RITIS User Group Agenda:

#	Topic
1	Our Mission
2	Our Organization
3	Logistics
4	RITIS Overview
5	Spotlight Presentation
6	Agency Input Session

Next User Group Meeting: Thursday, March 9, 2017 - 10:30a.m. - 12:00p.m. (EST)

The complete presentation and audio are available at https://vimeo.com/196311045

Meeting Highlights:

- **Mission/Organization/Logistics:**
  - ➢ The mission of the RITIS User Group was reviewed along with the steps that will be taken to achieve this mission.
  - ➢ The organization was discussed noting that a synergistic relationship between the I-95 Corridor Coalition and the UMD CATT Lab will provide guidance to the RITIS User Group, overseen by the I-95 Corridor Coalition Executive Director. KMJ will provide consultant support. The co-chairs for this group have not yet been identified.
  - ➢ It was noted that this User Group will meet quarterly via web and there will be optional in-person meetings every other quarter. Special sessions will also be held as appropriate for immediate needs, focus groups or other non-scheduled demands. It was noted that all I-95 Corridor members are invited to participate.

- **Overview:**
  - ➢ Michael Pack (UMD CATT Lab) provided a high-level overview of RITIS including how it is used for operations, evacuation support, collaborative decision-making, planning, research, and traveler information.
  - ➢ He provided examples of incident timelines that can be derived, methods for providing evacuation support in RITIS, and work zone performance monitoring. Many real-world use cases from agencies within the Corridor were noted.
  - ➢ Question on RITIS Meeting: How are the chat logs preserved for Freedom of Information Act (FOIA) purposes? Michael noted that logs are stored indefinitely. There is a notice in RITIS Meeting that indicates the session is being preserved. Generally, the CATT Lab states that the data belongs to the agencies and not the

CATT Lab. They would refer any requests for information back to the appropriate agency.

- **Spotlight Presentation – Using RITIS for Regional Traffic Management:**
  - ➢ Taran Hutchinson, MATOC Facilitator, provided presentation on how MATOC is currently using RITIS.
  - ➢ He demonstrated how *RITIS Meeting* (a collaborative decision tool) is used by MATOC to streamline their coordination efforts related to severe weather events and major traffic incidents. Michael noted that RITIS Meeting is run through the user's native browser and nothing needs to be installed on the user's computer.

- **Agency Input Session:** Michael Pack (MLP) led this session, answering questions from meeting participants. The following is a summary of the questions and responses.
  - ▪ **Enock Mtoi (Florida Turnpike): Do you have plans to provide applications for lane closure assessment?** MLP noted that some agencies have requested that RITIS be able to assess the impact of multiple lane closure requests in a given area. CATT Lab has not begun work on this functionality. They are developing a list of possible features/functionality and are looking for agency input.
  - ▪ *Subsequent to the meeting* it was noted that there are several tools within RITIS that assess lane closures after the fact; however, there is no existing tool in RITIS that does this pre-emptively. The developers of RITIS are currently working on several "what-if" scenario planning tools for lane closures, permitting, work zones, and even larger scale regional development projects. This is in collaboration with other researchers at the Delft University of Technology in the Netherlands and Lei Zhang at the National Transportation Center at UMD. These tools are 9-12 months away from production.
  - ▪ **Denise Markow (I-95 CC): How can non-users get access to RITIS?** MLP explained how to get access to RITIS. Go to www.ritis.org then "request an account" and complete the pop-up form using your agency email address. Verification of your information may take 1 – 2 days and then the CATT Lab will get back to you with your credentials to log into RITIS. Note that RITIS access is intended for public agencies and is not provided to the private sector unless they are directly supporting an agency who gives permission for access to be granted.
  - ▪ **Melissa Ackert (Florida DOT): How do you see RITIS fitting into an ICM program and Decision Support System?** Depends on the nature of your ICM program. There are two programs that RITIS support. In one case RITIS is acting as the Decision Support System for their ICM deployment and in the other case RITIS is a data source only and explained the difference.
    Subsequent to the meeting, it was noted that all ICM programs and DSS need data aggregation and fusion. The RITIS Platform is the leading transportation data fusion platform available, and several states have leveraged it both directly and indirectly for various ICM and DSS applications. *Indirectly* means that the agency (or 3rd party) leveraged RITIS APIs or other data feeds to bring data into an external ICM/DSS platform. *Directly* means that the agency or 3rd party paid to have DSS capabilities and/or ICM functionality built directly into RITIS. If FDOT or any other agency wants to know more specifics about how this works, please send MLP (PackML@umd.edu) an email.
  - ▪ **Harun Rashid (Northern Virginia Transportation Authority): Asked if there are any particular examples of the RITIS platform being used in a long-range travel demand forecasting application?** Yes, several agencies are using some

of the analytics tools to extract data and PMs to drive other models. Contact MLP and he can connect you with agencies using RITIS in this way so you can get more details.

