Welcome & Introductions

1. Approval of January 28 Committee Minutes* (page 2)

2. Two Minute Agency Updates

3. Regional Traffic Signal Data Sharing with 3rd Parties

4. OGL Cyber Security Update (page 5)

5. Regional Systems Engineering Software Requirements Project Status

6. MO CMAQ-KCMO, Blue Springs and Grandview Construction Project

7. Quarterly Operations Update (page 7)

8. 2019-2020 Local and STP Agreements Status and 2019 Invoicing

9. Quarterly Budget Report (page 21)

Other Business

Next Regularly Scheduled Meeting: Monday’s, July 22 and October 28, 2019 and January 27, 2020

Adjournment

*Action Items

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

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.
Welcome & introductions
Meeting started at 1:30. Derek Olson welcomed all and conducted introductions. Kevin Manning took over role of Chairperson for the remainder of this meeting and for 2019. Sol Moinuddin from KCMO will be Vice-Chair for the year.

1. October 29, 2018 committee minutes – Brian Shields made a motion to accept the minutes. The motion was supported and approved unanimously.

2. Two minute agency updates
   - Olathe is working to install Intelight adaptive on Blackbob from Santa Fe to 143rd, 4 signals. They are waiting for a software update in March before turning it on.
   - KDOT will be closing the ramp from SB I-35 to SB US-69 in August for about 3 months. Expect challenges on surrounding arterials.

3. Request for agency construction projects affecting OGL intersections – Kevin Manning asked committee members to please try to remember to keep OGL staff informed of planned construction activities that may affect traffic on OGL signals.

4. MARC Conflict of Interest and Whistleblower Policies – These were included in the meeting Packet. Any questions can be directed to Ray.
5. **Regional Transportation Plan (RTP) 2050** – Ron Achelpohl shared with the committee that MARC is updating the Long Range Transportation Plan. As part of that process there will be a call for projects whereby agencies will be asked to inform MARC of regionally significant transportation projects or investments planned through 2050.

6. **Regional ATMS System Engineering Project** – Steve Garbe with Iteris updated the committee on the status. Starting after this committee meeting and continuing all day Tuesday and Wednesday we will be hearing RFI presentations from six ATMS software system vendors about their products. Following that process the consultant team and agencies will be working on identifying system requirements and developing RFP documents.

7. **MO CMAQ, KCMO CCTV, Blue Springs & Grandview Construction Project** – Scott Cutshall updated the committee on the project. The contractor began work today with exploratory conduit work for fiber on the plaza and for CCTV cameras at various locations. Most shop drawings have been approved. They will be working relatively early in the project in Blue Springs and Grandview to establish communications.

8. **KCRPC Regional Procurement of Traffic Signal Components** – Last meeting we discussed using the Kansas City Regional Purchasing Cooperative (KCRPC) to purchase traffic signal components. KCRPC is willing to facilitate but needs a list of equipment. Contractors are not able to purchase through them. Sol will draft a list of items to be priced.

9. **Quarterly Operations Update** – OGL staff highlighted a few operations items. The operations report was included in the meeting packet.
   - There was one critical network event, an IP power strip failed at one of the tower locations on Christmas Eve. Barry was working that day and promptly responded to get everything up and working again for the benefit of the region.
   - Chris upgraded memory and storage on the OGL servers. Most virtual machines have been upgraded to Windows Server 2016.
   - Transcore installed their web interface for us on a new server. For now it is only accessible internally while OGL staff tests it out. The committee would like OGL staff to be extra-conscious of cybersecurity when they move toward the web interface for outside access.
   - The latest version of TransSuite was installed earlier in January. A couple notes:
     - Transcore changed some UCM tables for the ring structure data in the SEPAC controller. (All agencies using SEPAC controllers should be moving to the 4.57 firmware version. Speak with Barry for details.)
     - We are troubleshooting long up/download times for Intelight controllers.
     - Several fixes have been applied to help us use the split failures performance measure feature that we would like to use. One item still needs to be addressed before we can use it.
   - With the cold weather and precipitation lately OGL has been seeing many stuck ped buttons and not necessarily reporting all of them due to the large number and intermittent nature. Several agencies offered that the Bull Dog buttons do not have this problem. OGL staff does respond with changes to signal operation if they are causing traffic congestion.

