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

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**Welcome & Introductions**

- 1. VOTE: Approval of January 26th Committee Minutes\***
- 2. VOTE: Iteris Timing and Engineering Contract Extension\***
- 3. VOTE: Iteris ClearGuide Missouri CMAQ contract\***
- 4. VOTE: OGL Operations Agency Match Increase for 2027\***
- 5. Agency Updates Roundtable**
- 6. Hot Topic: FIFA World Cup – Surprise Fan Presentation and OGL plan for feedback**
- 7. New OGL Operations Agreement for 2027+**
- 8. Quarterly Operations Report**
- 9. Quarterly Budget Report and KDOT STBG funding increase for 2027-2028**
- 10. Other business**

**\*Action Items**

**Next Regularly Scheduled Meetings:** Mondays at 1:30, July 27, October 26, 2026, January 25, 2027

**Adjournment**

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



**OGL STEERING COMMITTEE MEETING MINUTES**  
**Monday, January 26, 2026, 1:30 p.m.**  
**MARC offices in person**

<b>Members Present</b>	<b>MARC Staff Present</b>	<b>Non-Members Present</b>
Stephanie Boyce, Mission, Vice Chair	Ray Webb	Kurt Roterling, Olsson
Steve Schooley, Lenexa	Cedrick Owens	Janelle Clayton, Merge Midwest
Mark Green, Independence	Darren Adams	Lisa Miller, Olsson
John Sullivan, Westwood	Scott Cutshall	Addison Miller, Affinis
Sherri McIntyre, Liberty	Ron Achelpohl	Christos Achillides, Iteris
Andrew Morrow, Overland Park	Barry Viss	Lisa Seymour, TCC
John Culp, Lenexa		Jason Sommerer, Bartlett and West
Bob Orr, Belton		Doug Ripley, TCC
Athena Huynh, Grandview		Michael Hare, Merge Midwest
Alex Martinez, MODOT		Alex Preston, TransCore
Keith Bredehoeft, Prairie Village		Tommy Hunter, Bartlett and West
Arij Humeida, Shawnee		Jamie Mackey, Olsson
Melissa Schmitz, MODOT		Soma San, Leavenworth County
Greg Rokos, Belton		Mohammad Shehada, HDR
John Miller, FHWA		
Cody Harris, Olathe		
Joey Carley, Raytown		
Brian Scovill, Leawood		
Sol Moinuddin, KCMO		
Anthony Sands, NKC		
David Northup, KDOT		
Doug Wesselschmidt, Grandview		

**Welcome**

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

**1. VOTE: Approval of October 27, 2025, committee minutes**

Steve Schooley made a motion to accept the minutes. The motion was supported and approved.

**2. VOTE: Network Equipment Purchases for 2026\***

Steve Schooley made a motion to approve the proposed purchase of up to \$166,000 of radio and switch equipment from ETI. The motion was supported and approved.

**3. VOTE: Signal Timing Support Contract Supplement No 2\***

Steve Schooley made a motion to approve the proposed supplemental contract with Olsson for signal timing support, with an additional expense of \$170,000. The motion was supported and approved.

**4. VOTE: Field Network Support Contract Supplement No. 1\***

John Culp made a motion to approve the proposed supplemental contract extension with ETI for field network support, with an additional cost of \$180,000. The motion was supported and approved.

**5. VOTE: OGL Operations Agency Match for 2027\***

Sherri McIntyre made a motion to increase the local match per signal per year from \$800 to \$850 for 2027 and to \$900 for 2028 to satisfy the minimum match required for the proposed budget for those years. KCMO and MODOT voted NO. Sherri withdrew her motion. The issue will be discussed again at the April meeting.

## **6. Agency updates roundtable**

Overland Park is seeking a traffic engineer for their traffic operations center.

Arij noted that Shawnee just hired Mark Sherfy to fill the city traffic engineer position. He started in December.

Stephanie noted that construction has started on seven traffic signals on Johnson Drive to install equipment for OGL.

## **7. Hot Topic: Solar Battery Backup**

Steve Schooley presented Lenexa's recent experience with new UPS systems for their traffic signals. The system uses a new battery technology LiFePO4 (Lithium Iron Phosphate), which includes temperature regulation that helps them operate successfully in cold weather. The system can be supplemented with a solar panel in locations where there is appropriate space for it, which reduces power costs and increases the run-time during an outage. The inverter, solar charge controller, etc. are made by Victron and the battery they have used is by Epoch.

