

NGDA Dataset Report

Official NGDA Title: Intermodal (Passenger)

Metadata Record Title: Passenger Intermodal Facility (IPCD) (National) - National Geospatial Data Asset (NGDA) Intermodal (Passenger)

A-16 NGDA Theme: Transportation

Executive NGDA Theme Champion(s):

Name: Richard McKinney

Agency: DOT

Email: richard.mckinney@dot.gov

Theme Lead(s):

Name: Raquel Hunt

Agency: DOT

Email: raquel.hunt@dot.gov

Dataset Manager(s):

Name: Theresa Firestine

Agency: DOT

Email: theresa.firestine@dot.gov

Metadata:

Registration Status: Complete

Registered on 4/9/2014

GeoPlatform Link*: <https://www.geoplatform.gov/node/243/e25adf1f-6319-435b-baca-9e0ccd852b2c>

Data.gov Metadata Link*: <http://catalog.data.gov/harvest/object/ccd0bd5c-aeaa-4f20-9ace-0d7dbc5d513b/html>

*If the metadata has been updated and reharvested after publication of this report, the link may no longer be valid. The dataset may be searched for manually in Data.gov or GeoPlatform.gov.

NGDA Lifecycle Maturity Assessment (LMA) Report

Time Frame:

Baseline assessment responses include all dataset activities from start to present (8/20/15)

LMA Submission:

Status: Complete

Date: 9/22/2015

Extension Requested: No

LMA Reviewer(s):

Supervisor: Did not review

Theme Lead: Raquel Hunt

Executive Champion: Richard McKinney

SAOGI*: Richard McKinney

Other: Steve Lewis (GIO)

LMA Verifier:

Name: Raquel Hunt

Email: Raquel.Hunt@dot.gov

Attachments:

To get access to any attachments referenced in the report, email the LMA Help Desk at NGDA_LMA_help@fgdc.gov. Please use the subject "Dataset Report Attachment(s)" and indicate the associated official NGDA title.

*Senior Agency Official for Geospatial Information (SAOGI)

Lifecycle Maturity Assessment (LMA) Summary

Overall Maturity:

Managed; Predictable

General Questions: 67%

Managed; Predictable

Stage 4 - Access: 100%

Optimized; Established

Stage 1 - Define/Plan: 50%

Managed; Predictable

Stage 5 - Maintain: 69%

Managed; Predictable

Stage 2 - Inventory/Evaluate: 100%

Optimized; Established

Stage 6 - Use/Evaluate: 33%

Transition; Transformation

Stage 3 - Obtain: 100%

Optimized; Established

Stage 7 - Archive: 0%

No Activity

NGDA Dataset Maturity Definitions:

How To Calculate Maturity: https://www.geoplatform.gov/sites/default/files/How_to_Calculate_Maturity.pdf

Maturity	Maturity Characteristics for All Lifecycle Stages
Optimized; Established Rank = 5	Dataset meets virtually all business needs of all users. The dataset is considered authoritative by owners and secondary users. It is curated across all stages of the approved lifecycle. Future needs are defined on a regular basis and resources for addressing both current and future business requirements are available.
Mature; Consistent Rank = 4	Dataset meets all the business needs of the primary owner and most of the secondary users. The dataset is curated and used as authoritative by the primary owner. Dataset is used widely by secondary users actively engaged in sustaining the dataset. Future needs are identified and steps are planned to address these. All stages are supported and reviewed on a recurring basis. The dataset is well managed in relation to the approved lifecycle.
Managed; Predictable Rank = 3	Dataset meets a significant number of the business needs of the primary owner and is widely used as an authoritative resource by secondary users. Benchmark activities are occurring in at least four of the approved lifecycle stages. Management practices in relation to the approved lifecycle is moderate but consistent. Dataset is integrating changing business requirements in lifecycle stages impacting overall maturity.
Transition; Transformation Rank = 2	Dataset meets business needs of the primary owner and has moderate use by secondary users. Benchmark activities are occurring in at least three stages. Efforts to integrate funding, include partners, and obtain data are not supported in a sustained manner. Management practices in relation to the stages of the approved lifecycle is limited.
Planned; Initial Development Rank = 1	Dataset limited in meeting business needs of the primary owner. Benchmark activities in the approved lifecycle are just starting to consider secondary uses, partnerships are forming to support additional dataset uses. Dataset development is in a very early stage. Minimal or limited management against the benchmarks in the approved lifecycle.
No Activity Rank = no activity	Dataset meets project or local business needs of the primary owner, secondary or additional uses or users were not considered, not recognized as an authoritative data or is part of a similar dataset. Not managed to any of the benchmarks in the approved lifecycle.

