Welcome & Introductions
Meeting started at 1:30. Derek Olson, the Chair of the committee, welcomed all and conducted introductions.

1. **January 22 Committee Minutes** – The minutes were approved unanimously.

2. **Two Minute Agency Updates**
   KDOT just issued our call for projects for our HSIP Intersection Program for FFY 2020-2021. This is for cities in Kansas with populations greater than 5000. The contact is [David.Northup@ks.gov](mailto:David.Northup@ks.gov) (785) 296-0357. We will be using the AASHTO Safety Analyst software to do our analysis. Cities need to submit traffic count data, traffic crash reports, and their vision for scope of project. Each city may submit 4 project requests.
   KDOT is working to update traffic signal standards. The primary updates are AASHTO 2013 mast arm poles, LED street lighting, new foundation designs, and Linux based controllers (both 2070 and NEMA). Noel informed the committee that Olathe started their connection with Live Traffic Data (LTD) on the 19th. MODOT has a project to connect nearly 100 additional signals throughout the district to TransSuite that will raise the on-line signals from 55% to 80%.
   Ray Webb was inducted in the Missouri S&T Academy of Civil Engineers.

3. **Network Security Assessment** – Barry explained that we want to be sure to protect traffic signals from being tampered with. MARC contracted with RubinBrown to do a network assessment. Rob Rudloff with RubinBrown gave a brief presentation to the committee on their findings and the recommended path.
forward for OGL to improve security. Barry Viss can provide hard copies of their Executive Summary Report for Committee members if desired. OGL staff are working on implementing their recommendations, which will require a significant amount of time and resources.

4. **Report on Open Data Service for Real-Time Traffic Signal Data** – Todd Fredericksen with Olsson Associates presented some findings that came out of research they did into other agencies around the country who are releasing transportation system data to the public or private companies. In the past few years the number of requests for access to traffic signal status feeds has been increasing. With connected and autonomous vehicles in the future this type of data access seems to be inevitable. Agencies that they contacted were releasing the data for free and were not worried about legal liability associated with doing so. TransSuite currently has a mechanism to provide the data that is ready to be used if needed. Dave Kumke spoke about efforts currently underway in Olathe: Connected Signals is operational which receives Olathe’s signal status for use in an app for drivers called EnLighten, Traffic Technology Services (TTS) is receiving Olathe’s data to provide to some vehicle manufacturers, Live Traffic Data (LTD) gives the city free intersection MOEs in exchange for their status feed, and Miovision will be installing their performance measures system on a couple corridors in Olathe for a fee.

5. **MO CMAQ 3302(423) Design/Construction Signal Enhancements Update** – Project scope includes the addition of Blue Springs (9 signals) and Grandview (5 signals) plus KCMO 30 CCTV and fiber on the plaza. Plans are at 70 – 80% done, working on specs and engineers estimate. The plan is to let the project and complete construction in 2018.

6. **Regional Traffic Signal Map Update and Demo** – OGL staff continues cleaning up and adding agencies to the new website map. This will show where OGL signals are as well as non-OGL signals for as many agencies as we have the info. It will only show the corridor, crossroad, maintaining agency and contact info. MARC will likely open the website for public access in the next few weeks.

7. **STP/CMAQ 2021/22 Call for Projects Submittal** – OGL has submitted projects based on responses from interested agencies. MO projects include detection for 30 approaches, 32 PTZ cameras, 117 controllers, and Traffic Responsive functionality on US-71 totaling $847k. KS projects include detection for 6 approaches, 15 PTZ cameras, some fiber-optic communications, 63 controllers, and HERE Data access totaling $712k. These projects could be funded by either CMAQ or STP. As in previous funding rounds, MARC has posted summaries of the applications received to our website to provide information and the opportunity to comment on the applications. The availability of this information has been distributed through the MARC website, various MARC committees, social media, and Transportation Matters, the news blog produced by the MARC Transportation and Environment Department. To access the summaries, please visit http://www.marc2.org/tr_cfp/browseprojects.aspx. To comment on a specific project, open the summary for the project and scroll to the bottom of the page. Comments will be taken through May 4, 2018.

8. **Quarterly Operations Update** – Chris Jenkins highlighted a few items from the operations report which was included in the meeting packet. Barry Viss reminded the committee that OGL has a monthly coordination meeting with TransCore staff to discuss various bug fixes and enhancements being worked on. Other agencies are welcome to join those calls if desired. All agencies who use SEPAC controllers are encouraged to use the 4.57 firmware now that it has been integrated. Barry also mentioned some signal timing efforts in the works for the next few months. ETI will be upgrading some radios in Pods 8 (Sheraton) and Pod 3 (75th & Holmes) starting this week. Ray mentioned that we just signed the System Engineering contract with Iteris. They will sign soon, then work will begin to establish system requirements.

9. **Quarterly Budget Report** – Ray presented the budget report that was included in the meeting packet. For the 2017/2018 term one Missouri member city has yet to execute an agreement. The federal funds should
be used up by the end of May, after which time we will spend only local money for the remainder of the term. We have a large balance of local funds built up still such that it may be an option to not invoice local agencies in 2018. It is also important to keep in mind that the System Engineering process coming up for a ATMS software could result in the need to spend a large amount of money on a new software system in the future. Dave Northup pointed out that the STP operations dollars OGL collects are advertised as being 50/50 federal/local and not invoicing would change that ratio. Following discussion, Brian Shields made a motion that MARC continue to invoice for OGL yearly as planned. The motion received a second and passed unanimously.

10. **Adaptive Traffic Signal Control (ATSC) Systems and Training Course** – Ray attended a week long course on adaptive signal systems. It included perspective and detailed info on many adaptive systems in use in North America. Also was provided were tools designed to assist with choosing system requirements. There is a large manual of information that Ray can loan out if any are interested.

11. **Kansas City Regional Purchasing Cooperative Overview** – Ray reminded the committee that many of the contracts OGL and other MARC programs enter have cooperative purchasing provisions meaning they are available for other public agencies to use for competitively bid purchasing.

12. **Shared Best Practice Forum for Traffic Signal Detection** – Lideana and Derek are working on organizing a meeting of agencies to discuss detection technologies and practices. The intent is to share knowledge and experience in order to improve detection reliability through the region. They will try to find a date in June and will call agencies to gather information prior to the meeting.


14. **Adjournment** – The meeting was adjourned at 3:16 PM

**Next Regularly Scheduled Meetings:** July 23, October 22, January 28, 2019