Lenexa is now using smart locks on their traffic signal cabinets. The keys were purchased from ASSA ABLOY and are programmed to allow access for a limited time period. If keys are lost or stolen, they are no longer usable after a short period of time. Reprogramming/updating the key is a very simple process that can be done from a smart phone and there is no need for power at the cabinet so there is little risk that a maintenance worker would be locked out. The key system provides a record of when and where keys were used. This will be a significant improvement in security of the traffic signal system.

## **8. Cybersecurity update**

Barry Viss highlighted a few items from the cybersecurity memo that was included in the meeting packet. OGL has made several security enhancements in the past year including firewalls and network monitoring services and plans to implement multifactor authentication in the coming months. Agencies are asked to be sure to notify OGL staff when a user with an OGL account leaves employment at their agency, consider padlocks or other locking systems for signal cabinets, and practice good password management.

## **9. TTS / Miovision traffic signal data sharing update**

Barry Viss reminded the applicable agencies of their participation in sharing their signal status with Miovision, previously Traffic Technology Services (TTS). Agencies have their own agreements covering this sharing, and if a change is desired, they can let OGL staff know.

## **10. MO CMAQ Crowdsourcing / Arterial Performance Measures Project**

Ray noted that this project stalled a bit in December as we were not able to get enough responses to set a time to discuss. A meeting is now set for January 28th at 11am. In general, we need direction from all twelve agencies as to who is onboard with this project. This project will provide an analytics platform powered by crowdsourcing data for arterial performance measures for the Missouri OGL region. Some of the benefits include getting alerts, travel times, and signal performance measures. Also, some safety modules could be available.

## **11. USDOT SMART Grant Stage 2 application**

Ray discussed the USDOT Smart grant which should have another round of funding in the near future. We were not awarded funding from the last round that we applied for, but we did get helpful feedback and propose to apply again. The request is thought to be in the \$3M range and would include an analytics platform for the region as well as some field equipment to pilot some testing. There is no match from the

local agencies, however it would entail OGL staff time to manage the effort. The committee was asked if there are any concerns with MARC pursuing the application. There were no concerns.

## **12. Quarterly operations report**

Darren highlighted a few items from the operations report which was included in the meeting packet. This included signal issues responded to, incidents, comm repair tickets, comm up-time, as well as data collection and signal timing efforts.

## **13. Quarterly budget report and future funding**

Ray reported that the current budget ended November with \$199k remaining and is on target. December close is not available but very preliminary costs are around \$110k. We are back using federal STBG funds starting January 2026.

The ATMS (advanced traffic management system) software project continues to develop enhancements. However, it has been increasingly difficult to collect the local matches for the project. Several emails have been sent that provide a draft 2-page agreement that could be used if the agency wishes. However, if agency can pay the invoices directly, that is acceptable. There are still 16-18 outstanding invoices.

Operations invoices for 2026 will be sent in mid to late February.

It was noted that new agreements are needed for 2027 and beyond. MARC will be reviewing the current agreement and proposing any updates and changes. Agencies should consider if they want to use a four-year or two-year agreement. There are pros and cons to both.

## **14. FIFA open discussion**

MARC has been trying to stay connected with the planning process, but a lot of specifics are still lacking, and MARC staff do not know what the expectation is for OGL and partner agency staff. There was talk about implementing a centralized bus priority system, but no one on the committee had definitive information on whether it will be pursued or not. If any agencies have knowledge of anything that would be helpful in preparing for the events, please share the knowledge.

## **15. Whistle Blower and Conflict of Interest**

Policies were provided for awareness as MARC shares this annually.

## **Other Business**

MO TEAM March 10-12, St Louis. Sold Out

IMSA March 23-27

KAUTC March 25, Overland Park

ITS Heartland April 26-29, Omaha, NE

MoVITE – Sept 30 – oct 2, Lincoln ne

Next meeting date: April 27, 2026, 1:30 p.m. at MARC.

