,000.00	2,584.40	7,415.60	25.8%
Meeting/Travel (In/Out of Region & Registration)	12,400.00	6,530.22	5,869.78	52.7%
Rent	20,497.19	13,843.23	6,653.96	67.5%
Telephone/Maint.(Internet, mobile, ConferSave, USB mode	13,200.00	10,686.88	2,513.12	81.0%
Miscellaneous (classified ads, postage)	500.00	156.66	343.34	31.3%
Insurance	8,000.00	6,120.60	1,879.40	76.5%
Equipment/Computer/Supplies	150,773.13	108,906.00	41,867.13	72.2%
Service Agreements	1,400.00	-	1,400.00	0.0%
Automobile Gas/Maintenance	10,800.00	8,390.19	2,409.81	77.7%
Professional Memberships	1,000.00	-	1,000.00	0.0%
Training	2,000.00	1,820.13	179.87	91.0%
Utilities	11,200.00	12,514.47	(1,314.47)	111.7%
<b>Total Expenses</b>	<b>\$2,608,000.00</b>	<b>\$2,327,823.24</b>	<b>\$280,176.76</b>	<b>89.3%</b>
	Two-Year			% Variance
<b>Revenues (Reimbursement from DOT's at 80/20</b>	<b>Program Budget</b>	<b>Cumulative To Date</b>	<b>Balance</b>	<b>Cumulative/Budget</b>
STP Funding, KDOT	\$420,000.00	\$420,000.00	\$0.00	100.0%
STP-Funding, MoDOT	980,000.00	980,000.00	0.00	100.0%
Local Gov't Funding-Required 20% match	350,000.00	350,000.00	0.00	100.0%
<b>Total Revenues for Federal Grant</b>	<b>\$1,750,000.00</b>	<b>\$1,750,000.00</b>	<b>\$0.00</b>	
Local Gov't Revenue above 20% match	858,000.00	\$577,823.24	280,176.76	
<b>Combined Revenues</b>	<b>\$2,608,000.00</b>	<b>\$2,327,823.24</b>	<b>\$280,176.76</b>	
<b>Local Government Revenues</b>				
Funds available		1,125,578.96		
Funds billed but not yet received.		8,000.00		
Local Operation Green Light Program #65377 (deferred balance)		3,887.23		
Total available		1,137,466.19		
Less: Amount applied to OGL grant 65240 - Cumulative to Date		(350,000.00)		
Less: Amount above required match		(577,823.24)		
Less: Amount transferred to other grants		0.00		
<b>Ending Balance 11/30/2024</b>		<b>\$209,642.95</b>		
<b>Reserve/Emergency (local funds)</b>		<b>\$300,000.00</b>		