General Questions for All Stages

1) Is there a recurring process to obtain funding for all lifecycle stages of this dataset?

Answer: No.

Justification Comment:

Attachment(s): 0

There is no budgetline item for this dataset. Approximately one-tenth of full-time equivalent employment is needed to maintain the database.

2) Is there a process in place to ensure that open government and transparency guidelines are followed in all lifecycle stages for this dataset?

Answer: Process is published as appropriate with respect to sensitivity requirements, process is transparent, published appropriately.

Justification Comment:

Attachment(s): 0

The contents of the database can be found online at <http://www.transtats.bts.gov/IPCD.aspx>. There is a data dictionary available online as well http://www.transtats.bts.gov/Fields.asp?Table_ID=1180. The contents of the database and the data dictionary are updated changes are made to the database.

3) Are there processes and tools in place so that staff are sufficiently knowledgeable to ensure a continuity of the dataset for all stages of the lifecycle, especially during staffing transitions?

Answer: Processes and tools to ensure dataset continuity are in place and implemented for all lifecycle stages.

Justification Comment:

Attachment(s): 0

The description of the database is maintained online, which sufficiently describes the database should the staff person in charge of the database leave prior to the appointment of a new person. The dataset already has been successfully transferred to a new staff person.

Database description

<http://www.transtats.bts.gov/IPCD.aspx>

Field descriptions

http://www.transtats.bts.gov/Fields.asp?Table_ID=1180

Additional documentation on database

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/bts_technical_report/april_2009/html/entire.html

STAGE 1 - Define/Plan

4) Are user and business requirements defined and formalized?

Answer: No involvement.

Justification Comment:

Attachment(s): 0

Stakeholders are not formally involved. The Bureau of Transportation Statistics takes into consideration any comments and suggestions received from users of the database but does not reach out to collect comments and suggestions.

5) How are partners/stakeholders involved in the requirements collection process?

Answer: Not Applicable (NA).

Justification Comment:

Attachment(s): 0

Not applicable as stakeholders are not involved.

6) Is there a quality assurance process for the dataset?

Answer: Process identified, early implementation.

Justification Comment:

Attachment(s): 0

Validation checks are performed for consistency across records and for soundness (e.g., making sure the point is located in the specified State) prior to the release of new data.

Quality assurance is not documented online. All data checks are performed by the dataset manager using SAS. A SAS program was developed to check for common errors in the database - such as a record being an airport but not having an airport code.

7) Is there a process to evaluate the sensitivity, privacy, and confidentiality of this dataset?

Answer: Sensitivity, privacy, and confidentiality evaluations fully implemented, reviewed and updated on a recurring basis.

Justification Comment:

Attachment(s): 0

There are no sensitivity, privacy, or confidentiality issues associated with the dataset.

8) Are defined data standards used in collecting, processing, and/or rendering the data?

Answer: Standards fully implemented documented and published as appropriate.

Justification Comment:

Attachment(s): 0

Yes, there are defined standards on what data are included. A full report was written on the database that describes the data, it's purpose, coverage, and the criteria used in collecting the database

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/bts_technical_report/april_2009/html/entire.html

The contents of the database <http://www.transtats.bts.gov/IPCD.aspx> also describes what is included in the database

STAGE 2 - Inventory/Evaluate

9) Is there a process for determining if data necessary to meet requirements already exist from other sources (either within or outside the agency) before collecting or acquiring new data?

Answer: Process for determining appropriate data is being reused fully implemented, reviewed, and updated on a regular basis.

Justification Comment:

Attachment(s): 0

The U.S. Department of Transportation's Planned Geospatial Data Acquisitions policy (February 2014) establishes procedures to eliminate unnecessary efforts. Specifically, no office may collect or produce geospatial data if a dataset that meets the office's needs already exist.

STAGE 3 - Obtain

10) Is there a process for obtaining data in relation to this dataset?

Answer: Process is fully implemented, reviewed and updated on a regular basis.

