

NGDA Dataset Report

Official NGDA Title: Transit (Stations)

Metadata Record Title: Fixed-Guideway Transit Stations (National) - National Geospatial Data Asset (NGDA) Transit (Stations)

A-16 NGDA Theme: Transportation

Executive NGDA Theme Champion(s):

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Theme Lead(s):

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Dataset Manager(s):

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Metadata:

Registration Status: Complete

Registered on 1/1/2013

GeoPlatform Link*: <https://www.geoplatform.gov/node/243/367d1c9a-8661-4b11-9f72-912963633406>

Data.gov Metadata Link*: <http://catalog.data.gov/harvest/object/85b662f7-e010-4a7e-97e8-aca4c82dea/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:

No response provided.

LMA Submission:

Status: Complete

Date: 9/23/2015

Extension Requested: No

LMA Reviewer(s):

Supervisor: Did not review

Theme Lead: Did not review

Executive Champion: Did not review

SAOGI*: Did not review

Other: Raquel Hunt

LMA Verifier:

Name: Raquel Hunt

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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: 33%

Transition; Transformation

Stage 4 - Access: 100%

Optimized; Established

Stage 1 - Define/Plan: 35%

Transition; Transformation

Stage 5 - Maintain: 0%

No Activity

Stage 2 - Inventory/Evaluate: 100%

Optimized; Established

Stage 6 - Use/Evaluate: 78%

Mature; Consistent

Stage 3 - Obtain: 44%

Transition; Transformation

Stage 7 - Archive: 100%

Optimized; Established

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

The current version of the transit dataset was built in 2004. A new system to update the transit dataset is being planned. The updates will occur yearly and incorporate all modes of transit.

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 US Department of Transportation's Order 1351.34, or Data Release Policy (DRP), ensures that every lifecycle stage in the development of this dataset follows open government and transparency guidelines. The policies within the DRP are levied by the Federal Funding Accountability and Transparency Act of 2006 and the Memorandum on Transparency and Open Government (January 21, 2009).

Updates to the DRP will be released in 2015. The updates will cover the entire data and information lifecycle and be consistent with OMB Memorandum M-13-13; Open Data Policy. It will also identify touch points to related information management policies such as DOT Order 1351.37, Departmental Cybersecurity Policy; DOT Order 1351.18, Privacy Risk Management; and DOT Order 1351.28, Records Management

The Department has not yet implemented its policy for proper handling of CUI. Our related policies will be updated, as necessary, once the CUI policy has been issued.

Sources:

<http://assets.sunlightfoundation.com.s3.amazonaws.com/policy/papers/DOT%20Order%201351.34.pdf>

<http://www.gpo.gov/fdsys/pkg/PLAW-109publ282/pdf/PLAW-109publ282.pdf>

https://www.whitehouse.gov/the_press_office/TransparencyandOpenGovernment

<https://www.whitehouse.gov/sites/default/files/omb/memoranda/2013/m-13-13.pdf>

<http://our.dot.gov/team/dot.it/CIOP/DOT%20Order%201351.37,%20Departmental%20Cybersecurity%20Policy.pdf>

<http://our.dot.gov/team/dot.it/CIOP/CIOP%20-%20Privacy%20Risk%20Management%20-%201351.18%20-%20Policy%20-%2009302014.pdf>

<http://our.dot.gov/team/dot.it/CIOP/Records%20Management.pdf>

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: No.

Justification Comment:

Attachment(s): 0

Not for the current dataset.

The new systematic collection of transit data will be well documented and enable them to easily continue data collection during staff changes.

STAGE 1 - Define/Plan

4) Are user and business requirements defined and formalized?

Answer: Ad hoc process is used for involving Partners/stakeholders in identifying requirements.

Justification Comment: **Attachment(s):** 0

The current transit dataset was collected to meet the needs of the Bureau of Transportation Statistics. Outside needs were considered but not analysed.

The new data collection will be based on the General Transit Feed Specification (GTFS). The GTFS is an peer reviewed industry standard which will meet nearly business requirements.

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

Answer: No involvement.

Justification Comment: **Attachment(s):** 0

The current transit dataset was collected to meet the needs of the Bureau of Transportation Statistics. Outside stakeholders were not consulted and a formal requirements analysis was not conducted.

The new data collection will be based on the General Transit Feed Specification (GTFS). The GTFS is an peer reviewed industry standard which will meet nearly business requirements.

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

Answer: Process identified, early implementation.

Justification Comment: **Attachment(s):** 0

Quality assurance for this dataset is ad hoc. However, the department recognizes that data quality is paramount and makes every practicable effort to ensure this dataset's excellence. Each build is reviewed for spatial accuracy and data integrity.

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

Answer: Process being implemented.

Justification Comment: **Attachment(s):** 0

There is not formal process to evaluate the sensitivity, privacy and confidentiality. However, every dataset published by the department is reviewed by staff to ensure that sensitivity, privacy and confidentiality are not compromised.

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

Answer: No.

Justification Comment: **Attachment(s):** 0

Data are not collected, processed or rendered using formal standards. However, the processes by which the data are collected, processed and rendered are the same for each build; Thus establishing an informal and repeatable process.

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.

Below is section four of the policy. It defines the Department's data acquisition procedures.

4. In order to avoid duplication of geospatial data acquisitions, offices and operating units within the Department shall not expend funds to acquire or produce geospatial data if an existing source for that data is available and meets mission requirements. Offices shall coordinate with other organizations, whether within or outside of the Department, if it is determined another organization is planning on acquiring or producing data that will meet the needs of the office as soon as possible, but no later than 30 days prior to the planned acquisition.

