



RITIS User Group Agenda:

#	Topic
1	Follow up on Action Items from the Last Meeting
2	Survey Results
3	Co-chair Update
4	Spotlight Presentations
5	Pack's Pointers
6	RITIS Roadmap
7	Agency Input Session
8	Wrap up

Next User Group Meeting: Thursday, June 8, 2017 - 10:30a.m. - 12:00p.m. (EST) – via web and in-person at the UMD CATT Lab in College Park, Maryland. (more information to follow)

The complete presentation and audio are available at – <https://vimeo.com/207690734>

Meeting Highlights:

- **Welcome and User Group Organization:**
 - Denise Markow reviewed the organization noting the synergistic relationship between the I-95 Corridor Coalition and the UMD CATT Lab which is providing guidance to the RITIS User Group. KMJ is providing consultant support. The co-chairs for this group will be named soon.
- **Follow up on Action Items from the Last Meeting:**
 - Michael Pack (UMD CATT Lab) noted that the action items from the previous meeting will be addressed during this meeting. They include: Agency survey results, Co-chair selections, and the RITIS Roadmap (including prioritizing features & functions).
- **Survey Results:**
 - Michael Pack presented the results of the User Group survey in January 2017, which followed the inaugural RITIS User Group meeting held in December 2016. The highlights follow:
 - 72 representatives from various agencies completed the survey including: Federal agencies, State DOTs, MPOs, Authorities, Counties/Cities, Emergency management, Law Enforcement, Universities and Consultants.
 - More than 75% of the respondents found the meeting to be informative.



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- Nearly all respondents (94%) found the spotlight presentation by MATOC to be useful.
 - Over 90% plan to participate in future User Group meetings.
 - Most (90%) want the meetings to be held quarterly.
 - Of the nine focus areas noted in the survey, the top five were: TSMO, Incident Management, Data Sharing, Performance Management and Regional Coordination. The User Group will likely focus on these areas. This could shift if members' interests change.
- **Spotlight Presentation – I-70 Fatality Incident/After Action Review (Maryland DOT):**
 - Jason Dicembre, TMC Operations SOC Manager, showed how Maryland SHA (MdSHA) uses RITIS in an After Action Review (AAR). AARs are not new for his agency but the capabilities RITIS provides allow for better data mining and improved visualizations. Jason used the I-70 fatality to illustrate their use of RITIS for AARs.
 - The tools used in RITIS were the Event Query Tool (EQT), Timeline Tool, Region Explorer, Trend Map, Congestion Scan and User Delay Cost.
 - Incident Timeline is used to review responder response time, lane and event clearance times and operator notes. Timeline graphics are inserted into AARs.
 - MdSHA conducts an extensive training program with ongoing monitoring to make sure their operators are up to speed on their tasks including entering notes in a timely manner and focusing on the stages within the incident.
 - Jason explained how they conduct their AARs and who is included.
 - He emphasized the importance of using a graphic in an AAR instead of just narrative. Graphics illustrate key points and capture the attention of upper management more so than text alone.
 - Congestion scan graphics can illustrate the importance of a quick clearance policy.
 - MdSHA does not use the Heat Maps in the EQT for AARs, however, they are helpful in determining where resources should be deployed on a regular basis.
 - The Region Explorer is used to track bottlenecks during an incident. Using the tool can help assess impacts on other routes including the effect of detour routing on other roadways.
 - The Trend Map is used to determine the significance of delay over time to promote quick clearance practices. The dynamic aspect of the trend maps is used during AAR meetings and provides a powerful visualization on the impact of the closure to the traffic flow.
 - Congestion Scan still shots are included in the AAR to compare queues during an incident to a typical day. The congestion scan is another powerful visualization illustrating the impacts of the closure to the traffic.
 - The User Delay Cost tool is very beneficial to MdSHA. It helps to quantify the monetary benefit of their Quick Clearance practices and the overall value of their TSMO program.
 - UMD conducts a yearly benefit analysis for Maryland's CHART (Coordinated Highways Action Response Team). However, with the User Delay Cost tool, they are able to look at the costs per incident instead of waiting for the yearly report. By analyzing the cost of a long-duration incident, it helps make the case for improved resources.
 - Jason provided key takeaways from the use of these RITIS tools for AARs:
 - Shows the benefits of quick clearance and their TSMO program.
 - Provides justification for additional funding and/or resources requests.
 - Gives data to support conclusions based on facts.