Justification Comment:

Attachment(s): 0

The IPCD utilizes data from several databases at the U.S. Department of Transportation and also from several public information and data sources.

For the geographic coordinates of intercity rail stations and airports, BTS used latitude and longitude data in facilities databases that BTS received from the Federal Railroad Administration and Federal Aviation Administration. Geographic coordinates for ferry terminals were obtained from the BTS maintained National Census of Ferry Operators.⁶ For facilities that were found to have service but were not included in any of these data sources, BTS used various mapping websites that contained

satellite or aerial imaging. Facilities were located from the images and the latitude and longitude calculated.

To ensure that all locations with service were included in the IPCD, BTS used the websites of rail, bus, air and ferry operators; local and regional transit agencies; state departments of transportation; and various sites that aggregate public transportation information. BTS also used printed public materials such as timetables, maps, and brochures issued by various public transportation providers, and facility databases provided by Greyhound, Amtrak, and the Alaska Railroad. In some cases, personal communication was used to clarify questions about the various terminal facilities.

Data collection for the IPCD was done sequentially by mode. Due to the complexity of the data collection task, available resources to complete the database, and the need to rely, at least in part, on publicly available data sources that are constantly updated (especially websites), it has been necessary to collect data on a "realtime" basis, rather than to collect data as of a specified date.

Data collection discussed here

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/bts_technical_report/april_2009/html/entire.html

11) Is the metadata in a FGDC endorsed geospatial metadata standard?

Answer: Metadata is available in a format endorsed by the FGDC, it fully describes the dataset and provides all the information required to make the dataset discoverable, accessible, and usable.

Justification Comment:

Attachment(s): 0

Yes, a GIS shapefile with metadata is available:

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2014/point

12) How complete is the geographic coverage as defined in the requirements for the dataset?

Part 1 Answer: Business requirements for cyclic updates identified and a process is in place.

Part 2 Answer: Dataset has presently attained the greatest geographic coverage as defined by the current requirements or roughly 100%.

Justification Comment:

Attachment(s): 0

Dataset has attained the greatest geographic coverage as defined by the requirements. Dataset complete for all 50 states.

STAGE 4 - Access

13) Do you have a process for providing users access to the data in an open digital machine readable format?

Answer: User access process is fully implemented, data is available, process is reviewed and updated on a recurring basis.

Justification Comment:

Attachment(s): 0

Data are available as a CSV file or as a GIS shapefile.

Datafile

http://www.transtats.bts.gov/DL_SelectFields.asp?Table_ID=1180&DB_Short_Name=Transnet

Shapefile

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database

STAGE 5 - Maintain

14) Is there a maintenance process for updating and storing the dataset?

Answer: Dataset maintenance process is being implemented.

Justification Comment:

Attachment(s): 0

There is no set schedule for updating the database. Updates are made if staff or users identify problems with the data.

15) Is there an error correction process as part of dataset maintenance?

Answer: Error correction process established.

Justification Comment:

Attachment(s): 0

Yes, validation checks are performed for consistency across records and for soundness (e.g., making sure the point is located in the specified State) prior to the release of new data.

Quality assurance is not documented online. All data checks are performed by the dataset manager using SAS. A SAS program was developed to check for common errors in the database - such as a record being an airport but not having an airport code.

Updates are made if staff or users identify problems with the data.

STAGE 6 - Use/Evaluate

16) Is there a process to determine if the dataset meets user needs?

Answer: No.

Justification Comment:

Attachment(s): 0

No process.

17) Is there a process to provide users information on how to access and properly use the dataset?

Answer: Process is fully implemented supporting access and proper use, process is reviewed on a recurring basis.

Justification Comment:

Attachment(s): 0

Information on the database is provided on the same page where users can download the data.

Database information

<http://www.transtats.bts.gov/IPCD.aspx>

Further documentation

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/bts_technical_report/april_2009/html/entire.html

18) Are the business processes and management practices assessed to meet changing technology?

Answer: No.

Justification Comment:

Attachment(s): 0

Not applicable. The data area available as a CSV file. In CSV format, the data are insensitive to technological changes, i.e. they can be used in any geospatial program.

STAGE 7 - Archive

19) Is there an archiving process for the dataset?

Answer: No archival or disposition process.

Justification Comment:

No archival process as not seen as necessary

Attachment(s): 0