10. **2019-2020 Local and STP Agreements** – Ray reported that 12 to13 agreements are complete, several more are in process. KCMO has already been billed for 2019. In discussions related to the agreements, some agencies have been asking about Cybersecurity insurance. MARC does maintain this insurance coverage but there is some concern about needing to pass a requirement for that coverage to contractors and consultants working for MARC. Also, more discussions are needed regarding the agreement’s addressing of ownership of signal records, status and operations data. This will need to be sorted out before MARC can start working with 3rd party organizations that receive signal status information either for performance measures or connected vehicle applications.
11. **Quarterly Budget Report** – Ray Webb updated the committee. Invoices will likely go out to agencies in February or March. Around that time we will also begin using STP funds that are available. The balance of funds available has actually increased since last quarter due to recent payments of local agency match funds.

12. **OGL Staff Phone Numbers** – OGL is now connected to the new MARC VOIP phone system. In addition to new individual numbers we also have a group number that will ring all four phones, 816-701-8300. Hopefully this can also be redirected after-hours to cell phones.

13. **Other Business**
   Kevin Manning brought up the topic of field signal cabinet security. Several agencies shared what they were doing on this front.

**Next Regularly Scheduled Meetings:** April 22, July 22, October 28

**Adjournment** – Meeting was adjourned at 2:34 PM
TO: OGL Partner Agencies
FROM: OGL Program Staff
RE: Network security (for those with network connections or access to the OGL regional ATMS network)

Dear OGL Partner,

In 2018 MARC hired an outside firm to perform a cybersecurity audit of the OGL program and infrastructure. The results of this audit were several recommendations which MARC staff have been implementing. One of the action items was to continue education of OGL partner agencies and users on how to help protect the integrity of the system.

These efforts are ongoing. **We ask the following of you:**

1. **Tell OGL staff immediately when a user leaves employment at your agency.** If we do not know they are gone they will continue to have access to the system and your signals. Consider adding this requirement in your agencies separation paperwork.

2. **Strongly consider adding pad locks or other agency-specific lock systems to your field cabinets** where network equipment resides, including all OGL locations. If a person accesses a single isolated cabinet, they have the ability to tamper with that one intersection. However, if that cabinet has network access, they potentially have access to tamper with thousands of intersections and any of the other municipal networks that are connected. We have firewalls and other technology in place to prevent this, but locking the cabinet is the first line of defense. If OGL-owned equipment resides in the cabinet, work with OGL staff on granting access to the locked cabinets.

3. **Keep your user account and password secret.** Do not share your account information with other people, including co-workers or MARC staff. We will never ask you for your password so if you receive any communication asking for it DO NOT COMPLY. Then please let us know you received this fraudulent communication. Do not write your password on a sticky note and stick it on your computer screen or keep it in plain text on your computer or other device.

4. **Watch for Phishing.** If you receive any communication that asks you to log in to the OGL server, even if you think may be legitimate, DO NOT click on any links in that email, rather go independently to our website as found in previous communications and access the server that way. Alternatively, make a voice phone call to MARC staff to verify, but again, independently verify our phone number from your records, do not rely on information in an email that may be fraudulent.

5. **Keep strong passwords that are difficult to guess.** Passwords to the OGL network are required to be complex. For example, they must be 8 characters long, must contain at least 3 of the 4 different types of characters (lower case, upper case, numbers, and special characters), and cannot contain your account name or your first or last name. Do not use the same password as other accounts such as your email.
6. **Keep your computer and other devices up to date** with operating system updates, anti-virus and anti-malware software, including personal devices you may use to connect to the system/network. If your computer is used to connect to the OGL system, that computer and the network it is on is a point of vulnerability for the region.

7. **Do not attempt to use your access to the OGL servers or field network for anything other than its intended purpose.** If you would like to do something ITS related with the OGL network talk to MARC staff about it. Users are not permitted to access the Internet from the OGL server unless approved by MARC staff.

8. **Notify OGL staff if you suspect there has been unauthorized access** to your OGL account, your signal controllers, or your field cabinets.