**Adjournment** – Meeting adjourned at 3:02 p.m.

**AGENDA REPORT**

MARC Board of Directors

April 2026  
Item No.X

Transportation & Environment Department, OGL Program

**ISSUE**

**VOTE: AUTHORIZATION TO ENTER INTO A SUPPLEMENTAL CONTRACT WITH ITERIS, INC., FOR TRAFFIC SIGNAL TIMING AND ENGINEERING SUPPORT SERVICES**

**BACKGROUND**

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

MARC contracted with Iteris in April 2023 after a solicitation process. The first two-year term expired in April 2025 and a supplemental was executed that expires at the end of April 2026. MARC is exercising the last allowable one-year extension.

**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.

REVENUES	
Amount	\$36,000
Source	Federal STBG - Kansas
Amount	\$84,000
Source	Federal STBG - Missouri
Amount	\$30,000
Source	Local Agency Matching Funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$150,000
Pass-Through	

**COMMITTEE ACTION**

The Operation Green Light Steering Committee will meet on April 27, 2026, to vote to recommend the approval of a one-year extension not to exceed \$150,000 per contract.

**RELATED JURISDICTIONS**

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

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 one-year supplemental extension with Iteris for signal timing and engineering support through April 30, 2027.

#### **STAFF CONTACTS**

Ron Achepohl

Ray M. Webb

**AGENDA REPORT**

MARC Board of Directors

April 2026

Item No.X

Transportation & Environment Department, OGL Program

**ISSUE**

**VOTE: AUTHORIZATION TO ENTER INTO A CONTRACT WITH ITERIS, INC., FOR A CROWD SOURCING / TRAFFIC SIGNAL ANALYTICS PLATFORM PROJECT.**

**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.

Mid-America Regional Council (MARC) staff applied and received funds for the regional congestion mitigation air quality (CMAQ) program in Missouri. The objectives of this project are to better manage the area arterials using real-time alerts and arterial performance measures with available probe data that comes from a variety of sources.

Crowdsourcing is a FHWA Everyday Counts Initiative to increase use of crowdsource technologies in operations. Crowdsource data is large data and anonymized so that no personally identifiable data (PID) is included in any data product we may procure with the grant. This data will help in the performance measures and real-time operations of the signalized arterials.

**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 Department of Transportation. Participating local governments provide matching funds for this grant.

REVENUES	
Amount	\$421,700
Source	Federal CMAQ - Missouri
Amount	\$105,400
Source	Local Agency Matching Funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$527,100
Pass-Through	

**COMMITTEE ACTION**

The Operation Green Light Steering Committee will meet on April 27, 2026, to vote to recommend the approval of a contract with Iteris, Inc.

**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.

**RECOMMENDATION**

Authorize the Executive Director to enter into a contract with Iteris, Inc for an arterial performance measures analytics platform.

