THE NATIONAL CENTER FOR APPLIED TRANSIT TECHNOLOGY

NO-COST TECHNICAL ASSISTANCE OPPORTUNITIES WITH N-CATT

About N-CATT

Launched in late 2019

Operated by the Community Transportation Association of America (CTAA) through a cooperative agreement with the Federal Transit Administration (FTA).

Mission: provide provide small-urban, rural, and tribal transit agencies with practical, replicable solutions and innovations.

Work includes:

Hosting hands-on workshops on topics such as GTFS, GIS, and Data Management.

Direct technical assistance through our Strategic Technology Technical Assistance Teams (STTATs).

Producing resources on adopting emerging technologies, such as zero-emission vehicles and choosing new software for transit operations.

STTATs

- One-on-one technical assistance with N-CATT staff and consultants.
- Support in identifying and making progress on technology goals.
  - Assess current processes and tech opportunities for improvement.
  - Develop roadmaps for achieving tech goals, alternatives assessments, tech specifications, procurement strategies.
  - Provide support for implementation plans and procurements.
- These have led to:
  - AV Feasibility Study
  - Microtransit Deployment Strategies
  - Alternatives analyses and technical specifications for upgrading fare payment systems.

DATA AND RURAL TRANSIT – COMMON CHALLENGES

Limited staff capacity

Limited time

Limited budgets

Limited availability

WHAT WE'RE EXPLORING

- Rural agencies have a lot of data that they don't know how to use
  - Vehicle schedule and location data
  - NTD data (e.g. distances, ridership, hours)
  - Pick-up/Drop-off Data
- They also need more
  - Low/No vehicle performance characteristics
  - Vehicle capacity and utilization
  - Route optimization
- They need outside support
  - State-level data manager
  - Low- or no-cost consulting/technical assistance

Driver shortage creating unsustainable driver schedules

Burnout risk | Excessive overtime

Can agency restructure existing drivers and keep service?

Inaccessible, messy data limited decision-making capabilities

CASE STUDY

CASE STUDY – WHAT WE'RE ASKING

- What's the gap between drivers at their ideal schedule and your budget compared to what's actually happening? How many drivers are worked beyond what they signed up for?
- How can you play with the parameters in your S&D software? Originally found it didn't work well, but didn't experiment with knobs
- Can you change how you offer service in certain areas? E.g. combine in-town routes into one day
- How many trips are you denying? Can they be fit in with restructured service?

N-CATT'S DATA LITERACY INITIATIVE

- **To increase the knowledge and utilization of data-analytics capabilities in small-urban, rural, and tribal public transit agencies**
- **Strategic Goal:** Enhance rural, tribal, and small urban transit agency use of data collection and analysis tools, while making more effective or justified decisions with that data
- **Expected Resources:** training, tools, and direct technical assistance

THE DATA LITERACY INITIATIVE

Survey Data Literacy

Identify critical areas of improvement

Understand capacity to develop knowledge within small-urban, rural, and tribal agencies

Provide Training

Develop training on collecting, managing, and making decisions from data

Developed in concert with NTI, AASHTO, and other FTA-funded TA Centers

Provide Expert TA

Help agencies deliver their desired results in improving mobility and transit

Create Resources

Produce readily accessible online resources

Emphasize benefits of emerging tech, investment/partnership opportunities, and legislative changes

WHAT YOU CAN EXPECT

- Data Dictionary
- Data Literacy Study
- Data Literacy Performance Measures
- Pilot for State-Level Data Expert
- Data Literacy Curriculum

HOW THIS AFFECTS THE INDUSTRY

Improved understanding of data-based decision-making

Better knowledge of data collection methods

More confidence in data collection and organizing

Newsletter

LinkedIn

STTATs

Questions?

THANK YOU!

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