4.1. Before expending funds to collect or produce new geospatial data each office will search the officially designated National Spatial Data Clearinghouse and any other appropriate sources to determine if existing data meets agency needs. The office shall also search any Federal Geographic Data Committee (FGDC)-approved clearinghouse(s) containing references to planned geospatial data acquisitions as soon as the need for the data arises.

4.2. The office shall document the date, clearinghouse(s) searched, search criteria and results of that search.

4.3. If the office discovers/identifies geospatial data from another organization that is appropriate for the office use, the

STAGE 3 - Obtain

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

Answer: Process is under development.

Justification Comment:

Attachment(s): 0

Data are not collected using formal processes. However, the processes by which the data are collected are the same for each build; Thus establishing an informal and repeatable process.

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): 1

The U.S. Department of Transportation's Creation and Publication of Metadata for Geospatial Data policy (February 2014) establishes that all Departmental offices and operating units of the Department that collect, procure, or produce geospatial data shall create metadata for geospatial data using standards approved by the Federal Geographic Data Committee (FGDC).

Below is section eight of the policy. It defines the Department's metadata procedures.

8. REQUIREMENTS.

In accordance with the OMB Circular A-16, the agencies shall:

8.1. Document all geospatial data that is collected, produced, acquired, maintained, distributed, or preserved by the Department using a metadata standard endorsed by the FGDC.

8.2. Ensure metadata meets or exceeds the minimum requirements of the designated standard for both content and format.

8.3. Include additional information whenever appropriate to provide the maximum information available through the standard

8.4. Submit all geospatial metadata for publication to the FGDC designated Clearinghouse.

8.5. Ensure metadata meets requirements of the Privacy Act of 1974.

8.6. Ensure information in the metadata does not release proprietary, protected, or classified information.

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

Part 1 Answer: Business requirement targets identified for completing geographic coverage. Cyclic

updates for refreshing dataset in early phases.

Part 2 Answer: Dataset is presently less than 25% complete based on current requirement.

Justification Comment:

Attachment(s): 0

The current dataset contains only fixed guideway transit lines; a small portion of the complete transit system.

The next version of the tranist dataset will encompass about 90% of the complete transit system.

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

The U.S. Department of Transportation's Bureau of Transportation of Statistics (BTS), under the Office of the Assistant Secretary for Research and Technology (OST-R), is federally mandated to produce and distribute the National Transportation Atlas Database (NTAD). This dataset is included on the NTAD and is available for download via BTS' National Transportation Atlas Database web page. NTAD DVDs are also available from BTS' Bookstore. Data on NTAD DVDs are provided in the shapefile format; a De facto industry standard which is machine readable.

Sources:

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

<https://2bts.rita.dot.gov/pdc/index.xml>

STAGE 5 - Maintain

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

Answer: No.

Justification Comment:

Attachment(s): 0

The Tranist Line database was built in 2004. The data has not ben maintained since.

The new transit dataset will be updated yearly.

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

Answer: No.

Justification Comment:

Attachment(s): 0

If data are published with errors they are corrected and republished. We also use the internet to publish errata. Users can download the corrected data from http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/index.html

For further assistance users are directed to contact the Bureau of Transportation Statistics at 800-853-1351 and refer to the current National Transportation Atlas Database.

Users may also contact us via e-mail at answers@dot.gov or visit the BTS website.

http://www.bts.gov/programs/geographic_information_services/

U.S. Department of Transportation
Bureau of Transportation Statistics
1200 New Jersey Avenue, SE
Washington, DC 20590
800-853-1351

STAGE 6 - Use/Evaluate

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

Answer: Process is being developed to determine if user needs are being addressed or met.

Justification Comment:

Attachment(s): 0

If user's needs are not being met they are directed to contact the Bureau of Transportation Statistics at 800-853-1351 or to e-mail us at answers@dot.gov.

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

The U.S. Department of Transportation's Bureau of Transportation of Statistics (BTS), under the Office of the Assistant Secretary for Research and Technology (OST-R), provides users with a description of this dataset and its intended purpose. Furthermore, BTS explains the dataset is provided in a shapefile format and that shapefiles are comprised of eight different sub files.

For further technical assistance using this dataset users are directed to contact the Bureau of Transportation Statistics at 800- 853-1351 and refer to the NTAD2015. Users may also contact us via e-mail at answers@dot.gov or visit the BTS website.

http://www.bts.gov/programs/geographic_information_services/

U.S. Department of Transportation
Bureau of Transportation Statistics
1200 New Jersey Avenue, SE
Washington, DC 20590
800-853-1351

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

Answer: Assessment process is fully implemented for taking advantage of changing technology, process is reviewed on a recurring basis.

Justification Comment:

Attachment(s): 0

The U.S. Department of Transportation's Bureau of Transportation of Statistics (BTS), under the Office of the Assistant Secretary for Research and Technology (OST-R), has a mature and optimized process by which it collects, processes and publishes geospatial datasets. User and technical needs are assessed at the beginning of each production cycle and all practicable opportunities to optimize production or ease user consumption are taken.

STAGE 7 - Archive

19) Is there an archiving process for the dataset?

Answer: Archival and disposition processes are fully implemented.

Justification Comment:

Attachment(s): 0

This dataset is archived in the National Transportation Library annually.

