Welcome & Introductions
Steve assumed the Chair duties due to Andy’s absence. Steve welcomed all and conducted introductions

1. Approval of April 25th Committee Minutes* (page 3)
The chair asked for approval of the minutes, the committee voted unanimously. The motion carried.

2. Notice of OGL Steering Committee Vice-Chair Opening for October (MO seat)
It was noted for the October meeting the MO chair will pass the seat to the current KS Vice-Chair and a new MO Vice-Chair will be elected. Members from MO interested in serving the role of Vice Chair are requested to talk with Ray.

3. OGL Strategic Planning Update
Ray noted that the current OGL Strategic Plan expires this year as has been 3 years since adopted. The plan has provided a good foundation for some of the areas of focus for the program. The Technology Plan resulted from the direction provided by the plan. Blake detailed the scope that Olsson and Associates will undertake for the strategic plan update that includes reaching out to each committee member for input to the future direction of the program.
Some of the steps of the process include:
- Survey
- Workshop (in conjunction with a steering committee meeting)
- Review and input on the continued appropriateness of the program’s mission and organization

Please provide Ray any thoughts as we plan the work to come that you would like to see included.

4. OGL Incident Management Planning Efforts
Blake updated the committee on the past efforts that included the conceptual plan shared last fall and meeting table top exercise of scenario planning. Ray discussed one of the main elements includes Operating Procedures to work with KC Scout as to what events OGL should react to and how to get the details needed to respond. The task has slowed slightly in recent weeks in order to evaluate and select an appropriate incident management diversion route information management tool. The team is including the planned evaluation of a tool developed by CBB (a subconsultant to Olsson), which is currently being transitioned from a linked PDF to web-based. This transition is scheduled to be completed this month. Also, it was noted that MoDOT is currently undergoing a statewide focus coming from their operations efforts to focus on incident management.

Under contract with MoDOT, Olsson Associates is currently assisting with the development of a department-wide Traffic Systems Management and Operations (TSM&O) plan. The objective of the plan is to further integrate operations strategies into the organization and culture of the program. The plan addresses this desire from a high level, addressing organization, performance measures, funding, workforce development, and strategic direction, and does not include a toolbox of individual strategies at this time. MoDOT will be selecting four major focus areas to begin, with the intention of adding focus areas as the program matures over time. The four focus areas are: integration of operations into the planning process, freeway and arterial operations, incident management, and workzone management. The document will provide guidance to the districts, which will then develop and follow region-specific implementation plans. The first version of this plan is scheduled to be available this fall.

6. FHWA Integrated Modeling for Road Condition Prediction (page 7-8)
The Kansas City Region was chosen by FHWA and the project team of Liedos and Synesis Partners for this project. KC Scout and OGL and MARC recently met with Kyle Garret with Synesis partners who are local and leading the local efforts. The attachment provides details of the scope of the work which includes needing static and real time data for freeway and arterial. KC Scout has a fair amount of real time info. The project also would like traffic signal data along the I-435 corridor. Transcore has setup data libraries for others to share their data so the effort that it would cost for TransCore's work is nominal. 
The committee discussed sharing their traffic signal data with the FHWA research modeling project and were in agreement to share the data and proceed with this project.

7. 2017-18 CMAQ Project update (Addition of Blue Springs, Grandview and Systems Engineering) (page 9-10)
OGL program team has met with Blue Springs on more than one occasion and has developed a concept for adding some of their traffic signals. Staff also recently met with Grandview. Possibly 6-10 signals have been identified and some concepts for communication are being looked into.
The other part of the project involves work to develop our ATMS software system requirements. For some time we have been using sole source for TransSuite. We will need to go to market in the future due to FHWA requiring a solicitation from time to time and cannot approve sole source indefinitely. Staff will send out an RFP for support on this in the fall for system engineering work. We will need help from the region to help us develop system requirements.
The CMAQ Funding agreement currently is in the hands of MoDOT as MARC has already executed.

The handout in the packet is the same as presented July 2014. Since that time, OGL has done further work to segment some areas with layer 3 networking. Some agencies have installed padlocks on a number of their cabinets.
OGL would like to know at what level to work toward for network security. Some of the most basic items to do include padlocks on cabinets, notification of employee’s separation and some minor changes.
Barry reminded the group that if you access TransSuite on your phone or other device and let it remember the password, you should be certain to lock your phone and let staff know immediately if you lose that phone.
MARC is currently undergoing an IT consultant security review. The OGL external IP’s were part of the assessment. The discussion resulted in a request to OGL staff to develop a scope for a consultant to do an IT evaluation.

