Core NTD Reporting Requirements – 49 USC 5335(a) & (b)

(a)NATIONAL TRANSIT DATABASE.—To help meet the needs… for information on which to base public transportation service planning,

the Secretary shall maintain a reporting system, using uniform categories to accumulate public transportation financial, operating, geographic service area coverage, and asset condition information and using a uniform system of accounts.

The reporting and uniform systems shall contain appropriate information to help any level of government make a public sector investment decision.

The Secretary may request and receive appropriate information from any source.

(b)REPORTING AND UNIFORM SYSTEMS.—The Secretary may award a grant under section 5307 or 5311 only if the applicant, and any person that will receive benefits directly from the grant, are subject to the reporting and uniform systems.

Expanded Requirements for Everyone – 49 USC 5335(c)

(c)DATA REQUIRED TO BE REPORTED.—Each recipient of a grant under this chapter shall report to the Secretary, for inclusion in the national transit database under this section—

(1) any information relating to a transit asset inventory or condition assessment conducted by the recipient;

(2) any data on assaults on transit workers of the recipients; and

(3) any data on fatalities that result from an impact with a bus.

Special Rural Reporting Requirements – 49 USC 5311(b)(4)

(4)DATA COLLECTION.—Each recipient under this section shall submit an annual report to the Secretary containing information on capital investment, operations, and service provided with funds received under this section, including—

(A) total annual revenue;

(B) sources of revenue;

(C) total annual operating costs;

(D) total annual capital costs;

(E) fleet size and type, and related facilities;

(F) vehicle revenue miles; and

(G) ridership.

Urban Federal Formula Allocation

- You Already Report System-wide Annual Service Data for Each Mode and Type of Service You Operate
- Urban Reporters Must Allocate Service Totals and Operating Expenses for Each of the Geographic Areas You Serve
- These Allocations Determine the Amount of Funding FTA Apportions to Each Area
- Rural Reporters Do Not Provide this Allocation – All Data Is Allocated to the Rural Area of the State Where the Headquarters Is Located

Rural Operators Serving Two States

- For Rural Agencies Operating in Rural Areas Between Two States:
  - You Must have Two Reduced Reports Submitted: One for Each State
  - Each State DOT will Manage the Submission of the Report Individually
  - You Should Prepare Your Data by State, Specifically:
    - Vehicle Revenue Miles in Each State
    - Funding Received from Each State DOT

Overview of the Serve Rules

- You must follow the **serve rules** when allocating data for Federal funding.
- You serve an area if your transit service provides trips with either end (origin or destination) in that specific urbanized area or rural area.
- If you serve more than one area, then you must decide how to allocate data among those areas, subject to the **serve rules**.
- If you only serve one area, then all of your data is allocated to that one area.
- If all trips on the service originate in one area and end in a second area, then data may be allocated by any reasonable and consistent method.
- If some trips on the service both begin and end in one area, and other trips both begin and end in another area, then the allocation must provide some data to both areas.

Serve Rules for §5311 Funding

- If §5311 funding is the only FTA funding used to support the service, the transit agency must report all Federal funding data for the service to the rural area.

- If the service is supported by §5311 funding (operating or capital) and also §5307 capital funding, then you must allocate all Federal funding data for the service to the rural area.

- If the service is supported by both §5311 funding (operating or capital) and also §5307 operating funding, then you must allocate Federal funding data to the urbanized and rural areas in proportion to the §5307 and §5311 operating funding applied to the service.

Illustrative Formula Impacts from FY 2023

	Per Person	Per Low Income Person	Per Disabled & Elderly Person (5310)	Per Bus Vehicle Revenue Mile
UZA Over 1 Million	$4.91	$3.64	$5.97	$0.62
UZA 200k to 1 Million	$4.23	$3.64	$5.97	$0.77
UZA 50k to 200k	$9.96	$6.38	$11.05	-
Rural Under 50k	$5.96	$2.68	$3.44	$0.07

Notes:
- Includes 5307, 5311, 5310, and 5339 formulas. However, not all formula apportionment factors are shown.
- Urbanized areas also receive amounts based on population density, operating cost efficiency, and the amount of fixed guideway service ($50,239 per DRM, $0.82 per VRM, or $13.05 million commuter rail minimum.)
- Urbanized areas between 50k and 200k can receive more if they meet certain high-performance benchmarks.
- Each state receives $1.75 million under the 5339 formula ($500,000 for each Territory)
- State of Good Repair Formula is not included
- Rural areas also receive amounts based on land area