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- Following the presentation/updates, the following questions were discussed:
 - PennDOT asked who developed their operations software. Jason explained that it was developed in-house with a contractor (CSRA). It is a web-based system that's coded from the ground up with operator input and updated every six months with continually operator input. Contact Jason (JDicembre1@sha.state.md.us) if you are interested in obtaining the source code.
 - NCDOT asked what their \$11 million budget included. Jason noted that budget includes the cost their operators, emergency response teams, staffing and maintenance costs. Some of their leased circuits (for cameras and other ITS devices) are handled through their communications division.
 - PA State Police asked if the Maryland State Police have a rotational tow program. Jason noted that they do but their current requirements to get on the list are not robust. The issue is to make sure that the criteria to get on that list is sufficient so that they have the proper equipment for an incident.
 - BMC asked about calculating incident delay cost – whether it is done by hour/day or by incident. Michael Pack (MLP) noted it is calculated by time period and that it does not automatically calculate by incident but you determine that by figuring out the time period for the incident and gathering the data for the roads in that time period then doing a comparative user delay query. However, it will not give you additional incident costs such as the cost of the goods lost in the incident.
 - City of Laurel asked for the criteria used to develop the cost per hour for commercial and passenger vehicles. MLP noted that the default cost per hour is a national average value of time developed by economists at Texas A&M – but it is not appropriate to use in all areas of the country. It is better to look at the regional costs. The cost per hour is a per person cost.
- **Spotlight Presentation – RITIS Situational Awareness Capability: Emergency Management Partnerships (DC Homeland Security and Emergency Management Agency – DC HSEMA):**
 - Andrew Worrell, IC3 Program Manager, provided a presentation on how DC HSEMA is currently using RITIS to promote regional situational awareness and coordination.
 - Information Collection and Coordination Center (IC3) expands regional situational awareness and enhances regional coordination of information. Their objectives are to identify regional priorities for information sharing (including large scale events) and monitor emerging incidents and potential threats. Their outputs include Regional Incident Coordination and Communication System (RICCS)-based alert messaging, spot reports and dashboard incident management. They are based on 21 incidents types and they have federal, state, and local jurisdictional partners.
 - Andrew explained how they use the Alert Notification Message Analysis in an operational capacity. They analyze the inbound messages for essential information that builds their alert notifications information includes the RITIS timeline on the event, from MATOC.
 - The RITIS timeline provides the essential elements in which senior leaders are interested including who is on the scene, when the incident began, casualties and/or fatalities, deployment of equipment, and other key information. RITIS provides information directly from the operators inputting the data. The value of RITIS is that it provides comprehensive vetted information at a single source.