9. OGL Program Funding and Agreement Status
- STP 2015-2016 Program Invoice Update -- MARC has collected for 2016 from all but 2 agencies; 1 is in process of payment and 1 is waiting till October
- OGL STP 2017-2018 Program Agreement Status -- An agreement has been provided to KCMO for review and a presentation to the council recently. Others can follow in the next two months. If you need or have a timeframe in mind let Ray know but all should be to you for review by Mid-September.
- KS 2016 STP Funding ($163,000) Obligation Status -- An agreement is currently being signed by MARC and sent to KDOT for final signatures.

10. Quarterly Operations Update (page 11-13)
Chris detailed a large number of tickets due to the contractor replacing / upgrading radios proactively. Pod 5 (KCMO city hall) is completed which included a large number of radio change outs. Pod 1 (MoDOT) and the south AU on Pod 8 (OP Sheraton) also had change outs.
There were no critical incidents. On page 2 (15 of the packet) other hardware and software, Genetec was updated to the latest version which still has some minor bugs to fix.
Some of the old radios have now been transfer to KCScout and KDOT
Some layer 3 communication updates have been completed in the last quarter. Redundant communication rings built with last year’s project are now fully working and tested. The system now has two redundant rings. More radios are still to be replaced and thus we will have more available for transfer. Let Chris and Ray know if you have needs for the used Alvarion radios

Barry noted that TransSuite was upgraded in May. TransCore has started a pattern of quarterly releases. We will likely not take Q2 release but will wait for Q3 that is scheduled to be ready in November. This release includes Sepac 4.57 support that has been a moving target. OGL is still using an old firmware version for the EPAC controller, which should be upgraded at some point to make the controllers more modern. This affects over 200 EPAC controllers. OGL will work with the agencies affected and look to deploy following some internal testing of the new firmware and its TransSuite integration.

Benefit / Cost reports on K7 are in progress for Bonner and Lansing/Leavenworth.
A new Southwest Trafficway off peak coordination plan is in the works.
In May, extensive work and analysis was done to identify and report on the traffic signals on the OGL server which had failed detection or suspicious recalls. Lists were provided to applicable agencies of possible problems to address.

11. Quarterly Budget Report
The budget report could not be produced in time and will be updated and provide at a later date. Currently, the budget is underspending but has some major radio replacement work to come as dictated by the OGL Technology Plan. An updated budget report is in progress.

This is now in the hands of Overland park to do the final signatures. Once complete, OGL needs to purchase equipment on the OGL network end. Lenexa has cited the critical need for this connection due to weather issues causing loss of network for short periods of time.

13. Agency updates, construction projects, closures, etc. affecting traffic signals
Merriam Lane and 34th continues to be under construction
Turner Diagonal at Riverview will experience taking a bridge down for an at-grade crossing in the future.

14. Open Discussion / Requests / Other Business
MoDOT is pushing integrated corridor management statewide. Safety and mobility are both a focus. Crashes have begun to rise in Mo.
Sponsored by the [www.savemolives.com](http://www.savemolives.com), the hOUR Project has gotten underway to focus on businesses. Focus is on the cost to business with loss of production with employees in crashes. It’s an hour long program piloted in central Missouri currently. This is sponsored by the roadway safety coalition.
It was noted that this year’s conference is now open and it combines Missouri Traffic Conference with the Blueprint for Safety Conference, [Missouri’s 2016 Traffic Safety and Blueprint Conference](http://www.savemolives.com), October 18-20
Kansas crashes appear to also be on the rise as is VMT.

Also discussed was the issue of shared maintenance contracting. Lenexa has a contract that has been bid for pricing on-call maintenance work. They do this with street lights and signal work and covers set prices for a variety of work. If others are interesting in getting a regional contract that others could share on a set price for this kind of work, they should contract Steve or Ray. Also, if anyone has examples of these types of contracts, please share with Ray. MARC would work with KCRPC to develop a regional contract for traffic signal and lighting maintenance. There was some discussion on what might go into this and the pricing structure. MoDOT has developed a contract that sets the price due to good known costs.

**Next Regularly Scheduled Meeting and Schedule for 2016:** Steering Committee, Monday, October 24, 2016

**Adjournment**

*Action Items*

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<th>Who</th>
<th>What</th>
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<tr>
<td>ASAP</td>
<td>Mo Agencies</td>
<td>Provide name/candidate to Ray for interest in the Vice-Chair position</td>
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<td>Next Meeting</td>
<td>MARC staff</td>
<td>Provide recommendation on possible cybersecurity audit of the OGL program</td>
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<td>All</td>
<td>Provide Ray your interest in a signal and lighting maintenance contract and any examples you can send</td>
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