STIC Formula Factors

- Six STIC Factors – Based on Meeting Benchmarks
  - Four Per Capita Factors
    - Vehicle Revenue Miles per Capita
    - Vehicle Revenue Hours per Capita
    - Passenger Boardings per Capita
    - Passenger Miles per Capita
  - Two Ridership Intensity Factors
    - Passenger Miles per Vehicle Revenue Mile (PMT per VRM)
    - Passenger Miles per Vehicle Revenue Hour (PMT per VRH)
- Benchmarks Are Defined by the Average of All UZAs Between 200,000 and 1 Million in Population for that Year

STIC Factors for FY 2023

- For FY 2023, Each Factor Was Worth $550,406
- 127 out of 320 Small UZAs Qualified for at Least One Factor
- 11 UZAs Qualified for All 6 Factors

	VRM per Capita	VRH per Capita	UPT per Capita	PMT per Capita	PMT per VRM	PMT per VRH
FY 2023 Level	11.90	0.758	11.573	76.88	5.52	94.84
Qualifiers	71	88	52	38	44	52
Close Finish Example	-0.04%	-0.0016%	+0.0016%	-0.97%	-0.02%	+1.14%
	11.85	0.757	11.574	75.91	5.50	95.98
	Monroe, MI	Kokomo, IN	Binghamton, NY-PA	Lynchburg, VA	Albany, GA	Watsonville, CA

11 UZAs Qualified for All 6 STIC Factors in 2023

- Commuter Rail Cities
  - Danbury, CT
  - Waterbury, CT
- Other Qualifiers:
  - Boulder, CO
  - Davis, CA
  - Flagstaff, AZ
  - Kahului, HI
  - San Luis Obispo, CA
  - San Marcos, TX
  - Santa Barbara, CA
  - State College, PA

STIC Factors Change Every Year

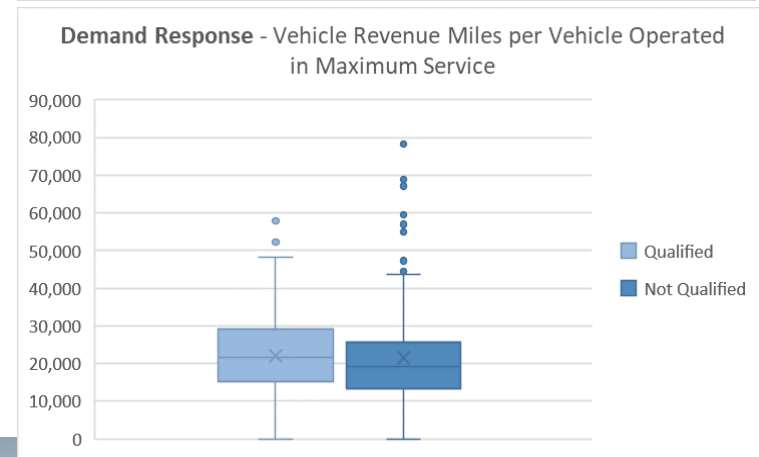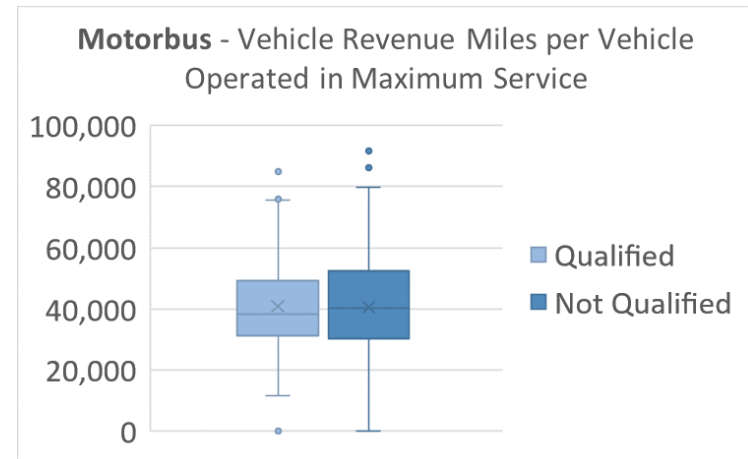|	VRM per Capita	VRH per Capita	UPT per Capita	PMT per Capita	PMT per VRM	PMT per VRH
FY 2023 Level	11.90	0.76	11.57	76.88	5.52	94.84
FY 2022 Level	11.84	0.76	11.69	77.84	5.63	96.13
FY 2021 Level	11.80	0.76	11.81	77.57	5.68	96.79
FY 2020 Level	11.68	0.75	11.98	78.55	5.87	100.70
FY 2019 Level	11.64	0.74	12.14	79.17	6.00	105.11
FY 2018 Level	11.48	0.73	12.57	82.31	6.34	111.53