**STAFF CONTACTS**

Ron Achepohl

Ray M. Webb



# OPERATION GREEN LIGHT LOCAL MATCH

## 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			
			Cost per signal
		Fed %	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				FOR OPERATING YEAR 2027			
LOCAL GOVERNMENTS				LOCAL GOVERNMENTS			
		Locations weighted	Cost per signal			Locations weighted	Cost per signal
	Agency	by % ownership	at \$800/year for 1 year		Agency	by % ownership	at \$850/year for 1 year
1	BELTON	7	\$ 5,600	1	BELTON	8	\$ 6,800
2	BLUE SPRINGS	10	\$ 8,000	2	BLUE SPRINGS	10	\$ 8,500
3	BONNER SPRINGS	4	\$ 3,200	3	BONNER SPRINGS	4	\$ 3,400
4	FAIRWAY	2	\$ 1,600	4	FAIRWAY	2	\$ 1,700
5	GLADSTONE	6	\$ 4,800	5	GLADSTONE	6	\$ 5,100
6	GRANDVIEW	10	\$ 8,000	6	GRANDVIEW	10	\$ 8,500
7	INDEPENDENCE	36	\$ 28,800	7	INDEPENDENCE	36	\$ 30,600
8	KCMO	200	\$ 160,000	8	KCMO	200	\$ 170,000
9	LANSING	4	\$ 3,200	9	LANSING	4	\$ 3,400
10	LEAVENWORTH	1	\$ 800	10	LEAVENWORTH	1	\$ 850
11	LEAWOOD	11.25	\$ 9,000	11	LEAWOOD	11.25	\$ 9,563
12	LEE'S SUMMIT	16	\$ 12,800	12	LEE'S SUMMIT	16	\$ 13,600
13	LENEXA	35	\$ 28,000	13	LENEXA	35	\$ 29,750
14	LIBERTY	6	\$ 4,800	14	LIBERTY	6	\$ 5,100
15	MERRIAM	21	\$ 16,800	15	MERRIAM	21	\$ 17,850
16	MISSION	3.75	\$ 3,000	16	MISSION	3.75	\$ 3,188
17	MISSION WOODS	0.75	\$ 600	17	MISSION WOODS	0.75	\$ 638
18	MODOT	220	\$ 176,000	18	MODOT	220	\$ 187,000
19	NORTH KANSAS CITY	7	\$ 5,600	19	NORTH KANSAS CITY	7	\$ 5,950
20	OLATHE	15	\$ 12,000	20	OLATHE	15	\$ 12,750
21	OVERLAND PARK	44.75	\$ 35,800	21	OVERLAND PARK	44.75	\$ 38,038
22	PRAIRIE VILLAGE	6.75	\$ 5,400	22	PRAIRIE VILLAGE	6.75	\$ 5,738
23	RAYMORE	7	\$ 5,600	23	RAYMORE	7	\$ 5,950
24	RAYTOWN	3	\$ 2,700	24	RAYTOWN	3	\$ 2,550
25	Roeland Park	3	\$ 2,400	25	Roeland Park	3	\$ 2,550
26	SHAWNEE	14.5	\$ 11,600	26	SHAWNEE	14.5	\$ 12,325
27	UGOVT/KCK	72	\$ 57,600	27	UGOVT/KCK	72	\$ 61,200
28	WESTWOOD	1.25	\$ 1,000	28	WESTWOOD	1.25	\$ 1,063
	<b>TOTALS</b>	<b>768</b>	<b>\$ 614,700</b>		<b>TOTALS</b>	<b>769</b>	<b>\$ 653,650</b>

FOR OPERATING YEAR 2028			
LOCAL GOVERNMENTS			
		Locations weighted	Cost per signal
	Agency	by % ownership	at \$900/year for 1 year
1	BELTON	8	\$ 7,200
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
	<b>TOTALS</b>	<b>769</b>	<b>\$ 692,100</b>

## 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
<b>Revenues</b>		
Federal Pass-Through Missouri	\$ 905,000	\$ 905,000
Federal Pass-Through Kansas	\$ 390,000	\$ 390,000
Local Match - approx (770 signals x \$850/900 signal)	\$ 654,500	\$ 693,000
<b>Total Revenues</b>	<b>\$ 1,949,500</b>	<b>\$ 1,988,000</b>
<b>Expenses</b>		
Salaries, Fringe Benefits, Indirect Costs	\$ 939,608	\$ 959,085
Consultants/Contracted Services	\$ 516,392	\$ 535,415
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)	\$ 90,000	\$ 90,000
Professional Memberships	\$ 500	\$ 500
Training	\$ 3,000	\$ 3,000
Utilities	\$ 8,000	\$ 8,000
<b>Total Expenses</b>	<b>\$ 1,949,500</b>	<b>\$ 1,988,000</b>

With \$800 per signal, 769 \* \$800 = \$614,400  
 STBG to local ratio, 68% Federal, 32% local

With \$850 per signal, 769 \* \$850 = \$653,650  
 STBG to local ratio, 66.5% Federal, 33.5% local

With \$900 per signal, 769 \* \$900 = \$692,100  
 STBG to local ratio, 65.2% Federal, 34.8% local

# Operation Green Light

## Operations Report 1st Quarter of 2026

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).

