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

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

2. Two Minute Agency Updates
- MODOT will close one of two lanes for both NB and SB I-470 from 39th St. to nearly Lakewood the weekend of August 3rd and then for several months starting mid-August for bridge repair.
- President Trump’s visit on the 24th is expected to impact traffic around much of the city.
- Shawnee is in construction on a road diet on Nieman Rd.
- Johnson Dr. and Merriam Dr. intersection is closed for a couple weeks.
- Olathe has started working with Miovision’s performance measures system on 119th St.
- Summer 2019 KDOT will close the SB I-35 to SB US-69 bridge for about 4 months to rebuild.
- Independence is rebuilding 39th & Noland.

3. MARC Automated Vehicle Task Force Presentation – Amanda Graor updated the committee on efforts underway in the region with MARC to prepare for Autonomous and Connected Vehicles. The main goal of the effort is to inform the Long Range Transportation Plan and ensure that all partners in the agency share information for mutual benefit. Amanda distributed a document the task force has drafted, intended to be an outline of their work and suggested regional policy priorities. Their intention is not to be involved in recommending specific technologies or pilot project locations but a framework for future efforts.
4. **OGL Program Vehicle Purchase Request** – OGL staff is looking to purchase an additional vehicle. It will likely be a Ford Transit Van that can be customized with shelving which will be better for transporting Miovision counting equipment. Staff plan to keep the two existing vehicles. Steve Schooley made a motion to approve the purchase of a new vehicle for up to $30,000, the motion was supported and passed.

5. **OGL Additional Staff Discussion** – OGL is looking to add another staff person for the OGL team. The additional person would assist the team as a whole to take on more hours, incident management responsibilities, in-house signal timing work, as well as helping with other MARC efforts such as TSMO and ICM, and planning for Autonomous and Connected Vehicles. The additional person would be technical but not necessarily an engineer. It was duly noted that farming out work to consultants does make the program better able to respond to budget cuts should they be necessary, since the contracted labor can be reduced rather than cutting staff.

6. **Incident Management Signal Timing Update** – Blake Hansen updated the committee. I-35 and I-435/I-70 initial incident management areas are almost complete in terms of the technical preparations. The team would next like to schedule a tabletop exercise to make sure all partners are comfortable with the decision making and implementation process. Overland Park offered their Emergency Operation Center for a location. All agencies will be invited.

7. **Video Recording Proposal / Discussion** – Chris Jenkins presented a draft video recording proposal (included in the meeting packet) to the committee. MARC would need to buy some hardware to add recording storage capacity. There is still uncertainty on who owns the video imagery, how long it would be kept for, and who would be responsible for receiving and approving requests and extracting and distributing the video when requested by outside parties. The proposal also needs to be clearer on which cameras will be recorded on the MARC-owned servers. MARC will continue forward with the policy by verify participation and identify any legal issues.

8. **Regional ATMS Systems Engineering Project** – Steve Garbe introduced the project to the committee. We are at the beginning of the process of identifying the region’s requirements for ATMS software. The end of the process will be a drafted RFP document that will be used to select and procure a software package. The first workshop will be July 26th at MARC, 9:00 – 12:00 where agencies are encouraged to come provide input on the system. Later in the process there will be a Request for Information process where vendors are invited to present their products to us in order to better educate us on what state-of-the-art system’s capabilities are.

9. **2017 MO CMAQ Funding, Construction Project Update** – Ray updated the committee on the project which will add some Grandview and Blue Springs intersections and add about 30 cameras and some fiber for KCMO. Project design is complete and sent to MODOT. Environmental clearance is still needed. We hope to advertise for construction in September and enter a contract and start work in October.

10. **Quarterly Operations Update** – Scott Cutshall informed the committee that the OGL website traffic signal inventory map is posted and accessible to the public now, though some edits continue.

    – Barry Viss informed the committee of a few new features in TransSuite
      - Users have the ability to display plan number, plan cycle length, or actual cycle length inside the intersection icon in the map.
      - The Graphical Status Display shows a timeline of signal status as logged by the high-resolution data collected by the controllers or by the 1/sec polling data if that data logging is turned on.
      - Split Failure monitoring will track and optionally fail intersections for split failures as monitored by 1/sec polling data. It has proven overwhelming.
OGL staff continues to encourage agencies that use Siemens/Eagle controllers to move to the 4.57 firmware, though we are still working through some integration issues with it in TransSuite. Version 4.58 firmware should NOT be used with TransSuite currently due to a firmware bug.

OGL has asked TransCore to investigate working with a company called EMTRAC that can provide intersection calls for bicycles through a smartphone app that tracks the user’s location and reports to a server through the Internet.

—Chris Jenkins highlighted a few items from the Quarterly Operations Report that was included in the meeting packet. Most of the repair tickets were for planned upgrades to radios on the OP Sheraton and the 75th & Holmes towers. Many of the signal timing work items were tweaks to existing plans or responses to construction activities or intersection changes. OGL staff has installed a new firewall in response to the recent Cybersecurity Audit’s recommendations.

11. Quarterly Budget Report – Ray presented the budget report that was included in the meeting packet. We will soon drafting agreements for the STP 2019/20 funding, including the local agreements. The 2021/22 CMAQ funding selection process resulting in OGL getting slightly less than hoped for in Missouri. Four agencies still need to make payment on the agreements currently in effect. Note that the Equipment/Computer Supplies budget item shows over budget due to difficulties in categorizing different types of expenses. Total budget is in range with what was planned. Currently we are spending local funds only, having spent down the federal funds first.

12. Other Business
- A new OGL Steering Committee Vice-Chairperson from a Missouri agency will need to be selected at the October committee meeting.
- The Regional Traffic Signal Detection Forum held on June 28 was generally appreciated by those in attendance. Ray drafted and supplied some minutes from the meeting.
- Ray asked if any were interested in a Synchro training class led by Trafficware locally, possibly the first or second week of November. There was not much interest from the committee.

Next Regularly Scheduled Meetings: Monday, October 22, 2018, January 28, 2019

Adjournment – Meeting was adjourned at 3:23 PM