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- Andrew provided an example of cascading impacts. He explained that they are looking for cross jurisdictional impacts and concurrent activity. He noted that RITIS allows them to geolocate the information and look at it from a 10,000-foot angle for any cascading impacts.
 - All of the information provided by RITIS allows them to develop a more robust alert message.
 - Dashboard Management system is a component they use to broadcast information out to partner agencies. He explained how they create the incident in their log using feeds from various partners. RITIS is a feed to the dashboard and it can geolocate the incident on their map. This is one of the ways DC HSAEMA shares information with its partners.
 - Andrew noted the advantages of RITIS
 - Increases efficiency for Alert Messaging
 - Comprehensive tools and resource information
 - Vetted information
 - Ability to develop Essential Elements of Information (EIs)
 - GIS capabilities with multiple layers – cameras, multiple incident types, probe speed data, metro/public transit routes, and weather radar
 - MLP noted that Andrew is ingesting data feeds from RITIS into their own system (which is not currently done by many agencies). Andrew notes that this ingest saves them time.
 - Following the presentation/updates, the following question was discussed:
 - North Carolina Capital Area MPO asked if the freight community expressed an interest in this data. MLP noted that some freight planners in public agencies have used the NPMRDS and probe data. He also noted that this is a public safety agency tool and is not really intended for the private sector (unless they are working for a public agency).
- **Pack's Pointers:**
 - Michael Pack explained that the purpose of this section is to review some features within the tools that agencies may not be aware of but may find beneficial.
 - Using Chatrooms in RITIS – There is a live chatroom in RITIS. The icon is located in the upper right corner of the RITIS screen. You click sign-in and then set your status. It lists the persons currently signed in with whom you can chat. You can invite other people to participate and you can open a chat room surrounding an event.
 - Setting Your Region of Interest – This helps cut down on the clutter on the incident list. Click on the “Region of Interest” button and use the pan/zoom functions to get to your region. Setting your region of interest will only apply to the list not the map.
 - Applying Filters – Click on the “Set Filters” button to set your filters. You do not need to set any if you choose. Filters apply to the map and the list. Do not forget that you set them.



- **RITIS Roadmap:**
 - Michael Pack reviewed the RITIS Roadway highlights features that have been deployed in Q1 and features that are expected to be deployed in the remainder of the year.

RITIS roadmap

Calendar Year 2017

Q1 2017	Q2 2017	Q3 2017	Q4 2017
<ul style="list-style-type: none"> Separate Planned Events Layer WAZE Data Integration Flash migration for Probe Data Analytics Evacuation Documents Upgrade Basemap updates New CCTV Feed Integration Additional Agency-funded Customization/New Features* Additional Agency-funded new data sources* 	<ul style="list-style-type: none"> WAZE Data aggregation and speed improvements National Transit Data Integration through GTFS Feeds (real-time and schedules) Flash Migration for Timeline Basemap Updates Dashcam CCTV integration for MDSHA Additional Agency-funded Customization/New Features* Additional Agency-funded new data sources* 	<ul style="list-style-type: none"> Tiling infrastructure modernization Evacuation Documents Upgrade Basemap updates CCTV Enhancements Weather Radar Mapped to TMCs WAZE Analytics Additional Agency-funded Customization/New Features* Additional Agency-funded new data sources* 	<ul style="list-style-type: none"> Basemap updates Police/Fire/Rescue Radio Audio on Timelines Evacuation Documents Refresh RITIS Input early designs TBD Additional Agency-funded* Customization/New Features TBD Additional Agency-funded new data sources TBD*

NOTE: Final list of priorities to be defined and prioritized with guidance from the RITIS User Group which will consist of members from each state in operations, planning, and research.

* - each state has the option of customizing features and/or building new functionality if state funding is available.

† - each state has the option of adding new data sources as requested if state funding is available.

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- VDOT asked about the plans for MAP-21. MLP explained that they have a separate application, NPMRDS analytics, that helps agencies look at MAP-21 performance reporting tools and explore the NPMRDS data, in general. The CATT Lab is currently working on updating the tools to address the changes FHWA released on January 19, 2017, and they plan on deploying a few of the new MAP-21 widgets during March. The CATT Lab still needs data sets from FHWA for some of the new rules and those data sets have not yet been made available to anyone. They will not be available until the new NPMRDS data contract is let in the next few weeks/months.
- **Agency Input Session:** Michael Pack (MLP) led this session, answering questions from meeting participants. The following is a summary.
 - PennDOT asked if there any upgrades planned for the Dashboard tool, in Probe Data Analytics. MLP noted that they are working on embedding functionality for it so that you could share. It would generate code that you could put into your agency's website and then those dashboard components would be embedded into your agency's website so that you could share it with the public or others in your agency. The deployment date is not known.



