<table>
<thead>
<tr>
<th>Members Present</th>
<th>MARC Staff Present</th>
<th>Non-Members Present</th>
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<tbody>
<tr>
<td>Donna Coatsworth, Independence</td>
<td>Darryl Fields</td>
<td>Shawn Batalia, Mid American Signal</td>
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<td>Noel Forrester, Olathe</td>
<td>Barry Viss</td>
<td>David Laroche, FHWA-KS</td>
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<td>Brian Shields, OP</td>
<td>Ray Webb</td>
<td>Mark Sherfy, BHC Rhodes</td>
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<td>Carla P. Anderson, KDOT</td>
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<td>Kevin Manning, Shawnee</td>
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<td>Shawn Gotfredson, OP</td>
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<td>Ben McCabe, Blue Springs</td>
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<td>Kevin Bruemmer, Merriam</td>
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<td>Lideana Laboy, KCK</td>
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<td>John Sullivan, Westwood</td>
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<td>Andy Noll, Liberty</td>
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<td>Steve Schooley, Lenexa</td>
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<td>Jeff A. Rupp, Lansing</td>
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<td>Mark Green, Lees Summit</td>
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<td>Andrew Morrow, OP</td>
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**Welcome & Introductions**

1. **Approval of January 25th Committee Minutes**
The chair asked for approval of the minutes, the committee voted unanimously and the motion carried.

2. **VOTE: 2017/18 MARC/Agency Program Agreements and Budget**
Ray started with the exhibits showing the funds programmed currently in the TIP. The budget breakdown is nearly identical as current budget revenue and expenses. The same 50% federal and 50% local match spending stays the same. The Missouri funds in the TIP are 70% of the federal allocation and the Kansas funds are 30% which correlates to the split for the number of signals per state. The final per signal cost is suggested to stay the same as it is at $800/signal. Approval will allow staff to begin on agreements for 2017-2018. Request was made to approve the budget as shown. The committee voted unanimously and the motion carried.

3. **KDOT Oversight Update and Spend Down Plan**
Ray indicated that KDOT has placed new rules (at least to the OGL program as of summer 2015) that STP funds are required to have a zero balance as of October 1. KDOT has obligated 2015 funds but 2016 funds are yet to be obligated. MARC has worked with KDOT to provide a spend-down plan that projects and shows how the federal funds will be spent to zero. However, it is not clear if the OGL program can spend the 2016 funds entirely by the end of the year which KDOT now requires. Projections appear funds could be spent by April of 2017 but that does not comply. KDOT has agreed to obligate the funds but only as much as can be spent. This does add complexity to the program to bring funds to a close every year at a given date when operations costs are unpredictable and MoDOT funds do not have this requirement. Funds that would not be used would be returned to the MARC region. Projections estimate leaving $60k of federal STP funds to reprogram in the region. To use the Federal STP funds of $60k, this is equivalent of spending $250k.
4. **OGL STP 2016 Invoice Update**
All agency invoices have been sent on March 17. KCMO annual payments were collected in 2015 for both 2015 and 2016. Four additional cities have paid. There are two agencies that indicated they would pay starting with their new fiscal year as of July 1.

5. **MO and KS STP CCTV and Network Redundancy Project Update**
Chris reported that while the project is complete, the work to test and setup the redundancy portion is OGL’s responsibility. Most links have been setup and tested except for the smaller ring in our backbone network. There have been a few configuration settings that needed to be resolved and are close to being complete. The larger backbone ring configuration is complete and functioning as designed. This work should be complete before the next quarterly meeting.

6. **I-35 Integrated Corridor Management Update**
The contract is in place and the first meeting is April 28th at MARC. A wide variety of multimodal partners have been invited. The work is budgeted for $90k. ICM is a way of bringing our current and future resources together to move traffic smoothly and effectively through the I-35 Corridor.

7. **OGL Incident Management Planning Efforts**
Olsson Associates is assisting OGL with planning for freeway incident diversion operations. We are not planning for official signed alternate routes; rather we would like to do the best we can to accommodate diversions already taking place. We have identified several stretches of freeway based on accident history, then chose I-35 around 75th St for an initial study. There was a meeting with agencies in this initial study are to brainstorm operations for each segment of impact. OA has also put together a flow chart for decision making during an incident. The next step is developing the actual traffic signal plans. CBB, a firm out of St Louis, is sub to OA and will support this effort in the new contract as CBB has done a fair amount of this type of work in St Louis.