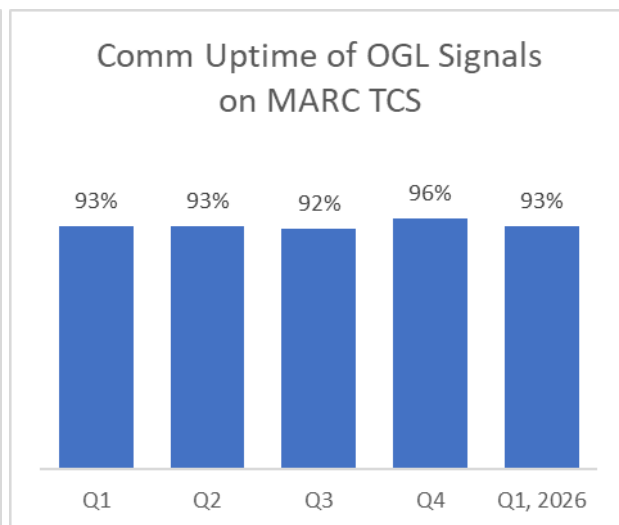
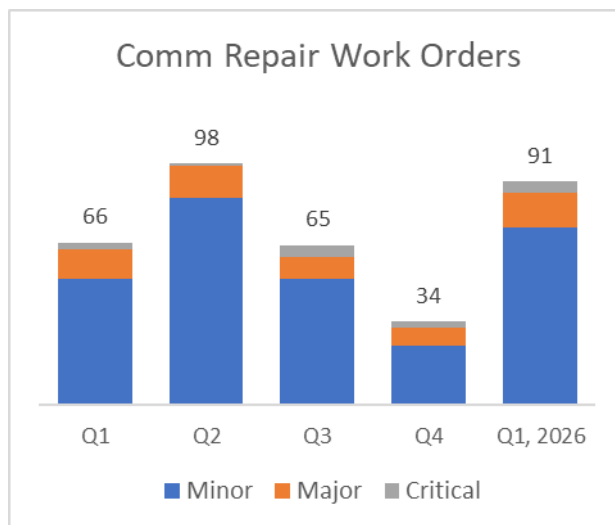
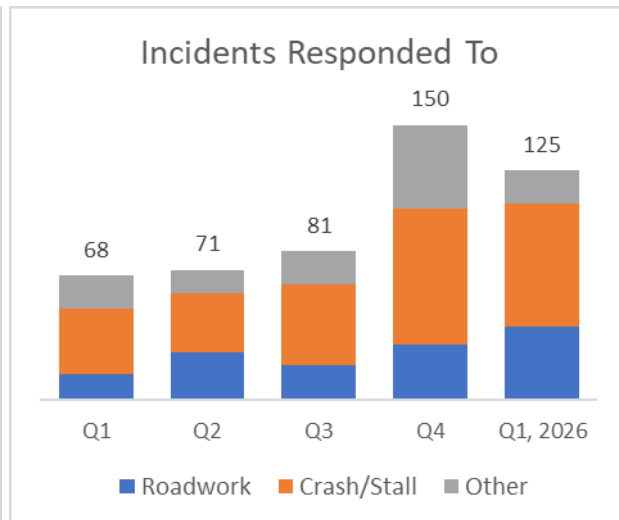
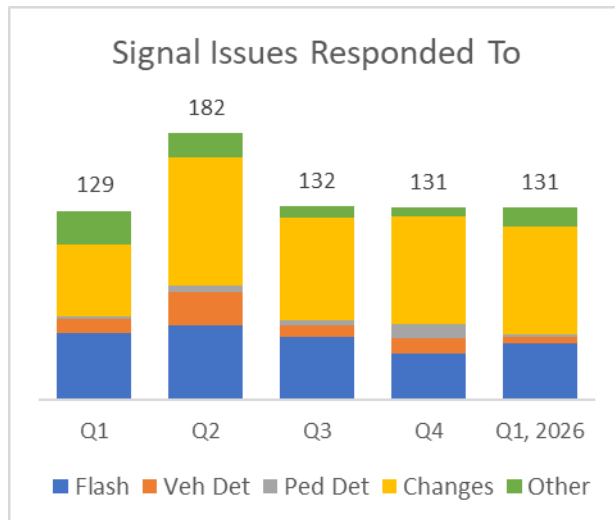
### Signal timing efforts

- Upcoming implementations – MO 7 (Blue Springs), 87th St/Quivira Rd Corridors (Lenexa, Shawnee and Overland Park), Barry Rd (KCMO and MoDOT)
- OGL staff collected 10 traffic counts.

### Noteworthy software/hardware efforts

- Backup storage capacity was increased for additional ransomware protection.
- Security enhancements were made to all OGL radios
- Security Center was upgraded to version 5.13.3.2
- TransSuite was upgraded to version 25.4.1
- Managed multiple Cable Dahmer Arena events

### Other activities



# **Steering Committee Budget Report**

## **March 31, 2026, 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 local 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 annual federal STBG funds are \$850,000. This results in a 58% federal to 42% local funding split.