21 UZAs Met Both Service per Capita Factors

- Commuter Rail/Commuter Bus Cities
  - East Stroudsburg, PA-NJ
  - Leominster-Fitchburg, MA

- State University Cities
  - Cape Girardeau
  - Carbondale, IL
  - Chico, CA
  - DeKalb, IL
  - Eau Claire, WI
  - Elizabethtown-Radclffe, KY
  - La Crosse, WI
  - Merced, CA
  - Salisbury, MD-DE
  - Springfield, IL

- State Capitols
  - Charleston, WV
  - Dover, DE
  - Santa Fe, NM

- Other Dual Qualifiers
  - Kankakee, IL
  - Pittsfield, MA
  - Rocky Mount, NC
  - Uniontown-Connellsville, PA
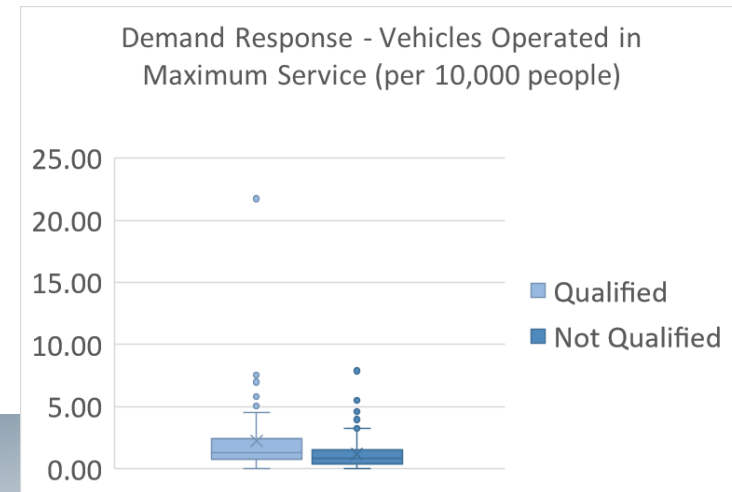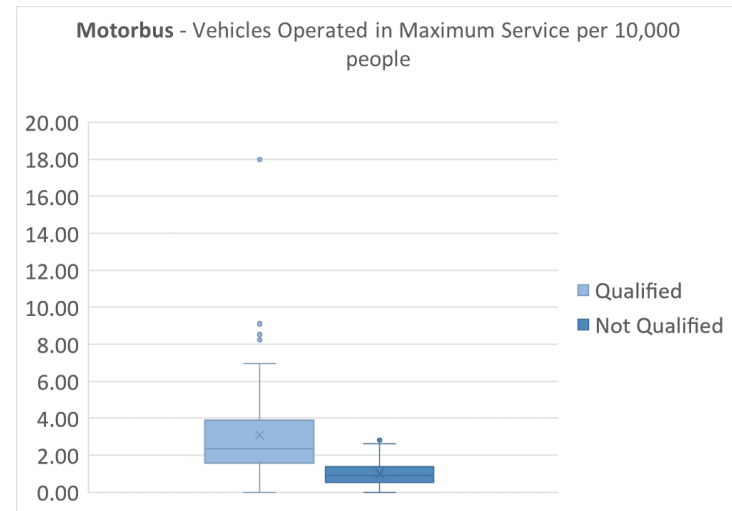 - West Bend, WI
  - Williamsport, PA

STIC Cities Have Similar Asset Usage to Non-STIC Cities

Mode - Measure	UZAs Qualifying for either Service Supplied STIC Factor	UZAs Not Qualifying for either Service Supplied STIC Factor
Motorbus - VRM per VOMS (global average)	37,160	41,560
Demand Response - VRM per VOMS (global average)	20,019	19,126