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• Wrap Up:

- Michael gave a couple reminders:
 - Sign up - 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.
 - Share your experience – regarding using RITIS tools or TSMO in general. Please contact Michael Pack (PackML@umd.edu) or Denise Markow (dmarkow@i95coalition.org) if you are interested in making a spotlight presentation. They will help you with your slides.
 - Please provide your input – regarding how meetings and/or the RITIS tools can be improved. Contact Denise or Michael with any suggestions.
 - Free training – Available and given by the MATOC staff. If you are interested, please contact training@matoc.org.
 - Other training - If you have a large group, the CATT Lab may be able to come to your agency. Please contact Michael.
 - Free video tutorials - Available for some of the tools. Links to the videos are shown below and will be posted on the Coalition website.
 - Analyzing Police Crash Records - <https://vimeo.com/179830512>
 - ATMS Data Analytics with ICE - <https://vimeo.com/179841494>
 - Transportation Project Prioritization - <https://vimeo.com/179829037>
- Michael noted that potential co-chairs for this group have been contacted but not yet confirmed. It is planned that there will be one co-chair representing each of the following interests: Planning, Operations and Travel Information. If you are interested in helping to guide the User Group as a co-chair, please contact Michael or Denise.
- The User Group was reminded that meetings will be held quarterly via web – the next meeting is June 8, 2017. This will be one of the two of the meetings during the year will have an option to participate in-person. The in-person portion will be held at the UMD CATT Lab in College Park, Maryland. If your agency is interested in hosting an in-person RITIS User Group meeting, please contact Michael to make arrangements.

ACTION ITEMS:

#	Action Item	Whom	Status
1	Links to free video tutorials for some of the tools will be posted on the Coalition website.	CATT Lab	Needed

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)



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Meeting Participants	
Joannie Appell	Anne Arundel County Fire Dept.
Revanth Katta	BCC ENGINEERING INC
Eileen Singleton	BMC
Mike Bruff	City of Durham/DCHC MPO
Bill Goddard	City of Laurel
John McFadden	City of Tallahassee
Alexandra Jahnle (Urban)	City of Phila., PennDOT
Andrew Worrell	DC HSAEMA
Kelly Raboy, Michelle Watkis,	DDOT
Paul Carafides, Justin Neff	DVRPC
Patrick Lucas	Fairfax County Police
Dee McTague, Daniel Smith	FDOT
Tim Cotter	Fed. Motor Carrier Safety Admin.
Jimmy Chu, Paul Jodoin	FHWA
Lillian Wu (AECOM)	Florida Turnpike
Trish Hendren, Denise Markow	I-95 Corridor Coalition
Julie Kottamala	Loudoun County Government
Douglas Mowbray	Maryland Highway Safety Office
Taran Hutchinson	MATOC
Jason Dicembre, L'Kiesha Markley, Azadeh Norozu	MDOT-SHA
TJ Bathras, Jim Harkness	MDTA
Diana Ospina	Miami-Dade County
Ed Daniel	Montgomery County Police Dept.
Daivamani Sivasailam, Patrick Zillacus	MWCOG
Finn Swingley (HERE), Kelly Wells	NCDOT
Rachel Ruiz	NCTA
Neha Galgali, Sudhir Joshi, Ira Levinton, Veronica Murphy, Richard Rabinowitz, Gail Yazersky	NJDOT
Henry Eibel	NJ Turnpike
Sutapa Bhattacharjee, Solomon Caviness	NJTPA
Kenneth Withrow	North Carolina Capital Area MPO
Earl Rhoades	PA State Police
Robert Meinert	PEMA
Bill Benson (STMC), Mike Crowley, Bob Davis (Pennoni), Rich Deen, Ted Lucas (KMJ)	PennDOT
Great Ryan	RRTPO
Bob Glantzberg	TRANSCOM
Ed Azimi, Kenneth Coody, Jim Fox, Steve Gaddy	VDOT
Robert White	Vermont Agency of Transportation
Michael Pack	UMD CATT Lab
Joanna Reagle, Emily White	KMJ Consulting – I-95 CC Support