8. **Quarterly Operations Update**
The operations report was discussed and the following are highlights discussed beyond the report.
- Westwood has added Rainbow @ 47th St and 47th Place to OGL.
- MARC staff has created an educational document; a "Traffic Signal Basics" diagram which can be seen at: [http://marc.org/Transportation/Commuting](http://marc.org/Transportation/Commuting). This is intended for a general public audience. Agency staff is requested to review the diagram and provide any feedback.
- Staff is anticipating an update to the OGL TransSuite software system in the next week or two.
- A benefit/cost analysis and report has been completed for the Wornall Rd corridor from Ward Pkwy 9400 block to Carondelet. The report can be seen on the OGL website.
- OGL staff has completed a review of the TransSuite integration of the Intelight controller.

9. **Quarterly Budget Report**
A Handout was provided at the meeting that shows the old OGL MO and KS STP funds expended. In March the funds were depleted. Expenses into the new 2015-2016 funds also began in March and are shown. The charges also show remaining local funds from the old grant match have a balance of $68,122 and will carry over into the current budget. Additional work will be done with MARC’s accounting staff to develop options related to the KDOT spend down plan request. Due to the possible excess funds, Ray requested the committee provide thoughts related to regional needs for the funds.

10. **Overland Park / KC Scout / OGL System Redundancy via Fiber Backbone**
An agreement had been completed which would allow for OGL to use existing fiber communication between KC Scout and OP. However KC Scout has changed how they want OGL to connect with them. Currently,
OGL is connected using Scout fiber on I-70 for signals on US-40, M-7 and K-7 in Bonner Springs. Scout wants the OP connections to be similar to how these are currently done. OGL staff is meeting on Wednesday with OP IT staff to discuss the proposed changes. There is a possibility the agreement might need to be modified to match the new strategy.

In January Ray and Barry, as well as some others from the region, attended a workshop hosted by Utah DOT showcasing their Automated Signal Performance Measures utilizing high-resolution controller data. Barry gave a brief explanation of their data and performance measures, examples of which and additional information are in the meeting packet. Many of the most valuable performance measures require advance detection lane by lane. Others use proprietary data from Wavetronix detectors and others use INRIX probe data. UDOT is supplying their source code for data collection and reporting to any interested parties and we have been considering pursuing it. It now appears that TransCore is incorporating the code into the TransSuite software which will make it much easier for us to use it here in the Kansas City area.

12. Overland Park Presentation and Update on Adaptive Traffic Signals
Shawn Gotfredson gave a presentation regarding the status of their traffic adaptive project. The City of Overland Park is in the process of installing an adaptive system called ACDSS which has been developed by KLD. This system is to be installed on the 135th street corridor from Nall to Switzer. The system has been tested on the corridor but is currently turned off as the city awaits some enhancements to the system.

The city chose this system because of its compatibility with the existing OGL traffic signal system and the city's existing traffic signal controller firmware, Econolite ASC3. ACDSS uses TransSuite to send commands to and receive data from traffic signals in the field. The City's ASC3 controllers have been upgraded with an ACSLite module from Econolite to allow for adjustment of coordinated splits without causing the controller to transition.

As part of the project, the city discovered their existing advanced detection along the corridor could not collect counts and occupancy consistently so they were not able to use some of the functionality of the system.

As a discussion of lessons learned, it was suggested that the adaptive systems would show the most benefit on corridors that have variable traffic. Locations with consistent traffic conditions may perform just as well with traditional traffic timing methods without the added cost of a new system. It was also noted that since the system utilized existing controller technology the adaptive system had not overcome the issues of long transitions or transitions caused by long pedestrian times.

13. Open Discussion
KCMO Smart City Initiative is currently under development. KCMO is one of 7 cities selected and the final proposal is due May 24. MARC is working with the group to assist as best they can.

Connected vehicles and connected traffic signals were discussed. KC Scout recently hosted “Connected Vehicles 101”. Also over time, several cities and MARC have been approached by companies to request access to their traffic signal data. There are at least two companies now that are working on this one is called Connected Signals, http://connectedsignals.com/ formally Green Driver.

There were concerns about the safety implications of the application and concerns for the liability of the agency. It was generally agreed that the traffic signal controller data is owned by each agency. Ray indicated it would not be difficult for TransCore to create a data library on an external system to provide a 3rd party the data. There is a city in the region that has experimented now with the connected system product and had some positive experience as well as some concerns. It was not clear what the next step should be for the region.

14. Agency updates, construction projects, closures, etc. affecting traffic signals
OGL is currently working with Wilson and Co. on the two temporary signals on the James Street / 3rd / Armstrong area. The project will close and reconstruct the Lewis and Clark Bridge and is tentatively scheduled
to let January 2017. A couple temporary signals will be installed which will be connected to the OGL network and OGL will assist with their operation.

15. Other Business - None

Next Regularly Scheduled Meeting: Steering Committee, Monday, July 25, 2016
Meeting Adjourned approximately 3:25PM
*Action Items