Motorbus - Vehicle Revenue Miles per Vehicle Operated in Maximum Service

Demand Response - Vehicle Revenue Miles per Vehicle Operated in Maximum Service
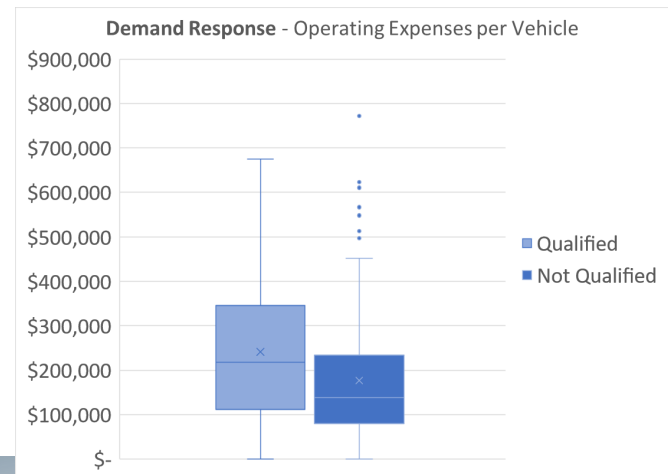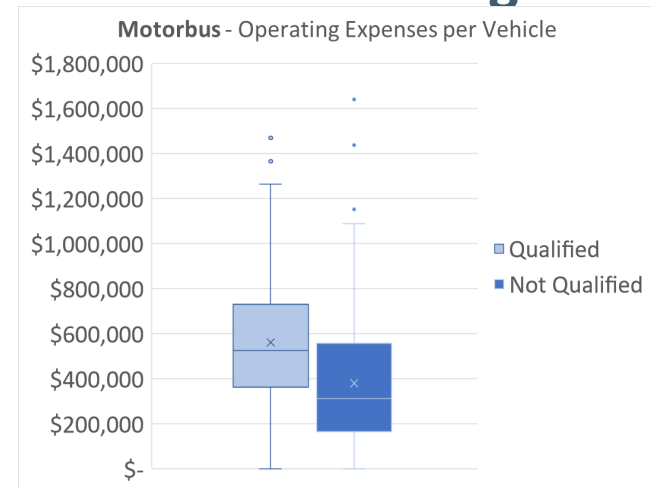
STIC Cities Have 3x Bus Vehicles and 2x DR Vehicles

Measure - Mode	UZAs Qualifying for either Service Supplied STIC Factor	UZAs Not Qualifying for either Service Supplied STIC Factor
Motorbus - VOMS per 10,000 people (global average)	3.00	0.96
Demand Response - VOMS per 10,000 people (global average)	2.03	1.09

Motorbus - Vehicles Operated in Maximum Service per 10,000 people

Demand Response - Vehicles Operated in Maximum Service (per 10,000 people)

STIC Cities Generally Don't Have a Cost per Vehicle Advantage

Measure - Mode	UZAs Qualifying for either Service Supplied STIC Factor	UZAs Not Qualifying for either Service Supplied STIC Factor
Motorbus - Operating Expenses per Vehicle (global average)	$566,308	$426,725
Demand Response – Operating Expenses per Vehicle (global average)	$229,167	$155,257

Motorbus - Operating Expenses per Vehicle

Demand Response - Operating Expenses per Vehicle

Local Govts. Contribute 2x-3x More per Person in STIC Cities

Measure - Mode	UZAs Qualifying for either Service Supplied STIC Factor	UZAs Not Qualifying for either Service Supplied STIC Factor
Motorbus - Local Revenues expended per Capita (global average)	$11.04	$4.07
Demand Response – Local Revenues expended per Capita (global average)	$3.55	$1.87

Motorbus- Local Expenses per Capita

Demand Response - Local Expenses per Capita
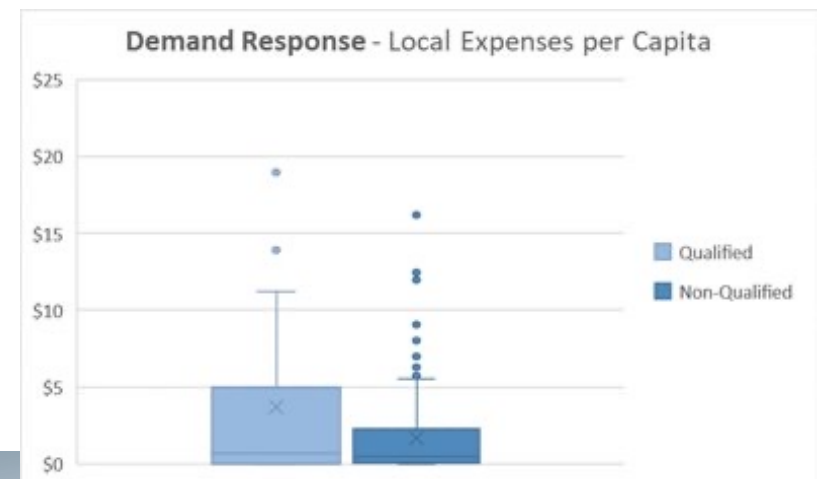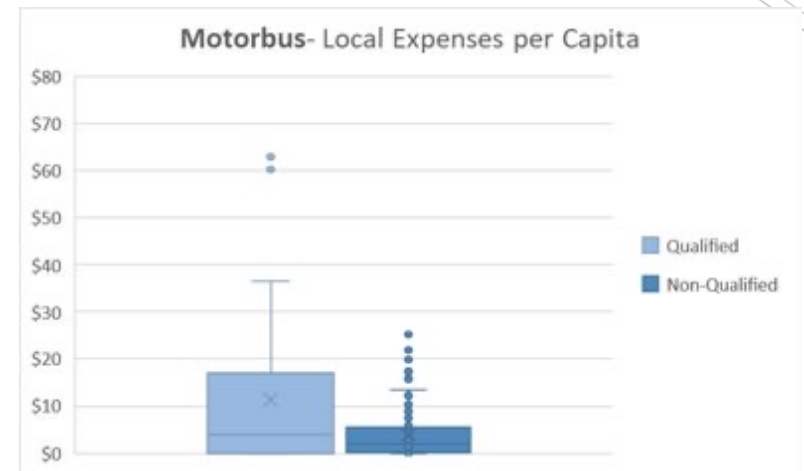
What's New for NTD in 2023

