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

1. July 23 Committee Minutes – The minutes were approved unanimously.

2. VOTE: Vice-Chair Election – Kevin Manning nominated Sol Moinuddin with Kansas City, MO. The nomination was supported and there were no other nominations. The committee elected Sol unanimously.

3. Two Minute Agency Updates
   - MODOT is supporting Proposition D to be voted on in November which will increase the state gas tax.
   - Independence will be rebuilding Noland & Fair. They will also be purchasing all new controllers for the city intersections soon through a CMAQ funded project. Donna Coatsworth will be retiring November 1st.
   - FHWA has announced that the next issue of MUTCD will be progressed next year with proposed rulemaking out for review.

4. Proposed OGL Steering Committee Meetings for 2019 – The proposed meeting dates were provided: January 28, April 22, July 22, and October 28.

5. 2019 OGL Work Plan – A Work Plan document was included in the meeting packet. System Engineering for ATMS software is a new item for this year. Some of the corridors listed for retiming will likely be done before the end of 2018.
6. **Olathe Traffic Signal Advancement Presentation** – Noel Forrester with Olathe updated the committee on several signal technology efforts the city is pursuing. *Green Driver/Connected Signals* feeds drivers signal information through a mobile app. *Traffic Technology Services (TTS)* feeds signal information to various vehicle manufacturers for in-car systems. *Live Traffic Data (LTD)* receives signal status from TransSuite and provides free performance measures in exchange for the right to sell the signal data to 3rd parties for connected vehicle applications. *Miovision* has installed their performance measures system on a short segment of Santa Fe/135th St, Ridgeview to Greenwood. Some of the *Miovision* monitored intersections have a device in the field cabinet, while others get a status feed from TransSuite.

7. **Open Data Report and Future Direction** – OGL staff would like to know from the Steering Committee whether and how they would like to proceed with releasing signal status data from TransSuite to external private firms such as those Olathe is currently working with. Ideally, one multi-agency agreement could cover all agencies represented by the MARC server. There was general support so MARC staff will work on drafting an agreement through which each agency will allow release of their signal status and data to outside entities and private firms. This work may require input from attorneys and operations staff to address regional agreement requirements.

8. **Incident Management** – Todd Fredericksen with Olsson updated the committee on the incident management plans development progress. A table-top exercise was held in September to help individuals who will be involved get up to speed on how the decision making and communication will flow. The plans are in place and ready to be activated when needed on the I-35 section from 95th to Antioch. Plans are currently being developed for I-435 and I-70 area in Kansas City, MO and Independence.

9. **Performance Measures** – Jeremy Stretz with Olsson updated the committee on the work being done by the Performance Measures subcommittee. The goal is to identify tools and processes to measure and report system performance and use that data to help make decisions on where to spend time and resources across the region. The current plan is to pursue (1) high-level probe speed data from HERE that is available across the region independent of field infrastructure and (2) low-level signal performance measures that may require additional detection and/or controller upgrades and/or other equipment on select high priority corridors. The subcommittee has been working on a dashboard based on HERE data that will show how corridor travel times are changing over time, but currently the data is not available in Kansas and is cumbersome to manually download the raw data and manipulate in Excel. The subcommittee will continue to explore these and other performance measure systems. The needs that come out of this should be fed into the System Engineering for the ATMS software discussion.

10. **Regional ATMS System Engineering Project** – Steve Garbe with Iteris updated the committee on the status. In July many OGL partner agencies met together to discuss system needs and Iteris has also been meeting one-on-one with several agencies to make sure their needs will be captured. An RFI will come out soon to educate us on the capabilities of current state-of-the-art systems.

11. **MO CMAQ, KCMO CCTV, Blue Springs & Grandview Construction Project** – Ray Webb updated the committee on the project. Design is complete and bids from construction contractors are due and will be opened Wednesday morning.

12. **KCRPC Regional Procurement of Traffic Signal Components** – Ray inquired of the committee whether agencies were able to and/or had interest in using KCRPC to purchase signal components. Several agencies expressed interest if the prices were good and several already use KCRPC to purchase other types of equipment. Ray will point agencies to Rita Parker who manages KCRPC contracts.

13. **Quarterly Operations Update** – Chris Jenkins highlighted a few items from the operations report which was included in the meeting packet. Barry Viss mentioned a few new features that came with the latest
version of TransSuite. A Multi-Intersection Timing Plan Editor has been created for quick changes to a corridor’s coordination plans but currently only works with Peek controllers. There are additional options when exporting controller data from the UCM, you can now choose individual jurisdiction(s) and/or specific named version(s) of the controller data which will help keep the file size low if agencies want to use the Stand-Alone UCM. The system can now schedule live time space diagram data collection. Barry has been dialoging with TransCore on their Split Failures monitoring which looks like it may be a useful system-wide performance measure independent of controller type and detection technologies but has a few issues to be addressed before it can be turned on and utilized. Barry reminded the agencies that use SEPAC controllers that staff recommend upgrading firmware to version 4.57 and to feel free to talk with Barry offline for details.

14. Quarterly Budget Report and 2019/2020 Budget – Ray Webb walked the committee through the budget status report and the proposed 2019-2020 budget that was provided. The local agency share will be lowered from $800 to $600 per intersection per year due to continuing budget underruns. This will effectively change the federal funds match percentage that was originally proposed. The OGL program has been building a balance of excess local funds above what is anticipated to be needed. However, should the system engineering process lead us to a large purchase of a new ATMS software package these fund can be available. Kevin Manning moved to accept the proposed budget which included a change to the local match from $800 to $600 per intersection per year. The motion was supported and passed unanimously.

15. Other Business
- Kevin Manning thanked Derek for his service as chair of the OGL Steering Committee.
- The new vehicle OGL plans to purchase should be delivered in late November.
- There is an ATSPM workshop tomorrow, October 23, at the MODOT district office.

Next Regularly Scheduled Meetings: January 28, April 22

Adjournment – Meeting was adjourned at 3:13 PM