**GTFS-ride Consortium Group Meeting #2 Minutes**

**Mindy Montgomery of moovel’s Presentation**

* There is a common goal in the industry for open and interoperable data standards
* Ideas to improve the GTFS-ride standard to allow for its expansion to other types of agencies (i.e., non-transit mobility providers)
* The standard could include fields for set modes and user defined modes
* It would help to allow for recording GPS coordinates for both transit and for additional modes
* With new aps and technologies, more options will likely be needed to record payment sources

**Charlie Bailey of Remix’s Presentation**

* Remix relies on GTFS and therefore champions open standards
* GTFS-ride could be helpful to do stop-level ridership analysis
* GTFS-ride will help Remix get to their goal of becoming a one-stop-shop for mobility data
* See the advantage of being forward thinking, but anticipates resistance from customers to do something new
* If advisable, would like to be able to export GTFS-ride from Remix tools
* Also sees potential in looking into expanding GTFS-ride to other modes

**John Levin** **of TIDES’s Presentation**

* The distinction between real-time and historical data is important
* ITS historical data has had no standard home previously
* The standards and tools needed don’t exist
* Challenges remain in moving data between systems and supporting data quality, integration, and aggregation

**Aaron Antrim of Trillium’s Presentation**

* Trillium is improving GTFS and promoting its adoption around the world
* It is useful to provide training resources on GTFS (e.g., sample datasets, examples)
* The GTFS standard already had a strong value when it was introduced in that it had a large user (Google) with software to consume it
* Writing the requirement to use GTFS in RFPs helped drive its adoption, but the standard needed to be clear for vendors to use and understand
* Both carrots and sticks were used to drive its adoption

**Comments and Ideas During Q & A**

* All the various data standards are being governed differently (Aaron)
* What the GTFS-ride project is doing is very important. It would be helpful for more funding to be spent on building tools and assisting agency to get their data into the standard first. (John)
* Many need education on what the standards are and how best to use them (Charlie)
* There is apprehension about putting the required large effort and resources into supporting a standard like GTFS-ride if it should turn out to not be widely adopted (Mike Gilligan @ TriMet)
* With GTFS, the data was first, and the standard followed, in contrast to GTFS-ride (Mike)
* Currently, management isn’t allowing the stiff time needed to “prime the pump”
* A carrot-type idea would be for a vendor like Korbato to use fine-grained rider response behavior to service changes and service disruptions to help understand and optimized future service decisions (Aaron)
* Individual rider journey data like that in rider\_trip.txt is good to be in the standard, and there could be additional standard feedback provided. (Jay @ Korbato)
* A long-run cost savings pitch to management is likely needed (Aaron)
* The adoption of standards will help make proprietary tools more affordable (John)
* It would help sell the idea to management for Remix to produce a demo of using either GTFS-ride data or existing data to help simplify Title VI and NTD reporting (Mike)
* It could be possible to use GTFS-ride data from a system with an 80% APC installed fleet to infer 100% coverage (John)