Please consider making these suggested changes to better secure the regional network. Let us know when you do so or if you have any questions by calling Ray Webb at 816.701.8358 or email at rwebb@marc.org.
Mid-America Regional Council’s Quarterly Report
For Operation Green Light

1st Quarter 2019 Report
April 22nd, 2019

Prepared For:
OGL Steering Committee

Prepared By:
OGL Operations Team
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Introduction

Operation Green Light (OGL) is a bi-state regional effort to improve traffic flow and reduce vehicle emissions. Managed by the Mid-America Regional Council (MARC), Operation Green Light works with federal, state and local agencies to operate a system that coordinates traffic signal timing and communication between intersections across jurisdictional boundaries.

This report details the work performed on the Operation Green Light communications network during the 1st Quarter of 2019 and highlights of signal timing and agency coordination. OGL currently monitors/operates 732 signals and manages over 1200 network devices. These devices include intersection controllers, wireless radios, switches, cameras, routers, serial-to-IP converters and servers. For more information on the program, visit http://www.marc.org/Transportation/Commuting.

Operations Summary

A summary of the operational results and activities of the OGL program staff during the reporting period is presented below.

Repair tickets

- OGL staff actively responded to 22 repair tickets. OGL uses the repair tracking database to manage work orders and billing for the contractor, but currently doesn’t differentiate between normal repair work and radio upgrades.

Corridor/Signal Timing Efforts

- 2/26 & 2/27 – new signal timing plans were implemented on M-45 in Parkville and Kansas City, MO

Training Sessions/Panels/Events

- 1/10 – Ray Webb attended KCITE meeting about autonomous vehicles
- 3/4 – 3/5 – Barry Viss attended IMSA Traffic Signal Field Tech Level II Recertification class
- 3/6 – Ray Webb and Barry Viss attended KCITE/APWA joint meeting in Grandview, MO
- 3/28 – Ray Webb participated in an ITE Meeting Management webinar

Additional Information

- OGL staff set up and scheduled the Miovision equipment to conduct 11 counts. Most of these were 13-hour turning movement counts and the remaining were 24-hour ADT counts.
Notes on Operations Summary
1. Repair ticket levels used by OGL staff are defined in Exhibit I Scope of Services as follows:
   - Minor – investigate and resolve communication problem within 5 business days, weather permitting
   - Major – investigate and resolve communication problem within 2 business days, weather permitting
   - Critical – investigate and resolve communication problem within 24 hours, weather permitting

System Hardware/Software Activities/Issues
The following list represents major software or hardware activities performed during the 1st Quarter of 2019:
   - 1/9 – TransSuite was updated to version 18.7.1
   - 2/20 – OGL, Leawood, and Commenco staff met at the Sheraton and Leawood Justice Center to change fiber configurations
   - 3/13 – OGL and Leawood completed federation of Genetec systems and are now sharing video
Interagency Coordination

During the 1st Quarter, OGL staff participated in the following interagency activities:

