National Transit Data Interoperability Roadmap

March 24, 2026

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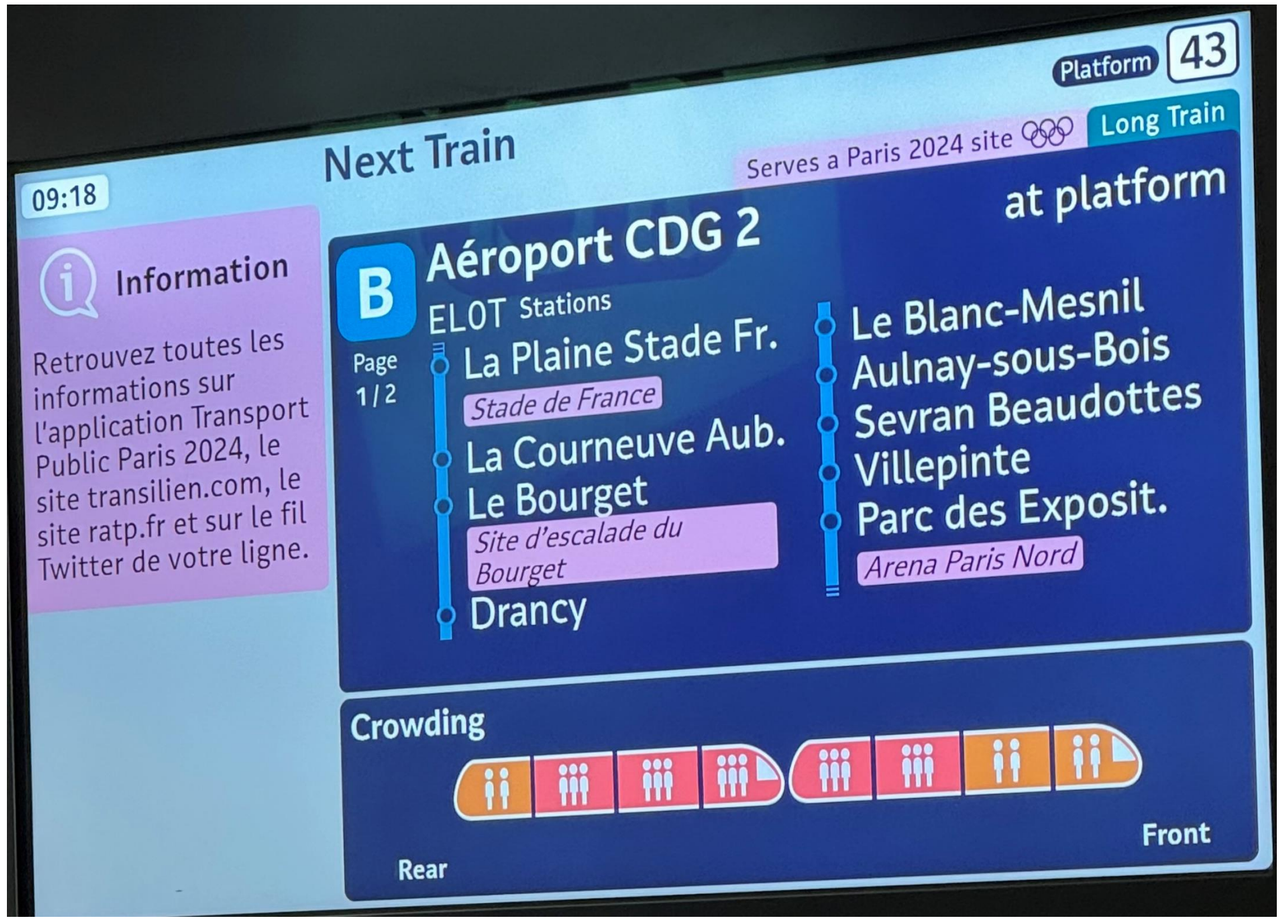
Roadmap Goal and Timeline

Roadmap Goal

- Develop a **National Transit Data Interoperability Roadmap** focused on improving transit rider outcomes for Federal Transit Administration (FTA) and industry to carry forward.

Timeline

- **Engagement** through January 2026
- **Consensus building** around actions through March 2026
- **Final Roadmap** to FTA by July 2026



Transit Screen with train crowding status in Paris, France. Source: Laura Chace

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Key Transit Data Definitions

Digital infrastructure comprises the public and private **technology assets** that create, exchange, secure, or use data to provide information and insights to advance transportation.

Source: ITS America Board of Directors, 2025

Transit data interoperability refers to different transit systems being able to communicate and exchange information in a standardized and mutually understandable way.