### **2026 Operations Funds (65250):**

- Reserve / Emergency (local funds) balance remains at \$300,000.
- Ending balance is \$595,003.
- Total Expenses averaged 57% compared to month 15 of a 24-month budget percentage of 63%.
- Consultant support and internet/mobile costs running slightly above average.
- Automobile gas/maintenance\* will stay the same as now being charged directly to local funds as DOT no longer reimbursing for expenses (will reimburse for mileage)
- All agreements are in place for 2026 as is the last year of a 4-year agreement for many. MoDOT has a two-year agreement and KCMO has a one-year agreement. Invoices were sent March 3, 2026.
- 14 agencies have paid as of 4-15-2026. \$287,200 remains to be collected.
- This year new agreements will be developed. Items to be revisited include ability to develop an ongoing agreement separate from costs, intellectual property, data rights and insurance coverage as well as contents of the exhibits.

### **Regional traffic signal software project (65399):**

- Initial partner invoices and guidance was sent on 7/16/2025 and follow up on 9/30/2025 and again recently.
- As of 3/31/2026, Project balance is \$250,988.
- \$143,205 remains to be collected from 6 agencies.
- Outstanding balances include Bonner Springs, Gladstone, Grandview, KCMO, MoDOT and Shawnee.

Mid-America Regional Council (MARC)				
MO & KS OGL Operations #65250				
2-Year Budget Period Beginning January 1, 2025				
	Report Ending	03/31/2026		
	2nd Year	2nd Year	Remaining	% Variance
Expenses	Program Budget	To Date Total	Balance	Cumulative/Budget 15 /24 months = 63%
Salaries, Fringe Benefits, Indirect Costs	\$1,830,351.00	\$1,021,179.44	\$809,171.56	55.8%
Consultants/Contracted Services	792,200.00	550,160.97	242,039.03	69.4%
Legal Fees	10,000.00	672.00	9,328.00	6.7%
Meeting/Travel (In/Out of Region & Registration)	21,400.00	2,122.58	19,277.42	9.9%
Rent	16,610.00	8,624.96	7,985.04	51.9%
Telephone/Maint.(Internet, mobile, ConferSave, USB modem)	13,200.00	9,221.62	3,978.38	69.9%
Insurance	7,000.00	3,236.52	3,763.48	46.2%
Equipment/Computer/Supplies	184,239.00	63,289.28	120,949.72	34.4%
Service Agreements	1,000.00	0.00	1,000.00	0.0%
Automobile Gas/Maintenance*	10,800.00	3,061.25	7,738.75	28.3%
Professional Memberships	1,000.00	0.00	1,000.00	0.0%
Training	3,000.00	1,520.00	1,480.00	50.7%
Utilities	14,000.00	5,500.43	8,499.57	39.3%
<b>Total Expenses</b>	<b>\$2,904,800.00</b>	<b>\$1,668,589.05</b>	<b>\$1,236,210.95</b>	<b>57.4%</b>
	<b>Two-Year</b>			<b>% Variance</b>
<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	\$500,000.00	\$323,934.27	\$176,065.73	64.8%
STP-Funding, MoDOT	1,200,000.00	777,442.34	422,557.66	64.8%
Local Gov't Funding-Required 20% match	425,000.00	278,706.70	146,293.30	65.6%
<b>Total Revenues for Federal Grant</b>	<b>\$2,125,000.00</b>	<b>\$1,380,083.31</b>	<b>\$744,916.69</b>	
Local Gov't Revenue above 20% match	779,800.00	326,868.30	452,931.70	
<b>Combined Revenues</b>	<b>\$2,904,800.00</b>	<b>\$1,706,951.61</b>	<b>\$1,197,848.39</b>	
<b>Local Government Revenues</b>				
Funds available		971,582.59		
Funds billed but not yet received.		291,400.00		
Less: Amount applied to OGL grant 65250 - Cumulative to Date		(278,706.70)		
Less: Amount above required match		(326,868.30)		
Less: Amount transferred to other grants		(62,404.30)		
<b>Ending Balance 03/31/2026</b>		<b>\$595,003.29</b>		
<b>Reserve/Emergency (local funds)</b>		<b>\$300,000.00</b>		