- 1/4 – Ray Webb met with Lansing, KS staff to discuss OGL operations
- 1/7, 1/14, 1/22, 1/28 – Barry Viss worked at the KCMO TMC
- 1/8 – OGL staff met with Merriam, KS staff to discuss OGL operations
- 1/9, 1/23 – OGL and Olsson held bi-weekly conference calls for contract work
- 1/15 – Barry Viss attended meeting with KU, KDOT, and Westwood staff about pedestrian signal on Rainbow Blvd
- 1/15 – OGL, KCMO, OP, Olathe, MoDOT, and Iteris staff had conference call to discuss ATMS RFI submittals
- 1/15 – OGL and MODOT staff met to discuss Detection malfunction tracking
- 1/17 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 1/17 – Ray Webb gave presentation to Lansing, KS City Council
- 1/18 – OGL and KCK staff discussed connecting K7 signals to OGL network and other project coordination
- 1/23 – Ray Webb attended the MARC Highway Committee meeting
- 1/24 – OGL staff attended the Pre-Con meeting for I-70 & I-435 project
- 1/24 – OGL staff participated in ATSPM, Adaptive, and SPAT vehicle applications webinar
- 1/28 – OGL team lead the January OGL Steering Committee meeting
- 1/28 – 1/30 – OGL staff participated in the OGL ATMS System Demos
- 2/1, 2/15 – OGL and KCK staff discussed connecting K7 signals to OGL network and other project coordination
- 2/4, 2/11, 2/19, 2/26 – Barry Viss worked at the KCMO TMC
- 2/5, 2/26 – OGL, Olathe, OP, KCMO, and MoDOT and Olsson staff held Incident and Performance management meetings
- 2/6, 2/20 – OGL and Olsson held bi-weekly conference calls for contract work
- 2/7, 2/26 – OGL and MoDOT staff had conference call about new statewide agreement with TTS and sharing signal data
- 2/13 – OGL and MoDOT staff met to discuss upcoming bridge project in Liberty, MO
- 2/13 – OGL, KCScout, and MODOT staff met with representatives from StreetLight Data
- 2/14 – Ray Webb attended the MoDOT RE meeting in Lees Summit
- 2/15 – OGL staff met with MODOT inspector regarding M-152/Kansas Ave project
- 2/19 – Ray Webb presented at the TTPC meeting
- 2/21 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 2/25 – Chris Jenkins attended MoDOT Signal communications Core team meeting
- 2/25 – OGL, MoDOT, KCMO and Trekk staff had conference call to discuss state of CMAQ project
- 2/27 – OGL staff hosted Leawood PD and IT staff to discuss network operations
- 2/28 – Chris Jenkins attended the KCMO City Manager’s Camera coordination meeting
- 3/1, 3/15, 3/29 – OGL and KCK staff discussed connecting K7 signals to OGL network and other project coordination
- 3/1 – OGL staff attended the Pre-Con meeting for I-35 & M152 Liberty bridge project
- 3/4 – OGL and GBA staff had conference call to discuss Roeland Park project
- 3/5 – OGL and MoDOT staff had conference call about new statewide agreement with TTS and sharing signal data
- 3/6, 3/20 – OGL and Olsson held bi-weekly conference calls for contract work
- 3/7 – OGL, KDOT, and Olsson staff had conference call to discuss use of HERE/Inrix data
- 3/8 – OGL and Raymore staff met to discuss signal operations
- 3/11, 3/18, 3/25 – Barry Viss worked at the KCMO TMC
- 3/11 – OGL, GBA, and Roeland Park staff met to discuss Roe Ave project
- 3/12 – OGL, MoDOT, KCMO and Trekk staff had conference call to discuss state of CMAQ project
- 3/13 – Chris Jenkins met with MODOT staff to discuss TransSuite management tasks for non-OGL MODOT signals
- 3/15 – Scott Cutshall attended Pre Con meeting for I-470 Resurfacing project
- 3/18 – OGL and Olsson staff met to discuss updates to OGL Tech Plan
- 3/19 – OGL and new Independence staff met to discuss signal operations
- 3/21 – OGL staff participated in the OGL Regional TransSuite Monthly Status meeting
- 3/22 – Chris Jenkins attended MoDOT Signal communications Core team meeting
- 3/27 – OGL staff attended the OGL ATMS Stakeholder Workshop No. 2
Quarterly Repair Ticket Statistics by Month
In the 1st Quarter of 2019, OGL staff created and responded to 22 repair tickets in the Kansas City area.

Figure 1 – Quarterly Repair Ticket Statistics by Month

Additional Repair Ticket Details:
Figure 2 – Monthly Repair Ticket Statistics / Prior 15 months
Figure 2 shows the number of repair tickets that OGL staff responded to for the last 15 months. It is intended to show long-term trends in incidents that are occurring on the OGL network.
Additional Statistics

OGL Network Pod Diagram

Figure 3 shows the overall design of the OGL Network and Pod Locations. It is noted that the different color of lines between the Pods are representing the different type of network connections. A black line represents a FCC licensed link, an orange line represents a fiber optic connection, and a light blue line represents an unlicensed radio link. The OGL network now has 2 wireless rings as seen in the diagram.

Figure 3 – OGL Network Pod Diagram
Repair Tickets by Network Pod

OGL staff is continually working on improving the reliability of the OGL network. Therefore, staff monitors and tracks which network pods continually have incidents. Figure 4 shows the number of repair tickets for each Pod and Figure 5 shows the number of repair tickets year–to–date for each Pod.