- Emergency Point-of-Contact
- Vehicle Fuel Type Reporting Extended to All Reporters
- End of COVID-19 Emergency
- New Sample-Based Reporting
- GTFS Data for Fixed-Route Service
- Geographic Coverage for Demand Response Services
- Reporting of Transit Worker Assaults
- Reporting of Bus Collisions

Emergency Updates and Vehicle Fuel Data Collection

- Report an emergency contact to facilitate communication with FTA in an emergency on the P-10 Form in 2023
- Certify or update the emergency contact at least once per year.

- All vehicle inventory reports now ask for fuel type.
- Will track progress towards fleet electrification.

- End of the COVID-19 Emegency
- Sampling requirements resume for 2023 annual reports.
- 2022 data will be used for the FY 2024 apportionment this October.

New Sample-Based Reporting

- Around 315 NTD Reporters selected to participate for three years.
- Report best-available data, in addition to the regular monthly report.
- Four data points:
  - Weekday 5-day Unlinked Passenger Trip (UPT) and Vehicle Revenue Mile (VRM) total
  - Weekend 2-day Unlinked Passenger Trip (UPT) and Vehicle Revenue Mile (VRM) total

Month	Week	Due Date
July	July 10-16	July 25
August	August 14-20	August 29
September	September 11-17	September 26
October	October 16-22	October 31
November	November 13-19	November 29
December	December 9-15	December 27

Fixed-Route Reporting of GTFS Data

- Fixed-route Modes must provide GTFS links w/ the following text files:
  - Agency,
  - Stops,
  - Routes,
  - Trips,
  - Stop Times, and
  - Calendar or Calendar dates.txt.

- Rural Transit Assistance Program (RTAP) resources to both rural and urban transit agencies for building their GTFS feeds:
  - RTAP GTFS Builder
  - RTAP Builder Support

Report Demand Response Service Coverage

- Report Counties served, and areas within counties served
- Certify whether the service fulfills ADA requirements
- List passenger eligibility requirements – same as ADA minimums? Or inclusive of others beyond the ADA?
- Number of days operated.
- Advanced reservation policy
- Base fare policy

Reporting of Assaults

- Report both physical and non-physical assaults, regardless of injury.
    - Assault: "an attack by one person on another without lawful authority or permission"
    - Assault on a transit worker: "interfere[ence] with... a transit worker while... performing the duties of the transit worker"
- Reporting system updated April 2023 for Full Reporting
- Rural, Reduced, and Asset-only reporters to provide annual statistics starting Report Year 2023 on new S&S-60 Form

Reporting of Bus Collisions

- Collisions must be transit-related (transit property or a transit vehicle)
- Collisions must meet a threshold:
    - An injury requiring transport away from the scene
    - A fatality
    - An evacuation for life-safety reasons
    - Property damage of $25,000 or more
    - Towing of the transit or non-transit vehicle
- Categorize collisions (as well as related fatalities and injuries) as being:
    - With a pedestrian
    - With another vehicle
    - With something else

New Training Course Planned

NTI Is Planning on Offering a Multi-day Training for Rural Reporting

- Two-Day Virtual Course Planned for September-October
- Two-Day Tribal Course Planned for December

Please Join the NTI Mailing List to Receive Notifications for Course Offerings and Dates

https://www.ntionline.com/

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