- **Is any ICM site currently using RITIS?** Yes, Maryland is working on an ICM deployment. CATT Lab has not been part of the model ICM deployments in Dallas and San Diego, RITIS was the data aggregator and the RITIS tools were used to evaluate the effectiveness and efficiency of those platforms.

- **T.J. Bathras (MDTA): Do you need special access to get delay costs?** MLP noted that an agency needs to be providing CATT Lab with probe data (from TomTom, INRIX, HERE, or Bluetooth deployments) to make the User Delay Cost work. Please send MLP (PackML@umd.edu) an email and they will check into your agency and your ability to produce these items.

- **Ed Azimi (Virginia DOT): Noted that VDOT has a program that calculates user cost due to lane expansion or closure.** A link to this program was requested.

- **Julie Kottamala (Loudoun County, VA): The traffic trend maps look really useful but how do we get data for inside roads (parkways and boulevards)?** MLP noted that if her agency has sensor data on these arterials, the CATT Lab can integrate it. Otherwise, the CATT Lab can reach out to 3rd party data providers to see if they have data for these roads. The CATT Lab is limited in what they can show by what data is provided to them. Please send MLP (PackML@umd.edu) an email with the roads where data is desired and the CATT Lab can check to see if there's any data on those arterials. He noted that it is possible that the data is already there, but it was just not turned on for that particular graphic.

- **Serena Liu (MDTA): Is there any training available for how to use RITIS?** To pull various reports and maps? MLP stated that training is definitely available. The CATT Lab offers free training through monthly webinars. They can also do on-site training if your agency can gather a large enough group together to make travel worth it. Please send MLP (PackML@umd.edu) an email and he will set it up.

- **Patrick Lucas (Fairfax County Police): Could use some help looking at our crash data for the Tyson area. Who or how do we request assistance and are there fees or costs for this?** *Subsequent to the meeting,* MLP reached out to Patrick Lucas directly and provided one-on-one assistance. If others need help, please contact MLP or send a request to support@ritis.org

ACTION ITEMS:

#	Action Item	Whom	Status
1	Identify potential co-chairs for the RITIS User Group.	I-95 CC & UMD CATT Lab	Ongoing
2	Complete on-line survey regarding the inaugural RITIS User Group meeting and plans for subsequent meetings.	Participants and Invitees	Conducted in January 2017
3	Send out a list of future RITIS features for User Group members to review and prioritize.	CATT Lab	Upcoming

QUESTIONS:

RITIS General Questions - Denise Markow, I-95 Corridor Coalition TSMO
- 301.789.9088
- dmarkow@i95coalition.org

RITIS Technical Support
- support@ritis.org (emails go to 10 developers and Michael Pack)

Registered Agencies	
Arlington County Office of Emergency Management	Montgomery County Transit
AutoReturn	MRCOG
BCC Engineering	MWCOG
City of Laurel	NCDOT (including NCSU)
Carroll County DPW	NCSTA (including HNTB)
City of Springfield	National Operations Center of Excellence
CORE MPO	NYCDOT
DDOT	NYSDOT
Durham Chapel Hill MPO	New York State Thruway Authority
DVRPC	NJDOT
Emerald Towing Service	NJTPA
Fairfax Connector Bus Operations	NORAD & USNORTH COM
Fairfax County DIT (Ashburn Consulting 1)	North Carolina State University
Fairfax County Health Department	Northern Virginia Transportation Authority
Fayetteville Area MPO	NYSDOT
FDOT (including HDR, Cambridge Systematics, Jacobs, TransCore, AECOM, Global-5 Communications)	PA Turnpike
FHWA (including Westat)	PEMA
FIU	PennDOT (including Drive Engineering, KMJ)
Genesee Transportation Council	Pennsylvania State Police
Georgia DOT	Prince George's County DPWT
GEWI NA	PRTC
Hampton Roads TPO	RIDOT (Jacobs)
Howard County Communications / 911	SCDOT
Joint Base Anacostia-Bolling Office of Emergency	SEDA-COG MPO
Joint Force Headquarters-National Capital Region	SJTPO
Loudoun County Government	Stafford County OEM
Maricopa Association of Governments	Southern Maine Planning and Development Commission
Maryland Transportation Authority	SwRI
MassDOT	Tri-County Regional Planning Commission (Harrisburg MPO)
MATOC	Total Traffic & Weather Network
MDSHA	University of Virginia
MDTA	U.S. Park Police
MEMA	USDA
Miami Dade County	USDOT
Montgomery County OEMHS	VDOT (including Kimley-Horn, Iteris)
Montgomery County Planning Commission	WSDOT (including DKS Associates, Univ. of Wisconsin)