Figure 4 – Repair Tickets by Network Pod

![Figure 4 - Repair Tickets by Network Pod](image1)

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

![Figure 5 - Repair Tickets by Network Pod / Year – to – date](image2)
Repair Tickets by Equipment Type

Figure 6 – Repair Tickets by Equipment Type

Figure 6 shows the number and percentage of incidents that occur for each equipment type for the quarter.

![Pie chart showing repair tickets by equipment type for the quarter.]

SU 59%
Switch 5%
AU 27%
Backhaul 9%
Comtrol 0%

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

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

![Pie chart showing repair tickets by equipment type for year to date.]

SU 59%
Backhaul 9%
Switches 5%
Controller 0%
AU 27%
Repair Ticket Statistics by Severity Level
Figure 8 – Repair Ticket Statistics by Severity Level
Figure 8 shows the number and percentage of incidents by severity level for the quarter.

Figure 9 – Repair Ticket Statistics by Severity Type / Prior 15 months
Figure 9 shows the number of incidents by severity type that OGL staff has managed in the last 15 months.
Summary of Critical Events
The OGL staff responded to 0 critical events during the 1st Quarter of 2019.

Preventative Maintenance
Each year at the Pod locations for the OGL network, preventative maintenance is performed according to Exhibit I Scope of Services.
Preventative maintenance for 2019 has not begun yet.

Incident Management
OGL staff responded to 176 incidents in the first quarter of 2019. These consisted of weather events, crashes or roadwork events on the interstate system that impacted surface streets, or on the surface streets themselves, or other abnormal events that impacted traffic flow. Of these events, OGL staff made operational changes to traffic signals for 110 of them. The remainder resulted only in notification to KCScout or the agency involved or monitoring of the situation only.

Some examples include:
A design build project by MoDOT on I-435 is continuing on the south side of the metro. OGL staff continues to monitor this corridor and alternate routes commuters are using and making timing adjustments. Most of this work involves timing changes on Route W/Bannister Rd.
A bridge project by MoDOT at M152 & I-35 in Liberty began. This has had significant impact on traffic operations on both M-152 and on I-35. OGL staff continues to monitor this corridor and alternate routes commuters are using and making timing adjustments. Most of this work involves timing changes on M152.
A major water project was started at Shawnee Mission Pkwy & Mission with multiple lane closures and traffic control. OGL has been monitoring and in contact with contractors to ensure continued signal operations during this project.
## Traffic Signal Event Tracking

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MARC’s OGL program operates from STP Federal revenues on a reimbursement basis from MoDOT and KDOT who administer the funds. The local match for 2019-2020 is collected annually with a two year agreement which coincides with the time frame of the two year MoDOT and KDOT agreements.

STP funds are allocated off the top of the regional STP/CMAQ every two year call for projects. It is the responsibility of the OGL Steering Committee to approve the budget for the program. The budget is then authorized by MARC’s Total Transportation Policy Committee (TTPC).

Local funds are combined with federal STP funds to comprise the total operations budget. The federal to local funding split is approximately 50/50. Reimbursement of federal funds from MoDOT and KDOT are at 80% federal, 20% local rate. In Kansas, all agreements are in the form of a single combined agreement for the 15 agencies. The Missouri agreements are with individual agencies.

Budget Summary:
- The budget is for two years starting April 2017
- All Local funds have been collected for 2018
- STP funds were fully expended in May 2018.
- Currently operating on local funds
- Use of 2019 STP funds began April 1, 2019
- The % variance column can be used to compare variance to the March close of 100% (24 of 24 months)
- Equipment/Computer/Supplies line item at 154.3% includes accelerated expenses to execute the technology plan
- 25 agreements for 2019/2020 have been completed. The last one goes before city council the end of April
- 2019 local invoices will be sent in April
## Mid-America Regional Council (MARC)