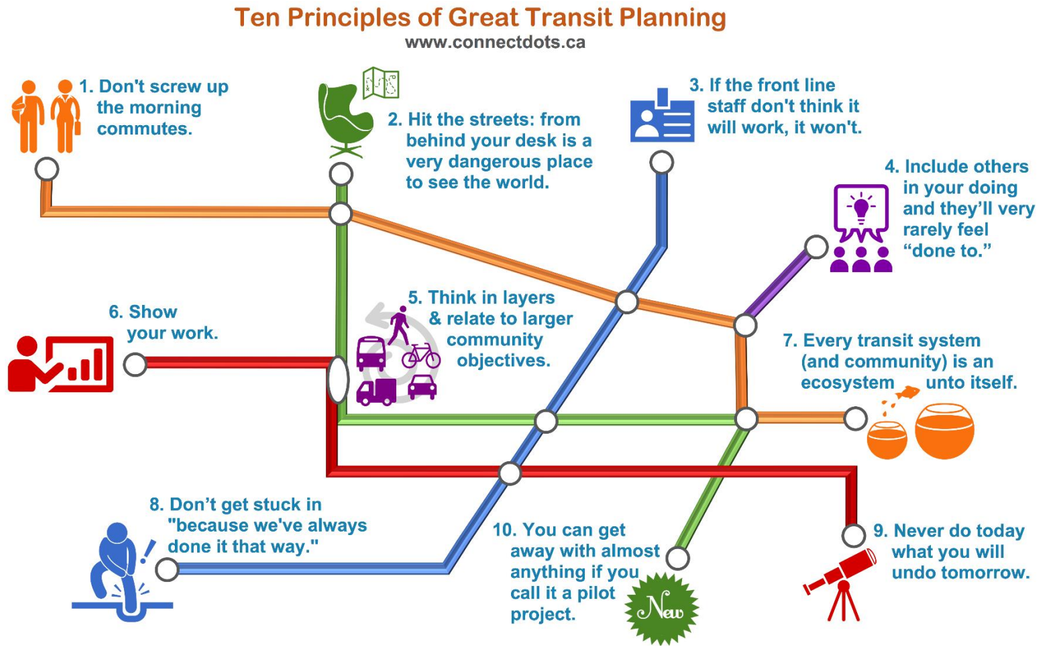
Sources: nnlm.gov/guides/data-glossary/data-interoperability, www.interoperablemobility.org/

Transit data literacy is the ability to understand data and data practices sufficiently to meaningfully interpret data and effectively communicate that meaning.

Source: https://www.nnlm.gov/guides/data-glossary/data-literacy

Roadmap Forward

- The purpose is to engage the industry on **what actions are needed at a national level to improve transit data interoperability** in support of a National Transit Data Interoperability Roadmap.
- But what matters is where **you need better transit data interoperability** to make providing transit to riders easier!
- And how we can **develop national actions** to support you providing the best transit services possible!



Source: www.connectdots.ca/technical_notebook/ten-principles-of-great-transit-planning/

Roadmap Process

- Conduct **peer exchanges, interviews, survey, and other engagement** to identify industry actions
- Determine lanes where better transit data interoperability can **improve transit rider outcomes and agency operations**
- Identify minimum critical **data that needs to be exchanged** at all levels, for agency to vendor or from one agency to another
- Outline **actions that can be taken at a national level** to help improve transit data interoperability
- The Roadmap will serve as an **implementation plan** for FTA and the industry to implement together

We are here

- Will be **built around industry consensus** of actions needed and best implementation path forward
- Final Roadmap could include objectives, actions, measures of success, and possible entities to lead **based on commitment and buy-in**

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Objectives and Actions to guide improved Interoperability Implementation

- The Roadmap will include highest need and impact actions determined by the industry.
- We want a limited number of strategic actions we can move forward collaboratively and comprehensively, rather than a lot of small and fragmented actions.
- Actions will be framed as immediate (1-2 years), medium-term (3-5 years), and long-term (6-10 years) actions to achieve goals in this area

Actions toward Implementation

Table 2: Immediate-term actions (one-two years)

Action	Steps	Entities committed to carrying action forward (lead and support)	Level of need and impact to transit riders (high, medium, low)
1.			
2.			

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Sharing Essential Information in Real-Time with Transit Riders

Objective: Determine what **information is essential to communicate to transit riders in real-time** for easy transit use, such as vehicle capacity, available ADA components, bike rack status, time for vehicle arrival at stop based on conditions, cost/payment options, and seamless transfer information. If time allows, identify what **non-real-time data** is needed to communicate essential information with transit riders.

Digital Infrastructure Needs in Transit

Objective: Identify what **digital infrastructure** is needed to easily exchange data between various transit vehicle and infrastructure technology systems, such as telecommunications connectivity and operations hardware and software, like rail signal systems, transit traffic signal priority (TSP), computer-aided dispatch/automatic vehicle location (CAD/AVL), automatic passenger counters (APCs), and fare boxes. If time allows, discuss how integrated systems can support **data being exchanged automatically** to reduce manual data processing and improve interoperability.

Creating Easier Payment Options for Transit Riders

Determine what data interoperability and digital infrastructure is needed to allow for a **single payment to be used across multiple transit systems** so transit riders can pay once to take a complete trip, such as account-based systems and rider payment profiles. Identify how to create an interoperable **national interoperable transit payment system** to make paying for transit easier for transit riders without making payment less secure, including payments from various sources from subsidies to incentive programs

Improving On-Demand and Paratransit

Discuss how improving transit data interoperability can ensure seamless and efficient trips on **on-demand and paratransit services**, including easy booking options, processing of multiple rider subsidies, accommodating rider needs, and reasonable travel times to a destination. If time allows, determine what transit data interoperability is needed to improve **demand response, intercity/multi-agency, and other types of flexible transit services**.

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Address:

1100 New Jersey Ave SE #850,
Washington, DC 20003

Telephone:

(202) 484-4847

Website:

www.itsa.org