**MO & KS OGL Operations #65210**

### 2-Year Budget Period Beginning April 1, 2017

**Report Ending March 31, 2019**

### Expenses

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Two-Year Program Budget</th>
<th>Cumulative To Date</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries, Fringe Benefits, Indirect Costs</td>
<td>$1,099,716.00</td>
<td>$1,059,522.00</td>
<td>96.3%</td>
</tr>
<tr>
<td>Consultants/Contracted Services</td>
<td>865,636.00</td>
<td>1,086,688.64</td>
<td>125.5%</td>
</tr>
<tr>
<td>Legal Fees</td>
<td>10,000.00</td>
<td>7,653.72</td>
<td>76.5%</td>
</tr>
<tr>
<td>Meeting/Travel (In/Out of Region &amp; Registration)</td>
<td>16,200.00</td>
<td>14,376.93</td>
<td>88.7%</td>
</tr>
<tr>
<td>Rent</td>
<td>15,248.00</td>
<td>15,011.42</td>
<td>98.4%</td>
</tr>
<tr>
<td>Telephone/Maint. (Internet, mobile, ConferSave, USB modem)</td>
<td>48,000.00</td>
<td>33,279.45</td>
<td>69.3%</td>
</tr>
<tr>
<td>Insurance</td>
<td>8,000.00</td>
<td>7,275.00</td>
<td>90.9%</td>
</tr>
<tr>
<td>Postage</td>
<td>200.00</td>
<td>31.72</td>
<td>15.9%</td>
</tr>
<tr>
<td>Equipment/Computer/Supplies</td>
<td>249,000.00</td>
<td>384,183.95</td>
<td>154.3%</td>
</tr>
<tr>
<td>Service Agreements</td>
<td>2,000.00</td>
<td>1,225.91</td>
<td>61.3%</td>
</tr>
<tr>
<td>Automobile Gas/Maintenance</td>
<td>16,000.00</td>
<td>8,509.16</td>
<td>53.2%</td>
</tr>
<tr>
<td>Professional Memberships</td>
<td>1,000.00</td>
<td>0.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>Training</td>
<td>3,000.00</td>
<td>2,500.00</td>
<td>83.3%</td>
</tr>
<tr>
<td>Utilities</td>
<td>10,000.00</td>
<td>10,525.42</td>
<td>105.3%</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$2,344,000.00</strong></td>
<td><strong>$2,630,783.32</strong></td>
<td><strong>112.2%</strong></td>
</tr>
</tbody>
</table>

### Revenues (Reimbursement from DOT's at 80/20)

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Two-Year Program Budget</th>
<th>Cumulative To Date</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP Funding, KDOT</td>
<td>$450,000.00</td>
<td>$450,000.00</td>
<td>100.0%</td>
</tr>
<tr>
<td>STP-Funding, MoDOT</td>
<td>770,000.00</td>
<td>770,000.00</td>
<td>100.0%</td>
</tr>
<tr>
<td>Local Gov't Funding-Required 20% match</td>
<td>305,000.00</td>
<td>305,000.00</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>Total Revenues for Federal Grant</strong></td>
<td><strong>$1,525,000.00</strong></td>
<td><strong>$1,525,000.00</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Local Gov't Revenue above 20% match (Total 2 year local commitment $305k + $819k= $1,124,000)

<p>| | | | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>$819,000.00</td>
<td>$1,105,783.32</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Combined Revenues**

<p>| | | | |</p>
<table>
<thead>
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<tbody>
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<td><strong>$2,344,000.00</strong></td>
<td><strong>$2,630,783.32</strong></td>
<td><strong>112.2%</strong></td>
</tr>
</tbody>
</table>

### Local Government Revenues

| Funds available from previous budgets            | $786,459.81             |                  |            |
| Funds collected for current budget period #65210 | 1,125,600.00            |                  |            |
| Local Operation Green Light Program #65375 (deferred balance) | 18,090.81              |                  |            |
| **Total available**                              | **$1,930,150.62**       |                  |            |

Less: Amount for required match

|                                                   | (305,000.00)            |                  |            |

Less: Amount above required match

|                                                   | (1,105,783.32)          |                  |            |

Less: Transfer to 65375

|                                                   | (80,000.00)             |                  |            |

**Ending Balance March 31, 2019**

|                                                   | **$439,367.30**         |                  |            |

**Reserve/Emergency (local funds)**

|                                                   | **$300,000.00**         |                  |            |